

The Nautical Institute
Cyprus Branch

TANKER VETTING

Captain Michael Quain FNI
26 April 2017

SIRE



Ship Inspection Report Exchange Programme

1993, OCIMF established Ship Inspection Report Exchange (SIRE).

1997, Revised Programme introduced;

1. A Uniform Vessel Inspection Procedure; and,
2. A Vessel Particulars Questionnaire (VPQ).

SIRE Programme was again revised in 2000, 2004, 2008, 2011 & 2012

In 2014 it was revised into its present format, known as VIQ6.

SIRE INSPECTORS



Minimum Inspector Qualifications:

Master or Chief Engineer >3000kW License

5 years service on board tankers

2 years as senior officer on tankers

Dangerous Cargo Endorsement

Appointed (sponsored) by an OCIMF member.

Training.

Five day training course ending with examination.

Audited Inspection

3-Yearly 2-day refresher course plus another audited inspection

VIQ6

Divided into 12/13 chapters;

1. General Information
2. Certification and Documentation
3. Crew Management
4. Navigation
5. Safety Management
6. Pollution Prevention
7. Structural Condition
8. Cargo and Ballast Systems – Petroleum – Chemical – Gas.
9. Mooring
10. Communications
11. Engine and Steering Compartments
12. General Appearance and Condition
13. Ice Operations



Vessel Inspection Questionnaire

"YES" "NO" "NOT SEEN" "NOT APPLICABLE"

WHAT MAKES A SUCCESSFUL VETTING INSPECTION



Preparing for Inspection

Inspection



Closing Meeting



Evaluation of the inspection

Info to the Company and corrective actions



Improvements

THE INSPECTION

Typically a SIRE inspection should take about 8-10 hours. Ref. VIQ
Introduction notes Section 4.3.8

1. The Opening Meeting
2. The Paperwork – Certification and Documentation.
3. Navigation, Communications and Bridge Procedures.
4. Tour of the Deck Areas (1), Safety Equipment, Structure, Mooring.
5. Tour of the Deck Areas (2) Cargo Systems and Pumphoom
6. Cargo Control Room.
7. Machinery Spaces and Planned Maintenance Systems.
8. Accommodation, Public Rooms, Galley, Stores, etc.
9. Closing Meeting.
10. Close out the the Operator.

OPENING MEETING

- Lay down ground rules such as;
- Anticipated critical points in the ship's operations which might interrupt the inspection
- Rest periods.
- Availability of officers or crew members to escort the inspector.
- Is there anything else going on at the time which might affect the inspection such as bunkering, PSC, etc.
- Remember. The Master is in charge – not the Inspector

THE CLOSING MEETING

- The Master might wish to have senior officers present.
- Observations must be based on Objective Evidence and not the personal opinion of the inspector.
- Inspector must describe any observation as accurately as possible, and not in general terms.
- Observations should have been brought to the attention of escorting officers on site at the time they are noted by the inspector.
- Should any evidence surface during the inspection which can satisfy the VIQ requirements, the inspector should change a NO to a YES
- All observations should be discussed and the Master given the opportunity to correct them before the inspector leaves.
- The inspector should then note any observations which have been corrected but will still include them on his list.
- The inspector should leave a hard copy of his list of observations with the Master. (Some oil majors do not do that).
- The Master should be given the opportunity to add comments to the observations list, which the inspector should then note on his report.

THE CLOSING MEETING

- The inspector may not make recommendations as to how to rectify any deficiency or observation.
- The inspector may not comment on the acceptability of the vessel or rate the vessel.
- The inspector may not comment on subjects unrelated to the VIQ.
- The inspector should also draw attention to any positive matters about the vessel such as “best practice” procedures, which should also be included in his report.

THE CLOSING MEETING

Areas of weakness.

- The Master and Officers not sufficiently familiar with the SMS resulting in observations which could have been avoided if they had shown the relevant section to the inspector.
- The Master not making full efforts to correct observations on site when noted. The opportunity to add the comment “corrected before the inspector left the vessel” under an observation gives the reader a much more positive impression of the vessel.

THE RESPONSE

Responses should clearly indicate the action taken to correct the “deficiency”, and in addition any action taken to prevent it recurring on this ship and all the others in the Operators Fleet.

