



SIRE 2.0 – Instructions for Completing the Pre-Inspection Questionnaire

Version 1.0

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Document Control

Doc Version	Date	Change
1.0	27 April 2022	Initial release

Project Background

OCIMF established the Ship Inspection Report (SIRE) Programme in 1993 and it has developed and grown in scope since then. In 2022 the programme was renamed SIRE 2.0 after a complete revision of the inspection process. This included requiring the vessel operator to provide additional information through a Pre-Inspection Questionnaire which in combination with the HVPQ will:

- Ensure that appropriate questions are assigned to each inspection.
- Provide additional information to the inspector during the inspection.
- Provide a more detailed inspection report.

Benefits

The information provided through the Pre-Inspection Questionnaire will:

- Permit a vessel operator to provide detailed information about the management, operational history, and oversight of a vessel which an inspector may validate during an inspection.
- Reduce the amount of time the inspector needs to spend collecting data while onboard.
- Ensure that the responsibility for providing accurate vessel information rests with the vessel operator.
- Provide report recipients with a wealth of information in a consistent format that can be used to assess the quality of a vessel and its management and build an accurate profile of an operator's managed fleet.
- Provide datamining opportunities to analyse vessel and fleet performance against operator oversight.
- Provide accurate incident data to support the future risk-based development of the SIRE 2.0 Programme.

SIRE 2.0 Vessel Operator Input

SIRE Vessel Operators provide key data into the SIRE 2.0 Inspection process.

Vessel Operator supplied data must be entered before a SIRE 2.0 Inspection can take place, and the Vessel Operator must declare that all entered information is accurate and is up to date.

Each of the four Vessel Operator supplied data entry areas are 'living repositories' of information that the Vessel Operator can update at any time, a snapshot of the data is taken for use within the SIRE 2.0 Inspection at the point the Vessel Operator makes their pre-inspection declaration.

The four areas are:

- Vessel Pre-Inspection Questionnaire (PIQ)
- Vessel Certificate Repository
- Vessel Particulars (HVPQ)
- Vessel Photograph Repository

SIRE 2.0 Pre-Inspection Questionnaire

The SIRE 2.0 Pre-Inspection Questionnaire (PIQ) consists of a set of questions, the responses to which have been devised to provide additional information to the vessel inspector whilst undertaking a SIRE 2.0 inspection and to trigger the inclusion of certain conditional SIRE 2.0 questions.

The responses to the Pre-Inspection Questionnaire are electronically captured within SIRE and then used as an input to the compilation of the vessels bespoke SIRE 2.0 Inspection.

The pre-Inspection Questionnaire is a living document, in a similar fashion to the existing Harmonised Vessel Particulars Questionnaire (HVPQ), with the vessel operator free to update the PIQ at any point.

Following the acceptance of an Inspection Request by a SIRE Submitting Company, vessel operators must review the Pre-Inspection Questionnaire along with the contents of the Vessel Photograph and Certificate Repositories to ensure that the information is accurate and up to date. Upon signing the Pre-Inspection Declaration, a snapshot of the data is taken and is then included within the SIRE 2.0 Inspection and audit trails.

The Pre-Inspection Questionnaire serves three functions within the SIRE 2.0 Inspection process:

- Provide data to the SIRE 2.0 Inspection Compiler to determine eligibility of questions within the Inspection.
- Provide content relevant to the inspection, so that it can be made available to the Inspector within the SIRE 2.0 Inspection Editor.
- Provide additional data to the purchasers of SIRE 2.0 Report.

Accessing the Pre-Inspection Questionnaire



The Pre-Inspection Questionnaire is a living document created and maintained for each vessel within the Vessel Operator's fleet.

All users within the vessel operator account can view the vessel's PIQ.

To edit data, users must possess the 'SIRE – Operator User Can Manage Pre Inspection Questionnaires' role.

The screenshot displays the SIRE 2.0 Vessel Details page for 'Example Vessel Beta - Chemical' (IMO 9422653, OCIMF-ID A-100-011-188). The page features a navigation bar at the top with links to SIRE, Vessels, Incidents, TMSA, PSC Inspections, Data Mining, MTIS Terminals, and Inspection Requests. Below the navigation bar, the 'Vessel Details' section is visible, containing several panels: 'Vessel Particulars', 'Vessel Certificates', 'Online Crew Matrix', 'PSC Inspections', and 'Incidents'. The 'Vessel PIQ' panel is highlighted with a red box, showing options to 'Edit PIQ' and 'Download PIQ'. The 'Inspections' section at the bottom indicates there are no inspections for this vessel.

