

# WK 51: SIRE 2.0



## CH 2.3.2 : CLASS SURVEY FILE

## **Wk 51 SIRE 2.0 Ch 2.3.2:**

Were the Master and Chief Engineer familiar with the company procedure to maintain the Class Survey File, and was the vessel free of any visible or documentary evidence of concerns with the structural condition of the hull or hold space and ballast tank coatings?

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### **Objective:**

To ensure that the structure of oil and chemical, Gas tankers was subject to enhanced survey and complete historical records of any damage, deterioration and subsequent repairs to their hull structure were available onboard.

### **Potential Negative observation:**

2.3.2.1 : There was no company procedure to ensure the vessel's Survey File is maintained complete and up to date.

2.3.2.2: The Master and/or Chief Engineer were not familiar with the company procedure to ensure the vessel's Survey File is maintained complete and up to date.

2.3.2.3: The Survey File was incomplete and did not include:

- Class status reports.
- Survey reports.
- Repair history.
- Coating Technical File.

2.3.2.4: Maintenance of the protective coating system was not included in the overall ship's maintenance plan.

2.3.2.5: Structural repairs were recorded within the Survey File as having taken place during the previous twelve months, but the vessel's defect reporting system did not include a similar report.

2.3.2.6: Structural repairs were recorded as having taken place following a casualty/incident but there was no incident investigation report available onboard.

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2.3.2.7: Physical inspection of the vessel identified concerns with hull structural integrity such as cracking, denting, distortion, significant corrosion or thinning of structural members which had not been subject to an occasional class survey.

2.3.2.8: A survey report contained details of substantially corroded tanks/areas or areas with deep pitting.

2.3.2.9: Classification society reports recorded fair or poor ballast tank coating condition.

2.3.2.10: Coating repairs were reported to have taken place within ballast tanks, but the coating technical file had not been updated accordingly.

### **Inspection Guidance:**

The vessel operator should have developed a procedure to ensure the vessel's Survey File is maintained complete and up to date. The file should include:

- Class status reports.
- Survey reports.
- Repair history.
- Coating technical file, where required to be carried.

### ***Human:***

*The Master and/or Chief Engineer must be familiar with the company procedure to ensure the vessel's Survey File is maintained, complete and up to date.*

### ***Process:***

*The vessel operator must ensure there is a procedure in place to maintain and update the vessel's Class Survey File, reflecting the complete Class status reports, survey reports, repair history, and coating conditions.*

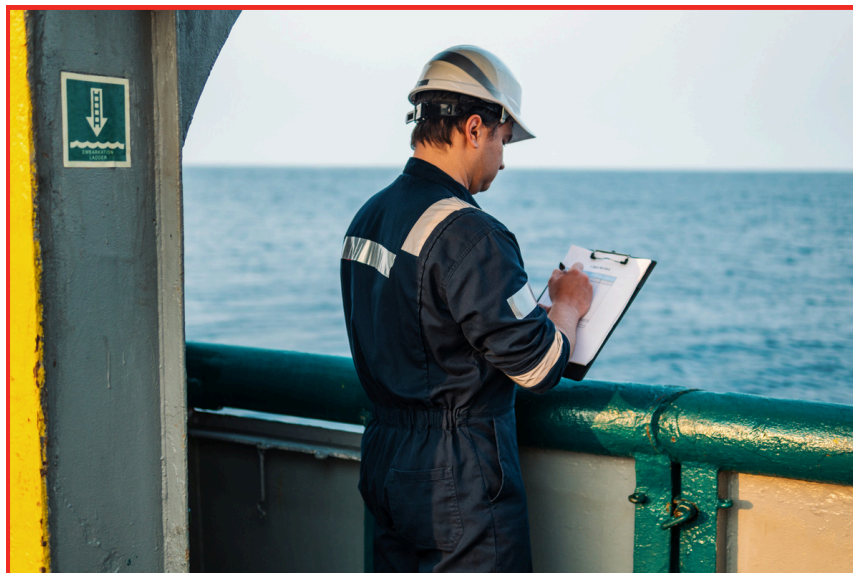
*The ship's crew is responsible for conducting periodic inspections of cargo holds, ballast tanks, and void spaces as scheduled. The Inspector will request inspection reports for review.*

*Class Survey File must include records of any structural repairs identified, indicating whether they were completed. The vessel's defect reporting system should be updated to reflect the repair status. For damages resulting from a casualty or incident, an incident report must be available onboard.*

*The Inspector will review the Survey File and compare the vessel's repair history with the preceding 12 months of records in the defect reporting system.*

*Cracking, denting, distortion, excessive corrosion, or thinning of structural members should have been addressed through an occasional survey. The follow-up from the occasional survey must be completed, with records and evidence available for presentation to the Inspector.*

*The Coating Technical File should be updated to reflect the coating condition of cargo or ballast tanks, especially if reported as fair or poor. A survey report detailing substantially corroded tanks or areas with deep pitting will lead to a negative observation, as will Classification reports showing fair or poor coating conditions in ballast tanks.*



### **Hardware:**

*During the physical inspection, the Inspector will also be observing if there are any other concerns with hull structural integrity such as cracking, denting, distortion and excessive corrosion or thinning (as compared with design profile) of structural members that were not reflected in the files and documents.*

### Expected evidence:

- Survey File.
- Coating Technical File, where required to be carried.
- Inspection reports for cargo, ballast, hold and void space inspections by ship's personnel.
- Incident investigation reports relevant to structural damage and repair.

### Reference:

TMSA KPI 4.2.2 requires that cargo, void and ballast spaces are inspected to ensure their integrity is maintained. The frequency of inspections is determined by the applicable regulations of Class, Flag State and national authorities. IMO: ISM Code/10.1 IMO: SOLAS/Chapter II-1 Regulation 3-2

IMO: MSC.215(82) Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers. IMO: MSC.215 (82) Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks.

IACS: UR Z7.2 Rev

6 Feb 2015 Hull Surveys of Liquefied Gas Carriers IMO

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# SIRE 2.0



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