

Guidance to SIRE 2.0 Key Points

Ref: 003

3.2.2 Dynamic navigational assessment by a company representative (NEW) / TMSA 5.3.3

3.2.2. Was a report available onboard which confirmed that a dynamic navigational assessment by a suitably qualified and experienced company representative had been completed while on passage as declared through the pre-inspection questionnaire?

Short Question Text

Dynamic navigational assessment by a company representative

Vessel Types

Oil, Chemical, LPG, LNG

ROVIQ Sequence

Bridge, Documentation

Publications

OCIMF A Guide to Best Practice for Navigational Assessments and Audits

Objective

To verify the extent of company evaluation and oversight of navigational standards onboard managed vessels



ROTATIONAL

Inspection questions focused on preventing/mitigating risks that could indirectly lead to a catastrophic risk event or directly lead to a lower risk event.



Hardware

None



Process

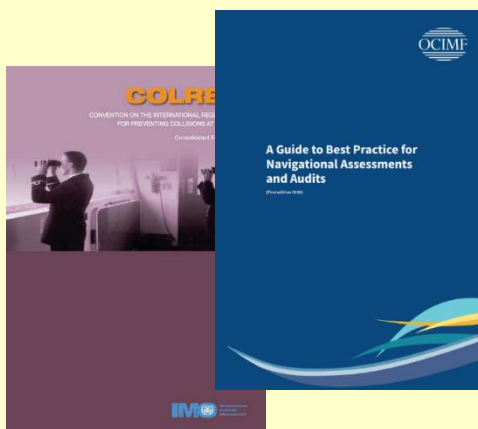


Binary



Human

None



Please refer "A Guide to Best Practice for Navigational Assessments and Audits" for more information.

This can be downloaded from here,

<https://www.ocimf.org/publications/information-papers/a-guide-to-best-practice-for-navigational-assessments-and-audits>

Potential Grounds for a Negative Observation

All: Process category



Process

- The report for the dynamic navigational assessment declared through the pre-inspection questionnaire was not available onboard.
- The dynamic navigational assessment did not cover the stages of the voyage or was not completed during the date range as declared by the operator through the pre-inspection questionnaire.
- The details of the qualifications and pertinent seafaring experience of the assessor were not included within the report.
- The assessor did not hold or had not held a senior deck officer licence and/or had not sailed as a senior deck officer.
- The dynamic navigational assessment report was not substantially in alignment with the guidance document "A Guide to Best Practice for Navigational Assessments and Audits" and the best practice guidance under TMSA KPI 5.3.3.
- There was no corrective action plan with defined due dates for all areas for improvement identified during the dynamic navigational assessment.
- There was no evidence that the areas for improvement identified during the dynamic navigational assessment had been closed out within the due dates indicated within the corrective action plan.