The Vessel PIQ pane provides access to the following functionality:

-  Edit PIQ – opens the PIQ editor
-  Download PIQ – downloads the Vessel's PIQ in .pdf format

Pre-Inspection Questionnaire Editor

The SIRE 2.0 Pre-Inspection Questionnaire Editor allows Vessel Operators to provide responses to the PIQ Questions in a standardised format, making use of dropdown options and date-pickers where applicable.

The Chapter, Section and Question structure of the PIQ matches the structure of the SIRE 2.0 Question Library.

1. Chapter
2. Section
3. PIQ Question

The screenshot displays the Pre-Inspection Questionnaire Editor interface. On the left is a navigation menu with a 'Back' button at the top. The menu is organized into sections: 1. GENERAL INFORMATION, 2. CERTIFICATION AND DOCUMENTATION (highlighted with a red box and a red circle with the number 1), 3. CREW MANAGEMENT (highlighted with a red box and a red circle with the number 2), 4. NAVIGATION AND COMMUNICATION, and 5. SAFETY MANAGEMENT. Under section 2, 'Certification' is highlighted with a red box and a red circle with the number 3. The main content area shows three questions: 3001. What is the required frequency of inspection for cargo tanks? (Required frequency: 12 months, Date: 05 Jan 2021), 3002. What is the required frequency of inspection for ballast tanks? (Required frequency: 6 months, Date: 01 Dec 2021), and 3003. What is the required frequency of inspection for void* spaces? (Required frequency: 30 months, Date: 19 Aug 2020). Below these is question 5001. Is the vessel enrolled in a condition assessment programme (CAP)? (Enrolled in a condition assessment programme (CAP): No).

Selection of Vessel Type

Selecting the Vessel Type automatically configures the Pre-Inspection Questionnaire to exclude questions that are not applicable to the vessel.

The screenshot displays the Pre-Inspection Questionnaire Editor interface with the 'Vessel Type' dropdown menu open. The dropdown list shows the following options: 'Please select', 'Crude Tanker' (highlighted in green), 'Crude/Products Tanker', 'Products Tanker' (marked as 'Selected'), 'Products/Chemical Tanker', 'Chemical carrier Type I', 'Chemical carrier Type II', and 'Chemical carrier Type III'. The main content area shows question 1. Vessel Type, with a note: 'Please select the appropriate Vessel Type from the dropdown list below. The pre-Inspection Questionnaire is automatically configured based upon the Vessel Type selected. Please Note: if the selected Vessel Type is changed, any responses entered for questions that are no longer in the newly selected Vessel Type are automatically removed.'

Note: if the response to PIQ 1.1 (Vessel Type) is updated, any responses entered for questions that are no longer applicable to the newly selected Vessel Type are automatically removed.

Responding to PIQ Questions

To standardise the responses to Pre-Inspection Questionnaire questions, the following question response options have been made available:

- Date Picker
- Single Select Dropdown
- Multi-Select Dropdown
- Date Entry Grid
- Free Text

Date Picker

Date information is captured in a standardised format via a Date Picker, with all date information being displayed within SIRE 2.0 in the format dd-mmm-yyyy, e.g., 14-Dec-2021.

The screenshot shows the SIRE 2.0 interface. On the left is a sidebar with navigation links: 1. GENERAL INFORMATION, 2. CERTIFICATION AND DOCUMENTATION, 3. CREW MANAGEMENT. The main content area displays the question '1. What was the date of last visit by a Classification Society surveyor?'. Below the question is a 'Date of last visit' field with a calendar for March 2022. To the right of the calendar is a 'Purpose of visit' dropdown menu with the text 'Please select'.

The Date Picker offers two navigation options:

1. Sequential Months

- The left and right arrow icons can be used to navigate sequentially to the desired month and year before selecting the day.

This screenshot shows the Date Picker interface with the month set to February 2022. Red boxes highlight the left and right arrow icons used for sequential navigation between months and years.

2. Direct Navigation

- Selecting the month and then the year from the date picker allows for direct navigation to the desired date.

This screenshot illustrates direct navigation through the Date Picker. It shows three steps: 1. Selecting the month 'Mar 2022' from the calendar. 2. Selecting the year '2022' from the year dropdown. 3. Selecting the year '2020' from the year dropdown. Red boxes and arrows highlight these steps.