Stick to the point. Don't write a Novel, be brief but with sufficient detail to reassure the Vetting Superintendent that it has been taken seriously.

For the oil company Vetting Superintendent, every marginal vessel he/she approves can be a ***career decision***.

He/she is not going to ***bet their career*** on a Ship Operator who sends second-rate replies to what are considered to be serious vessel deficiencies.

Approval is delayed or denied

THE RESPONSE

Some replies which would not be acceptable:

“Rectified.” ... (trust me)

“when convenient” (spending money is never convenient)

“at the earliest opportunity” (tomorrow? Next year?)

“We have reminded the Master/Chief ...” (blame)

“The parts have been delivered on board.” (incomplete)

“He has been cautioned and instructed ...” (blame)

THE RESPONSE

A top class response includes:

A convincing statement that the **root cause** has been sought and found.

A statement that managers possess, "**objective evidence**", sufficient to prove that the observation is closed (or will be completed by a stated date).

A statement of action taken to avoid a repetition of the observation in the future (SMS change, etc.).

Sometimes they will ask you to email a copy for review before making a decision on accepting the ship, so make sure that you;

DO WHAT YOU SAY YOU DO

THE RESPONSE

Q 4.18.

Has a system been established to ensure that all charts, nautical publications (paper and electronic) and other publications are on board, current and maintained up to date and it is being implemented?

Observation.

A sampled chart used for last voyage, BA 1488 Gibraltar Bay, was not fully corrected. A review of the cumulative list of notices to mariners indicated that three consecutive corrections had not been applied during the year 2015.

Response 1:

The chart was immediately corrected up to date by the navigating officer.

Response 2:

The master and navigating officer have carried out a comprehensive review of the correction history of all charts on board and found two more charts with missing corrections at about the same period. These have been corrected. We have spoken to the navigating officer who was on board at that time (presently on leave) and sent him on a short training course "Correcting charts the Admiralty way". A circular letter has been sent out to the fleet asking all masters to verify that all charts are fully corrected and to confirm this has been done within 30 days.

THE RESPONSE

Q 8.25(P).

Are the remote and local temperature and pressure sensors and gauges in good order and is there recorded evidence of regular testing?

Observation.

The alarms for remote pressure sensors in the cargo tanks did not appear to have an audio function. When a high pressure alarm was simulated there was only a red flashing visual indication on the central computer in the cargo control room.

Response 1:

After the inspection the electrician found a faulty relay in the alarm system. This was replaced with a spare from on board stock and the alarm is in full working order with both visual and audio functions.

THE RESPONSE

Response 2:

After the inspection the electrician found a faulty relay in the alarm system. This was replaced with a spare from on board stock and the alarm is in full working order with both visual and audio functions. There is a monthly routine of testing these alarms by the electrician and at the last test, 21 days before this inspection, they were confirmed in working order. We have now revised our company procedure and added an additional item to the checklist to be completed by the chief officer prior to all cargo operations “cargo tank pressure sensor and alarms to be tested and verified in order in both visual and audio functions”. A copy of the revised checklist is available for review.

THE OFFICERS' MATRIX

OCIMF inspecting companies have carried out long-term investigations into ship casualties and some interesting information has come out of it. A ship is at a much higher risk of having a casualty if the master and chief officer are both inexperienced, that is both have been promoted into rank relatively recently. Similarly, for the chief and second engineers.

So about 10 years ago the oil majors decided to reduce the risk by requiring that the combined years in rank of the master and chief officer must be not less than three years. Likewise for the chief and second engineers.

That is, if the master is on his first voyage in command then the chief officer must have been in that rank for not less than three years and the other way around if the chief officer is newly promoted

THE OFFICERS' MATRIX

Experience has also revealed that senior officers in the same department joining together on the same day increases the risk. So, again, if the master and chief officer (or chief/second engineers) both joined on the same day that would cause significant concern to the vetting superintendent. Normally it is recommended that these officers should not join within seven days of each other, allowing the first to settle in and become fully familiarised before his colleague joins.

A tanker which has just completed a zero observations SIRE inspection could still be rejected for service with OCIMF members simply because the officers matrix does not comply with their requirements.

