

Guidance to SIRE 2.0 Key Points

Ref: 026

2.3.3 Cargo, ballast & void space inspection (Observed in Trial Inspection) / TMSA 4.2.2

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?

Short Question Text

Cargo, ballast & void space inspection

Vessel Types

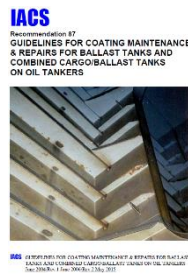
Oil, Chemical, LPG, LNG

ROVIQ Sequence

Documentation, Cargo Control Room

Publications

IACS Recommendation 87. Guidelines for Coating Maintenance and Repairs for Ballast Tanks.



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



Binary



Process



Graduated



Human



Graduated

Objective

To ensure that the condition of cargo, ballast and void spaces was properly evaluated with defects to structure, coating or fittings effectively managed.



Following Negative Observations were issued in trial inspection (Total).

No procedure / requirement in place for implementation of the Technical Coating File.



Process

Vessel Inspection Record file in place however no dedicated Coating Technical File provided on board as per Industry Guidelines.



Process

There was detail of repairs carried out in the three tanks listed in the Condition Evaluation Report.



Process

The RT from the last periodic survey did not ensure that the repairs details information was in place for subsequent crew familiarity.



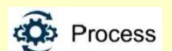
Process



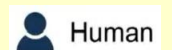
Human

Potential Grounds for a Negative Observation

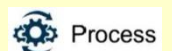
- There were no company procedures for the inspection of cargo/ballast/void spaces which gave clear guidance on the inspection frequency, the inspection process and reporting criteria.
- The required inspection frequency for ballast and void spaces exceeded twelve months.
- The required inspection frequency 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.



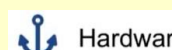
Process



Human



Process



Hardware