Single Select Dropdown

When a PIQ question requires a single response from a list of available options, a single select dropdown will be available.

1. What was the date of last visit by a Classification Society surveyor?

Date of last visit

Purpose of visit

Please select

Damage survey Press enter to select

Annual surveys

Renewal surveys

Other

Where appropriate, single select dropdowns will include an 'Other' option, when the 'Other' option is selected, details must be provided.

1. What was the date of last visit by a Classification Society surveyor?

Date of last visit

Purpose of visit

If Other, provide details

Other Reason for Visit

Multi-Select Dropdown

When a PIQ question allows multiple responses from a list of available options, a multi-select dropdown will be available.

4. Has an unannounced remote navigational assessment, which included review of VDR & ECDIS data, been conducted by an independent contractor or specialist company representative during the preceding twelve months?

Unannounced remote navigational assessment

Date - Last

Activities Assessed

Pilotage ☒ Coastal ☒ Unberthing ☒

Please select

Channel / Straits Press enter to select

Pilotage Selected

Coastal Selected

Berthing

Unberthing Selected

Anchoring

STS Operations

The desired list of responses is selected directly from the dropdown, as each response is selected the text is bolded within the dropdown list.

A response can be removed by re-selecting the bolded option within the dropdown.

Date Entry Grid


For PIQ questions that require date sensitive information to be entered, data is entered in a grid format, with each new row of data being automatically inserted based upon the date specified.

2. Please specify the last three Port State Control (PSC) inspections

Has the vessel undergone a PSC inspection?

Yes

	PSC Inspection Date	In which port did the inspection take place?	Under which PSC MOU?	How many deficiencies were recorded?	Was the vessel detained?	Has the inspection data been entered in the OCIMF PSC database?		
			Please select		Please select	Please select	+	✖
Last	30 Mar 2022	Port 1	Paris MoU	1	No	Yes		✖
Second Last	26 Mar 2022	Port 2	Riyadh MoU	4	No	Yes		✖
Third Last			Please select		Please select	Please select		

Data entered erroneously can be removed by selecting the red Delete () icon.

Free text

For questions that require a textual response, a free text entry field is available.

2. Minimum dynamic under keel clearance

<p>During open sea passage - state company under keel clearance policy</p> <p>15% of summer draft</p>	<p>During open sea passage - what is the minimum dynamic under clearance required in metres for the ship in accordance with the company policy?</p> <p>2.58</p>
<p>During coastal / restricted waters passage - state company under keel clearance policy</p> <p>10% of summer draft</p>	<p>During coastal / restricted waters passage - what is the minimum dynamic under clearance required in metres for the ship in accordance with the company policy?</p> <p>1.72</p>
<p>Within port limits - state company under keel clearance policy</p> <p>1.5% of moulded breadth</p>	<p>Within port limits - what is the minimum dynamic under clearance required in metres for the ship in accordance with the company policy?</p> <p>0.72</p>

Vessel Pre-Inspection Questionnaire Index

The Vessel PIQ Index page provides vessel operators a summary of the number of vessel photographs and vessel certificates uploaded, in addition to the date upon which the PIQ was last modified for each vessel with their fleet.

SIREVesselsIncidentsTMSAPSC InspectionsData MiningMTIS TerminalsInspection Requests0 MessagesCaptain Vessel Operator

Vessel PIQ Index

Vessels PIQ Index

VesselName

ClearSearch

Vessel Name ^	Vessel Identifier	Vessel OCIMF-ID	Photos Uploaded	Total Photos	Certificates Uploaded	Total Certificates	PIQ last modified
Example Vessel Beta - Chemical	IMO 9422653	A-100-011-188	8	42	8	29	30/03/2022 14:04:55
Example Vessel Alpha - Oil	IMO 9844904	A-100-114-077	34	36	2	29	04/03/2022 10:50:13
Example Vessel Delta - LNG	IMO 7688552	A-100-058-192	36	36	5	29	16/04/2021 14:25:38
Example Vessel Epsilon - LPG Pressurised	IMO 9534066	A-100-062-149	0	0	2	29	12/08/2021 10:29:14
Example Vessel Gamma - Oil/Chemical	IMO 9956337	A-100-028-033	0	0	1	29	12/08/2021 10:14:30
Example Vessel Kappa - LPG Refrigerated	IMO 9116022	A-100-114-317	0	0	0	29	09/03/2022 21:32:45

Pre-Inspection Questionnaire Download

The Pre-Inspection Questionnaire for a vessel can be downloaded in .pdf format via the vessel details page.