The Officers' Matrix

Officer's Crew Details

| Rank | Nationality | Cert. comp. | IssuingCountry | Admin. accept | Tanker cert. | STCW V para. | Radio qual. | Operator | Years in service | | | | |
|---------------|-------------|-------------|--------------------|---------------|-----------------------|--------------|-------------|----------|------------------|-------------|-----------|-------------|---------------|
| | | | | | | | | | Rank | Tanker type | All types | Months tour | English prof. |
| Master | Russian | Master II/2 | Russian Federation | Applied for | Gas | Para 2 | Yes | 0.5 | 2.6 | 6.7 | 6.7 | 0.77 | Good |
| Chief Officer | Latvian | Class 1 | Latvia | Yes | Gas | Para 2 | Yes | 5.3 | 1.6 | 3.7 | 3.7 | 1.43 | Good |
| 2nd Officer | Dutch | OOW | Netherlands | Yes | Gas | Para 2 | Yes | 4.4 | 1.3 | 2.0 | 2.0 | 1.43 | Good |
| 3rd Officer | Indonesian | OOW | Indonesia | Yes | Oil, Chemical and Gas | Para 2 | Yes | 1.1 | 1.1 | 1.1 | 2.0 | 1.90 | Good |

Engineer's Crew Details

| Rank | Nationality | Cert. comp. | IssuingCountry | Admin. accept | Tanker cert. | STCW V para. | Radio qual. | Operator | Years in service | | | | |
|---------------------|-------------|-------------|--------------------|---------------|-----------------------|--------------|-------------|----------|------------------|-------------|-----------|-------------|---------------|
| | | | | | | | | | Rank | Tanker type | All types | Months tour | English prof. |
| Chief Engineer | Ukrainian | Class 1 | Ukraine | Yes | Gas | Para 2 | N/A | 12.1 | 3.1 | 12.4 | 14.4 | 0.77 | Good |
| 2nd Engineer | Dutch | Class 1 | Netherlands | Yes | Gas | Para 2 | N/A | 22.1 | 10.1 | 8.5 | 8.5 | 0.60 | Good |
| 3rd Engineer | Indonesian | Class 2 | Indonesia | Yes | Oil, Chemical and Gas | Para 2 | No | 4.3 | 1.3 | 2.6 | 2.6 | 1.90 | Good |
| Gas/Cargo Engineer | Russian | EOOW | Russian Federation | N/A | Gas | Para 2 | N/A | 1.4 | 4.3 | 3.5 | 3.5 | 1.90 | Good |
| Electrical Engineer | Ukrainian | EOOW | Ukraine | Yes | Gas | Para 1 | N/A | 0.3 | 5.2 | 4.7 | 5.2 | 2.13 | Good |

THE OFFICERS' MATRIX DEVELOPMENTS IN THE PIPELINE

- ECDIS certification to be added
- Ratings – Cargo handling qualifications.

OTHER CONSIDERATIONS IN THE VETTING PROCESS

- Port State Control records.
- Detention or “Before Leaving Port” (Code 17).
- Equasis
- Casualty Data – “Lloyds List Intelligence”.
- Terminal Feedback.
- Vessel Age – Structural Assurance. CAP.
- Management of Change;
 - Change of Technical Operator
 - Change of Flag
 - Change of Class

Tanker Management Self Assessment TMSA

Introduced in 2004 and revised in 2008 (known as TMSA2).

TMSA3 (2017) published just this month (April 2017)

Meant to complement the ISM code by providing performance indicators to measure the effectiveness of management standards by setting objectives and targets for continuous improvement.

Twelve elements each with a set of Key Performance Indicators and best practice guidelines.

A thirteenth element on security management added to TMSA3

Elements divided into four stages; stage 1 being below ISM code standards.

Typically an oil major would expect a company as a minimum to attain stage 2 in all 12/13 elements.

Stage 4 then indicates a very high standard of management – not many companies can demonstrate this standard.

