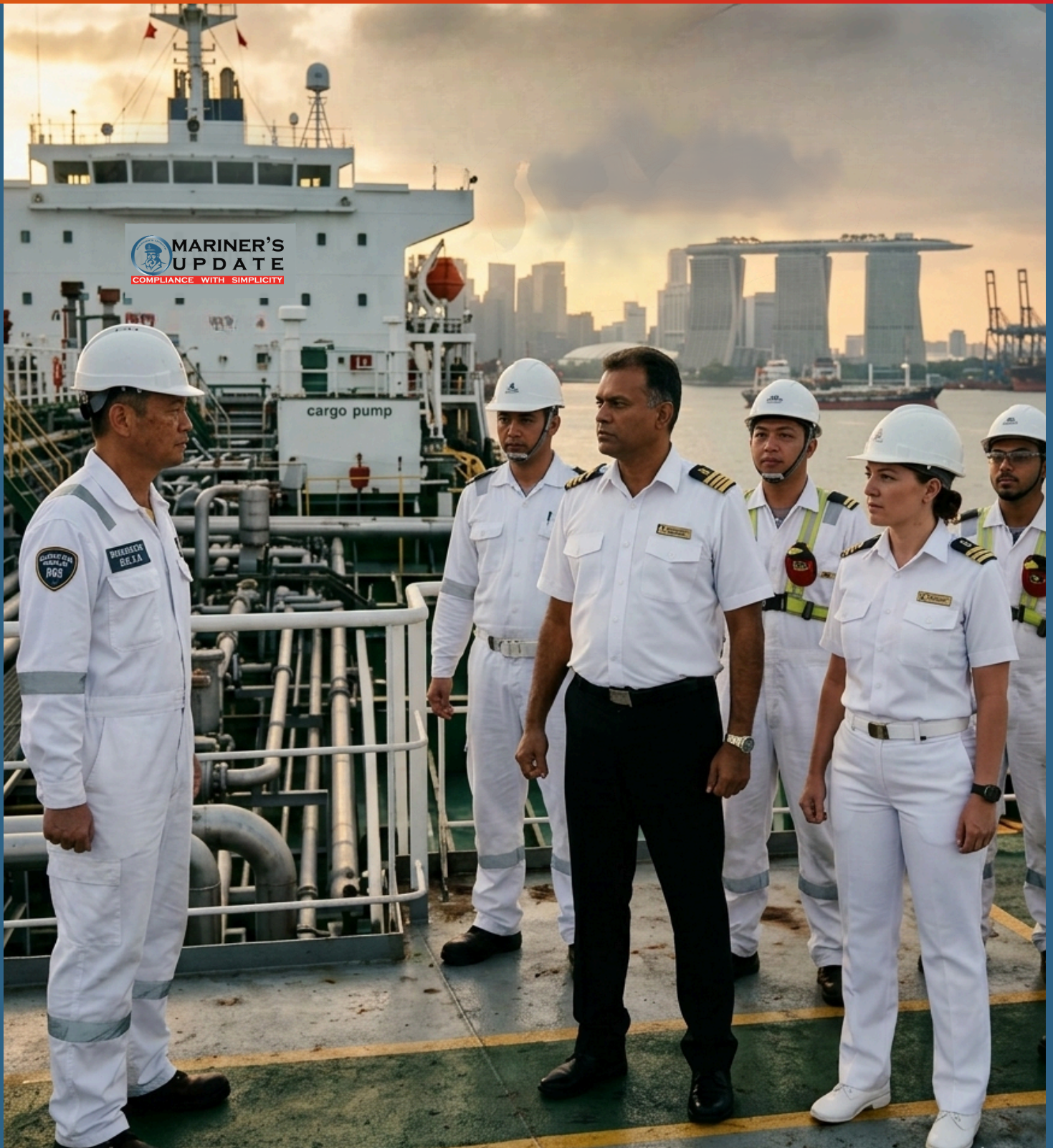


**INSPECTION IS NOT A WAR -
UNLESS YOU ARE UNPREPARED**



WK 50- SIRE 2.0 AT SINGAPORE

Wk 50 – Chemical Tanker SIRE at Singapore PLACE- SINGAPORE

30th Mar 2026

1600 LT: Vetting Inspector Capt..... boarded the Vessel. He was escorted to Masters office.

1620 LT ~ 1650 LT: Opening meeting carried out with Onboard management team

1700 LT ~ 1850 LT: Started to check statutory certificate thoroughly, checked class status for any remarks or previous survey history, ESP file, Coating technical file, Cargo/Ballast tank inspection records (was checking in details for any error), Officer BRM certificates within past 5 years, SEEMP Part II & III including statement of compliance from 2023 records, LSA/FFA certificates were checked, all Crew familiarization records were checked in detail, last technical audit, engineering audit, ism audit, nav audit were checked.