The screenshot displays the SIRE 2.0 interface for a vessel named 'Example Vessel Beta - Chemical' (IMO 9422653, OCIMF-ID A-100-011-188). The 'Vessel Details' section includes tabs for Vessel Particulars, Vessel Certificates, Online Crew Matrix, PSC Inspections, Incidents, SIRE 2.0 Vessel Photographs, and Vessel PIQ. The 'Vessel PIQ' tab is highlighted with a red box, showing a 'Download PIQ' button. The 'Inspections' section at the bottom indicates there are no inspections for this vessel.

Example PIQ Report:

The screenshot shows the 'Example PIQ Report' form, which is a PDF document. The report is titled 'PIQ Report' and is for 'Example Vessel Beta - Chemical' dated '30 March 2022'. The report is divided into several sections, including '12. Ice Operations', '2.3. Structural Assessment', and '2.5. Management of Change'. The '12. Ice Operations' section contains questions about ice operations training, ice navigation procedures, and ice navigation ratings. The '2.3. Structural Assessment' section contains questions about structural changes, equipment replacement, and equipment decommissioning. The '2.5. Management of Change' section contains questions about structural changes, equipment replacement, and equipment decommissioning. The report is signed by the Captain of the vessel.

Appendix 1 – Pre-Inspection Questionnaire

Appendix 1 contains the Pre-Inspection Questionnaire question set, including the available response options.

SIRE 2.0 Pre-Inspection Questionnaire

1. GENERAL INFORMATION

1.1. General Information

1.1.1. Vessel Type

Response options – Vessel Type		
• Crude Tanker	• LPG Type 1G	• OBO
• Crude/Products Tanker	• LPG Type 2G	• Ore-Oil
• Products Tanker	• LPG Type 2PG	• DP Shuttle (bow loading)
• Products/Chemical Tanker *	• LPG Type 3G	• Shuttle (bow loading)
• Chemical carrier Type I	• LNG SPB / Moss Type	• Bitumen tanker
• Chemical carrier Type II	• LNG Membrane	• Sulphur tanker
• Chemical carrier Type III	• LNG Type C	• Other

- * If the vessel is a Products/Chemical Tanker, has the vessel carried Annex II cargo during the past 12 months and/or is there an intention to carry Annex II cargo during the next 12 months?

2. CERTIFICATION AND DOCUMENTATION

2.1. Certification

2.1.1. What was the date of last visit by a Classification Society surveyor?

- Date of last visit
- Purpose of visit

Response options – Purpose of visit	
• Damage Survey	• Renewal survey
• Annual Survey	• Other

- If Other, provide details

2.2 Management Oversight

2.2.1. Has a Technical Superintendent with a senior marine engineer, naval architect or mechanical engineering background attended the vessel and completed a full inspection of the vessel during the preceding eighteen months?

- Technical Superintendent inspection completed?
- Date from:
- Date to:
- Number of days:
- Type of Inspection:

Response options – Type of Inspection	
• Physical	• Remote

2.2.2 Has a Marine Superintendent, possessing a senior deck officer's license and having sailed in a senior rank on tankers, attended the vessel and completed a full inspection of the vessel during the preceding eighteen months?

- Marine Superintendent inspection completed?
- Date from:
- Date to:
- Number of days:
- Type of Inspection:

Response options – Type of Inspection

- Physical
- Remote

2.3 Structural Assessment

2.3.3.1 What is the required frequency of inspection for cargo tanks?

- Required frequency of inspection for cargo tanks?
- What is the date of the oldest inspection report for all cargo and slop tanks in the current sequence of tank inspections?

Response options – Required frequency of inspection for cargo tanks

- | | | | |
|------------|-------------|-------------|-------------|
| • 3 months | • 12 months | • 24 months | • 36 months |
| • 6 months | • 18 months | • 30 months | • 60 months |

2.3.3.2 What is the required frequency of inspection for ballast tanks?

- Required frequency of inspection for ballast tanks?
- What is the date of the oldest inspection report for all ballast tanks in the current sequence of tank inspections?

Response options – Required frequency of inspection for ballast tanks

- | | | | |
|------------|-------------|-------------|-------------|
| • 3 months | • 12 months | • 24 months | • 36 months |
| • 6 months | • 18 months | • 30 months | • 60 months |

2.3.3.3 What is the required frequency of inspection for void spaces?

- Required frequency of inspection for void spaces?
- What is the date of the oldest inspection report for all void spaces in the current sequence of void space inspections?

