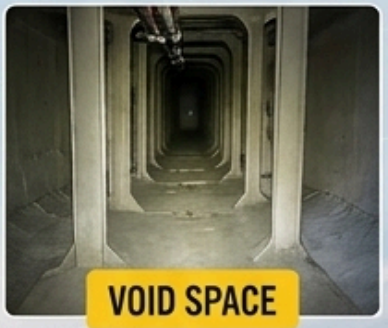
SIRE 2.0 CHECKLISTS
TANK INSPECTIONS

CARGO | BALLAST | VOID SPACES



- INSPECTION PROCEDURE ✓
- INSPECTION FREQUENCY ✓
- REPORTING CRITERIA ✓
- COATING & STRUCTURAL CONDITION ✓
- DEFECTS REPORTED TO CLASS ✓
- NO OPEN STRUCTURAL DEFECTS ✓

A COMPLETE GUIDE FOR SEAFARERS & INSPECTORS

MARINER'S UPDATE
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WK 53: SIRE 2.0 : TANK INSPECTIONS

Ch : 2.3.3 Were the Master and senior officers familiar with the company cargo, ballast & void space inspection and reporting procedure and, were records available to demonstrate that all inspections had been accomplished within the required time frame with reports completed in accordance with company instructions?

Applies to: Oil/LNG/LPG/Chem

POTENTIAL GROUND FOR NEGATIVE OBS:

• There were no company procedures for the inspection of cargo/ballast/void spaces which gave clear guidance on the inspection frequency, the inspection process and reporting criteria.

• The required inspection frequency for ballast and void spaces exceeded twelve months.

• The required inspection frequency for cargo spaces on oil and chemical tankers exceeded thirty-six months.

• The accompanying officer was unfamiliar with the company cargo/ballast/void space inspection procedure and/or reporting criteria.

• Cargo, ballast or void space inspection(s) for any single space was overdue by more than a month according to the company defined inspection period for the space(s) in question.

• Any cargo, ballast or void space had been omitted from the onboard inspection regime.

• The cargo, ballast and/or void space inspection reports were not prepared in a standard format which permitted the reporting of coating and structural condition in defined areas of the space in question.

• Defects to tank structure, coating or fittings were reported in an inspection report but the defects(s) had not been transferred to the defect reporting system for subsequent corrective action.

• There were open defect reports specifically related to damage or defects to tank structure.

• Defects to tank structure had not been reported to the vessel's Class Society for evaluation.

CHECKLIST FOR YOU :

1)Have the details required by the company inspection procedure been recorded for each space on the dedicated inspection report form (correct company forms used)?

2) Are all the officers familiar with the company procedure for inspection of cargo/ballast/void spaces including reporting criteria?

3) Do the inspection reports include coating and structural condition in defined areas of the space?

4)Have the cargo, ballast, void spaces inpected as per SMS (inspection frequency, process) and are the inspection reports avaliable? Have the cargo, ballast, void spaces inpected as per SMS (inspection frequency, process) and are the inspection reports avaliable?

5)Have all the ballast and void spaces inspected at intervals not exceeding 12 months?

6)Have all cargo spaces inspected within last 36 months?

7)Are the defects relating to structurs, coating or fitting entered into the defect reporting system?

8)Have the defects to tank structure been reported to the Class for evaluation?

9)Are there any open defect reports specifically related to damage or defects to tank structure?

GUIDELINES:

Human Guidelines:

The accompanying Officer must be familiar with the company cargo/ballast/void space inspection procedure and/or reporting criteria.

Process Guidelines:

The vessel operator must establish procedures for inspecting cargo, ballast, and void spaces. These procedures should define the frequency of inspections and actions to be taken when a space cannot be inspected. The condition of each space must be reported in a standardized format.

- Cargo tanks on oil and chemical tankers should be inspected by ship staff every 2.5 years, with a six-month +/- window to align with renewal and intermediate survey regimes.

- Hold spaces on gas carriers should be inspected annually.

- Ballast tanks, void spaces, pipe trunks, and cofferdams must be inspected annually for all vessel types (ensure inspections are not overdue by more than one month).

- Where Conditions of Class, memoranda, or coating conditions require more frequent inspections, they must be conducted by ship staff and documented.

The Inspector will verify the enclosed space entry records and permits for recent cargo, ballast, and void space inspections.

Date range must be declared in PIQ 2.3

Records of any structural repairs identified, and whether completed or not, must be reflected in the Class Survey File

Hardware Guidelines:

Ensure the availability of the Cargo/ballast tanks/ void space/ FW tanks reports,

REFERENCE:

TMSA KPI 4.2.2 requires that cargo, void and ballast spaces are inspected to ensure their integrity is maintained.

IMO: ISM Code/10.1, 10.2

IACS: Recommendation 87. Guidelines for Coating Maintenance and Repairs for Ballast Tanks and Combined Cargo/Ballast Tanks on Oil Tankers.

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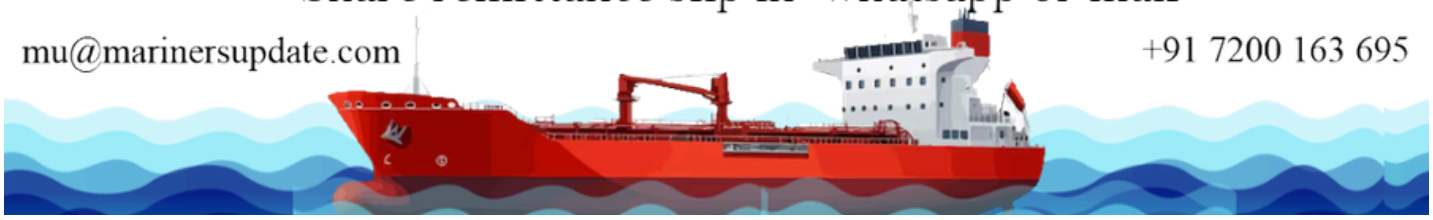

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