1900 LT ~ 2000 LT: Navigation Bridge.

Starting from General Round on Bridge

He asked about passage plan UKC calculation, how is vessel squat table prepared, compared squat table with passage plan, asked about SCAMIN in detail, difference between solid state radar and normal magnetron & advantages over magnetron, RADAR PMS records compared to Radar manual records, checked last magnetron changed date and why was it changed & its records. GMDSS log book was checked for last shore test.

31st Mar 2026

1230 LT ~ 1400 LT: Deck Rounds.

Started his deck rounds from accommodation A deck, proceeded to Emergency generator room, checked - all PPE & procedures are posted. Instructed deck officer to operate and reset Fuel shut off valve & asked to manually start EDG with procedure to carry out a blackout test.

Proceed to aft mooring area, he checked the Mooring hazardous area markings, visually inspected mooring line conditions, winches, brakes tightened to correct markings. Checked aft ETA drum.

After completing his inspections he proceeded towards main deck area from stbd side, checked paint store, entry procedures & if paints are not stowed up to the correct height & not above the sprinkler height.

Inspected Slop (w) & ROT area checked arrangements of air driven spill pumps.

Proceeded to fwd from stbd side main deck he checked few Lifebuoys & deck markings, checked pilot boarding area markings, anti-skid surfaces & inspected port side pilot ladder.

Checked manifold area, manifold pressure gauges & midship store -checked SOPEP inventory last update & visual checks.

On deck asked to test HI/OF alarms & BWTS airlock alarms.

On forecastle deck checked mooring line conditions, Hazards area markings, and winches conditions.

In forecastle store checked fwd bilge pumping arrangement, markings, portable framo pump & hoses.

Going back towards accommodation he checked PV valves visually & catwalk gratings conditions.

1415LT~1515 LT: CCR

Checked Drill records for last SOPEP drill carried out & trainings.

CCR filing: Checked Enclosed space entry permits, Mooring records, D117 & brake rendering test, RH filing & Safety rounds checklist.

Asked random questions popping on his tab.

Checked daily Tool box meeting records & pointed out on 21st March TBT form the RA section was not marked correctly for mooring operations, though the RA for mooring operations was carried out & was reviewed by master.

Checked various mandatory posters in CCR, checked if any alarms in CCR

Checked gas meters & duty officer's familiarity with the same.

Checked FGDS is running without any alarms.

1530LT ~ 1630 LT: E/R Rounds.

Vetting inspector entered engine room at 1530hrs, after a brief introduction in the ECR.

First, he checked the enclosed entry permit and hot work permit Checklist. He cross checked the all the permits, including the hot work permit office approval and the Corresponding RA.

He then asked about the operation of the Engineers call alarm and asked as show in the Aconis panel.

During the Engine room rounds, the following equipment and systems were checked.

- Sewage plant was inspected.
- He instructed to operate the OWS in recirculation mode and checked the 3-way valve operation by increasing the ppm.
- He inspected the AE exhaust manifold for signs of exhaust gas leakage.
- Bottom platform inspected and a functional test of the signal light column was conducted.
- The ME Local Maneuvering operating procedure was checked. The tab photo was covering the Local Maneuvering panel completely and he compared with actual location.
- He asked about OMD testing procedures and tool for testing.
- He took a round around the Framo power pack room, purifier room and AE platform.

After completing the ER rounds, he returned to the ECR.

- 440 V and 220 V earth fault settings were checked, along with alarm verification.
- Records of fire alarm testing were reviewed.
- Maintenance schedule for the fire alarm system was checked.
- Fire alarm panel backup battery testing and maintenance schedule in the pms was checked. He specifically enquired about Fire alarm Integrity checks and cross checked the manual for the Fire Detection system.
- He requested to show the inhibit alarm list on the Aconis panel.
- He asked Defect List and mode of reporting defects in the PMS and checked reported defects in the SS.
- He left the ER around 16.30

[1700-1730 LT: Closing Meeting.](#)

1800 LT SIRE Inspector AWAY.

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