Response options – Required frequency of inspection for void spaces

- | | | | |
|------------|-------------|-------------|-------------|
| • 3 months | • 12 months | • 24 months | • 36 months |
| • 6 months | • 18 months | • 30 months | • 60 months |

2.3.5.1 Is the vessel enrolled in a condition assessment programme (CAP)?

- Enrolled in a condition assessment programme (CAP)?
- CAP rating for hull structure

Response options – CAP rating for hull structure				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating for propulsion and auxiliary systems

Response options – CAP rating for propulsion and auxiliary systems				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating for cargo equipment and systems

Response options – CAP rating for cargo equipment and systems				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating for cargo containment systems (for LPG and LNG Carriers)

Response options – CAP rating for cargo containment systems (for LPG and LNG Carriers)				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating for machinery and cargo systems combined

Response options – CAP rating for machinery and cargo systems combined				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating for bridge, navigation, and radio equipment

Response options – CAP rating for bridge, navigation, and radio equipment				
• 1	• 2	• 3	• 4	• Not Applicable

- CAP rating – other, please provide brief details
- Overall rating where provided

Response options – Overall rating where provided				
• 1	• 2	• 3	• 4	• Not Applicable

2.3.5.2 Did the hull structure assessment include a fatigue assessment?

- Did the hull structure assessment include a fatigue assessment?

2.3.5.3 What is the date range for the survey for issue of the CAP ratings?

- Date CAP survey commenced
- Date CAP survey completed

2.3.5.4 Which classification society issued the CAP rating certificate?

- Classification Society

Response options – Classification Society		
• American Bureau of Shipping	• China Classification Society	• Biro Klasifikasi Indonesia
• Bulgarian Register of Shipping	• Bureau Colombo	• Bureau Veritas
• Croatian Register	• DNV GL	• Deutsche Schiffs - Revision Und Klassn
• Hellenic Register of Shipping	• Indian Register of Shipping	• Korean Register
• Lloyds Register	• Nippon Kaiji Kyokai	• The People's Republic of China Register of Shipping
• Polski Register	• Registro Brasileiro de Navios e Aeronaves	• Registro Cubana De Buques
• Registro Italiano Navale	• Registru Naval Roman	• Rinave Portuguesa
• Russian Maritime Register of Shipping	• Taiwan Register	• Turk Loydu
• Vietnamese Register	• Yugoslav Register	• Other (Please specify)

- If Other, provide details

2.5 Management of Change

2.5.1.1 Have any structural changes been made to the vessel and/or its fittings during the preceding twelve months?

- Have any structural changes been made?
- Structural change – brief details

2.5.1.2 Has any new equipment been retrofitted to the vessel during the previous twelve months?

- Has any equipment been retrofitted?
- Retrofitted equipment – brief details

2.5.1.3 Has any equipment listed on Safety Equipment Certificate form E, Safety Radio Certificate form R or IOPP Certificate form A/B been replaced on a non like-for-like basis during the preceding twelve months?

- Equipment replaced
- Equipment replaced – brief details

2.5.1.4 Has any equipment been decommissioned during the preceding twelve months?

- Equipment decommissioned
- Equipment decommissioned – brief details

2.6 Statutory Management Plans

2.6.2 Is the vessel provided with a Volatile Organic Compounds (VOC) Management Plan?

- Volatile Organic Compounds (VOC) Management Plan?

2.7 Safety Management System

2.7.1.1 In what language(s) is the SMS provided on board?

- Primary language
- Alternate languages

2.7.1.2 What is the common working language onboard?

- Common working language

Response options – Languages			
• English	• French	• Turkish	• Western Punjabi
• Chinese - Mandarin	• Portuguese	• Tamil	• Gujarati
• Chinese - Yue	• Russian	• Korean	• Thai
• Chinese - Wu	• Urdu	• Vietnamese	• Kannada
• Chinese - Min Nan	• Indonesian	• Hausa	• Amharic
• Hindi	• German	• Iranian Persian	• Bhojpuri
• Spanish	• Japanese	• Swahili	• Eastern Punjabi
• Standard Arabic	• Marathi	• Javanese	• Nigerian Pidgin
• Bengali	• Telugu	• Italian	• Filipino

2.8 General Information

2.8.2 Please specify the last three Port State Control (PSC) inspections

- Has the vessel undergone a PSC inspection?
- What was the date of the PSC inspection?
- In which port did the inspection take place?
- Under which PSC MOU?
- How many deficiencies were recorded?
- Was the vessel detained?
- Has the inspection data been entered in the OCIMF PSC database?

