

# Guidance to SIRE 2.0 Key Points

Ref: 007



## 3.2.6 Comprehensive engineering audit by a company representative **(NEW)** / TMSA 4.4.5

**3.2.6. Was a report available onboard which confirmed that a comprehensive engineering audit by a suitable qualified and experienced company representative had been completed as declared in the pre-inspection questionnaire?**

### Short Question Text

Comprehensive engineering audit by a company representative

### Vessel Types

Oil, Chemical, LPG, LNG

### ROVIQ Sequence

Documentation, Engine Control Room, Chief Engineer's Office

### Publications

ICS: Engine Room Procedures Guide. First Edition.

OCIMF A Guide to Best Practice for Navigational Assessments and Audits

### Objective

To verify the extent of company evaluation and oversight of machinery space management, engineering and maintenance 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

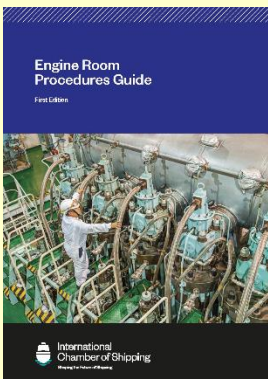


Binary



Human

None



Please refer "Engine Room Procedures Guide (ICS)" for more information.

This can be purchased here,  
<https://www.ics-shipping.org/publication/engine-room-procedures-guide/>



### Potential Grounds for a Negative Observation

All: Process category Process

- The report for the comprehensive engineering audit declared through the pre-inspection questionnaire was not available onboard.
- The comprehensive engineering audit did not cover the machinery space operations 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 engineering officer licence and/or had not sailed as a senior engineer officer onboard tankers.
- The comprehensive engineering audit report was not substantially in alignment with the suggested best practice guidance of TMSA KPI 4.4.5
- There was no corrective action plan with defined due dates for all areas for improvement identified during the comprehensive engineering audit.
- There was no evidence that the areas for improvement identified during the comprehensive engineering audit had been closed out within the due dates indicated within the corrective action plan.