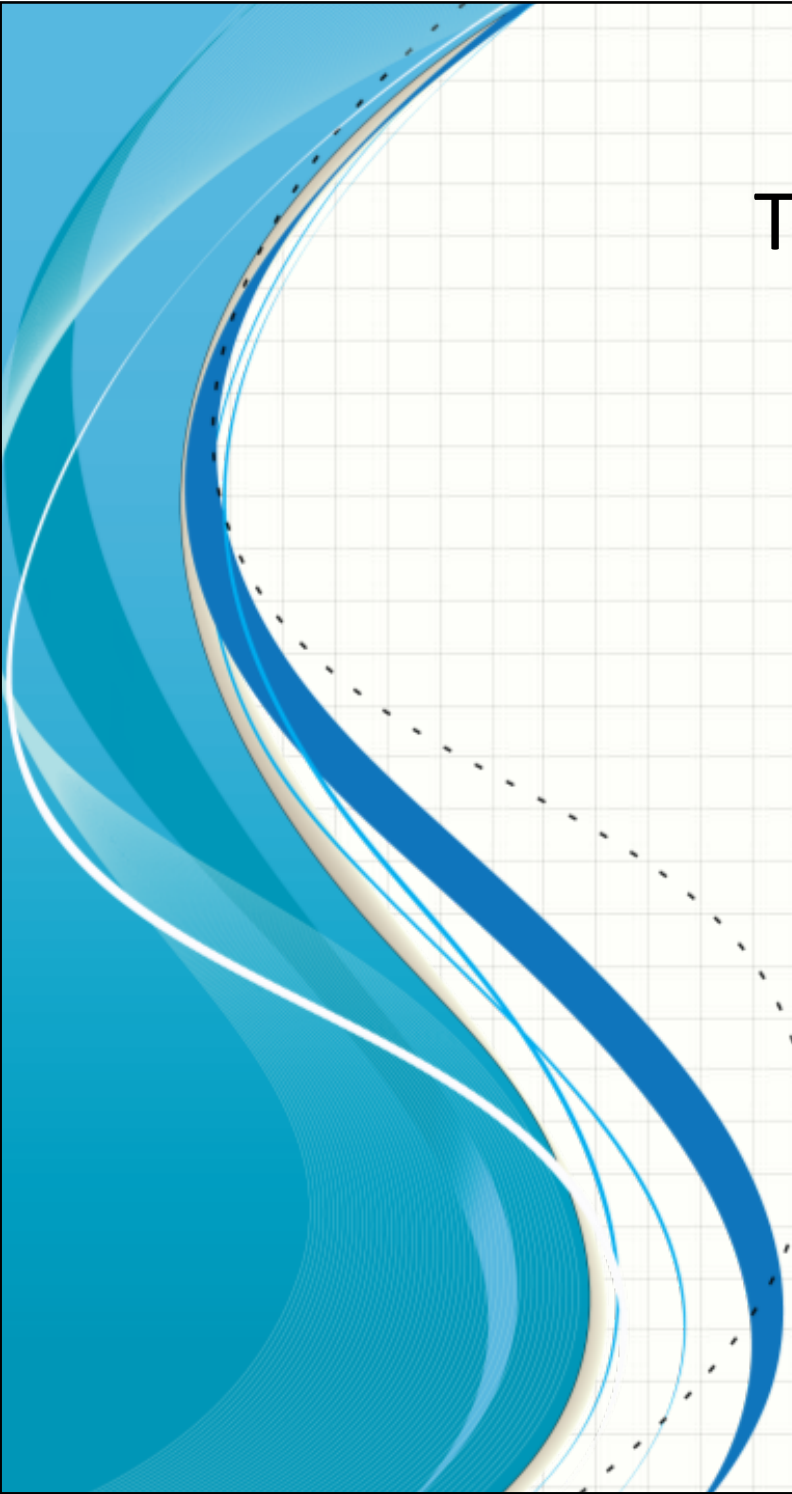
Vetting in the Dry Cargo Sector

RIGHTSHIP.

Formed in 2001 to improve dry bulk safety and quality standards and draw on the significant vetting expertise of global commodity companies, BHP Billiton and Rio Tinto. In 2006 Cargill joined as an equal partner.

Originally established in Australia with offices now in London and USA

<http://site.rightship.com>



The Nautical Institute
Cyprus Branch

TANKER VETTING QUESTIONS?

Captain Michael Quain FNI

26 April 2017