

# EXPERIENCE EXCHANGE - KEY INSPECTION INSIGHTS

## WK 55 - SIRE 2.0

 **MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY



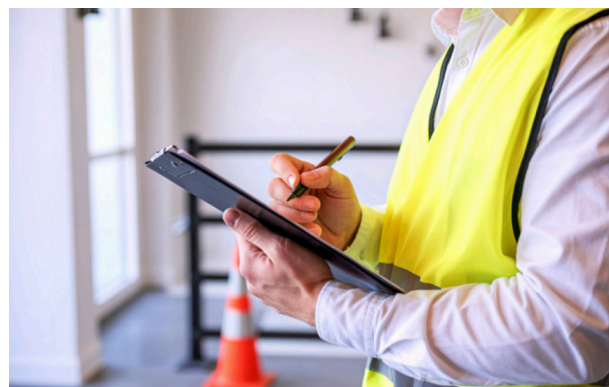
# WK 54 - SIRE 2.0 : EXPERIENCE EXCHANGE - KEY INSPECTION INSIGHTS

**SIRE 2.0**  
**GENOA, ITALY**  
**VIVA ENERGY**

## OVERVIEW

The inspection highlighted the practical approach followed under SIRE 2.0, where inspection questions are dynamically generated from the vessel's HVPQ and PIQ submissions.

The inspection focused heavily on operational understanding, practical demonstrations, crew interviews, record verification, and correlation between submitted photographs and actual onboard conditions.



## 1. DOCUMENTATION & COMPLIANCE FOCUS

### Key Areas Verified

- Certificates cross-checked against uploaded records.
- Class status memorandums reviewed against HVPQ entries.
- Verification of LSA/FFA certificates.
- Review of MOC records, particularly for BWTS and EPL modifications.
- SEEMP implementation, training records, fuel reporting compliance, and EEXI/CII understanding.
- Drill records including MOB, ECDIS failure, and emergency preparedness.
- Ozone-depleting substances record book verification.
- Mooring winch brake test records and calibration methods.
- Crew certification checks including ECDIS, DCE, lifting appliance operation, and cargo-related qualifications.

## **Important Learning Points**

- Tank inspection procedures for void spaces, cofferdams, and bunker tanks should be clearly referenced within the SMS.
- Technical superintendent visits are recommended to be recorded in the deck logbook for traceability.
- Mooring audits should comprehensively include anchoring systems.
- Inspectors increasingly expect evidence linking onboard practices directly with company SMS procedures.

## **2. BRIDGE OPERATIONS & NAVIGATION READINESS**

### **Areas Examined**

- EPIRB testing, HRU and battery expiry verification.
- GMDSS equipment testing and battery condition checks.
- DSC communication testing between VHF units.
- Verification of watch level records and correlation between deck and engine logs.
- Passage planning, UKC policy, safety settings, and pilot-master exchange procedures.
- ECDIS backup transfer demonstration and BNWAS alarm testing.
- GPS accuracy monitoring including HDOP and SNR awareness.
- Bell book entries, engine notices, lookout arrangements, and security status documentation.

### **Key Takeaways**

- Inspectors emphasized practical equipment demonstrations rather than theoretical explanations.
- HDOP monitoring should be routinely documented to demonstrate GPS reliability awareness.
- Passage plans should include security levels and engine room watch status where possible.
- Bridge teams must remain familiar with alarm systems, redundancy arrangements, and transfer procedures.

### 3. DECK & CARGO AREA OBSERVATIONS

#### Inspection Focus

- Fire stations, hydrants, vent meshes, and emergency lighting.
- Lifeboat readiness including air bottle pressure and searchlight operation.
- Emergency generator operation and associated shutdown arrangements.
- Pump room bilges, emergency discharge readiness, and local instrumentation.
- Mooring equipment condition and brake settings.
- Manifold arrangements, pressure gauges, and emergency shutdown accessibility.
- PV breaker mesh condition and deck seal inspection.
- SOPEP readiness at manifold areas.
- Verification of submitted vessel photographs against actual onboard condition.

#### Operational Emphasis

- Emergency stops and critical safety equipment should be clearly visible in submitted photographs.
- Oil spill response equipment should be immediately deployable at cargo manifolds.
- Photo submissions under SIRE 2.0 are receiving greater scrutiny and should accurately reflect onboard condition and layout.
- Inspectors paid significant attention to emergency preparedness and equipment accessibility.



## **4. CREW INTERVIEWS** **AND** **COMPETENCY ASSESSMENT**

### **Typical Questions Asked**

#### **Deck Crew**



- Working aloft precautions and permit requirements.
- Enclosed space entry understanding for pump rooms.
- Emergency fire pump starting procedures.
- Accessing company SMS digitally.
- Fire extinguishing arrangements during cargo operations.
- Portable gas meter usage and gas testing awareness.

#### **Engine Department**

- Fixed firefighting systems and engine room fire response.
- Use of Dräger tubes and gas detection methods.
- OWS alarms, leak-off alarms, emergency steering, and emergency fire pump testing.
- SEEMP implementation, ORB entries, blackout procedures, and critical spare management.
- Fire sensor testing methods and maintenance records.

#### **Key Observations**

- Crew competency assessments were highly practical and scenario-based.
- Inspectors expected personnel to demonstrate systems physically rather than only explain procedures verbally.
- Alarm testing and emergency response demonstrations formed a major part of the inspection process.
- Records should clearly indicate not only testing completion, but also system status and satisfactory condition.

## **5. SIRE 2.0 PHOTO SUBMISSION EXPECTATIONS**

### **Improvement Areas Identified**

#### **Inspectors recommended:**

- Wider-angle and clearer equipment photographs.
- Visibility of gauges, makers' plates, and operational indicators.
- Vessel name visibility in side profile photographs.
- Better visibility of mooring arrangements and emergency stop stations.
- Bird's-eye views for pump room bilges and cargo pumps.
- Clear visibility of winch brake setting indicators.

#### **Key Learning**

Photographs are now treated as an important verification tool within SIRE 2.0. Poor-quality or incomplete images may attract additional scrutiny during inspection.

### **FINAL TAKEAWAY**

The inspection demonstrated that SIRE 2.0 places strong emphasis on:

- Crew competence and practical understanding.
- Alignment between onboard practices and SMS procedures.
- Functional testing of critical systems.
- Accurate digital documentation and photo submissions.
- Operational readiness rather than checklist-based compliance alone.

Vessels preparing for SIRE 2.0 inspections should focus on practical demonstrations, documentation consistency, crew familiarity with systems, and maintaining high-quality visual records of onboard equipment and arrangements.

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# SIRE 2.0



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