Response options – Port State Control		
• Abuja MoU	• Indian Ocean MoU	• Tokyo MoU
• AMSA	• Mediterranean MoU	• US Coastguard
• Black Sea MoU	• Paris MoU	• Vina Del Mar
• Caribbean MoU	• Riyadh MoU	

3. CREW MANAGEMENT

3.1 Crew Qualification

3.1.3.1 What is the minimum complement required by the Minimum Safe Manning Document?

- Minimum total complement?
- Deck officers including the Master?

Response options – Deck Officers

• 1 • 2 • 3 • 4 • 5 • 6 • 7

- Watchkeeping engineer officers including the Chief Engineer when operating in UMS mode?

Response options – Watchkeepers UMS mode

• 1 • 2 • 3 • 4 • 5 • 6 • 7 • Not applicable

- Watchkeeping engineer officers including the Chief Engineer when operating in manned mode?

Response options – Watchkeepers manned mode

• 1 • 2 • 3 • 4 • 5 • 6 • 7

- Deck ratings?
- Engine room ratings?
- General purpose ratings, where carried?
- Catering ratings?

Response options – Ratings

• 1 • 2 • 3 • 4 • 5 • 6 • 7 • 8 • 9 • 10 • No applicable

3.1.3.2 What is the company standard complement for the vessel during routine operations?

- Standard total complement for the vessel during routine operations?
- Deck officers including the Master?

Response options – Deck Officers						
• 1	• 2	• 3	• 4	• 5	• 6	• 7

- Watchkeeping engineer officers including the Chief Engineer?

Response options – Watchkeeping Engineer Officers						
• 1	• 2	• 3	• 4	• 5	• 6	• 7

- Electricians, ETO's and specialist cargo engineers?

Response options – Electricians, ETO's and specialist cargo engineers						
• 1	• 2	• 3	• 4	• 5		

- Deck ratings including bosun and pumpman?
- Engine room ratings including machinists and fitters?
- General purpose ratings, where carried?
- Catering ratings?

Response options – Ratings										
• 1	• 2	• 3	• 4	• 5	• 6	• 7	• 8	• 9	• 10	• No applicable

3.1.3.3 Does the SMS include the provision of additional manning, over and above the company standard complement, for continuous/extended/repeated STS operations?

- Additional manning, over and above the company standard complement, for continuous/extended/repeated STS operations?
- Additional manning for continuous/extended/repeated STS operations
- Additional deck officers?

Response options – Additional deck officers			
• 1	• 2	• 3	• None

- Additional engineering officers?

Response options – Additional engineering officers			
• 1	• 2	• 3	• None

- Additional deck ratings?

Response options – Additional deck ratings					
• 1	• 2	• 3	• 4	• 5	• None

3.1.3.4 Does the SMS include the provision of additional manning, over and above the company standard complement, for continuous/extended/repeated inter-harbour operations and/or short voyages of less than 24 hours?

- Additional manning, over and above the company standard complement, for continuous/extended/repeated inter-harbour operations and/or short voyages of less than 24 hours?
- Additional manning for continuous/extended/repeated inter-harbour operations and/or short voyages of less than 24 hours.
- Additional deck officers?

Response options – Additional deck officers			
• 1	• 2	• 3	• None

- Additional engineering officers?

Response options – Additional engineering officers			
• 1	• 2	• 3	• None

- Additional deck ratings?

Response options – Additional deck ratings					
• 1	• 2	• 3	• 4	• 5	• None

3.1.3.5 Does the SMS include the provision of additional manning, over and above the company standard complement, for operations requiring implementation of additional security measures?

- Additional manning, over and above the company standard complement, for operations requiring implementation of additional security measures?
- Additional manning over and above the company standard manning level, for operations requiring implementation of additional security measures, if any?
- Additional deck officers?

Response options – Additional deck officers			
• 1	• 2	• 3	• None

- Additional engineering officers?

Response options – Additional engineering officers			
• 1	• 2	• 3	• None

- Additional deck ratings?

Response options – Additional deck ratings					
• 1	• 2	• 3	• 4	• 5	• None

3.1.3.6 Does the SMS include the provision of additional manning for any other operations?

- Does the SMS include the provision of additional manning for any other operations?
- Please provide details
- Additional deck officers?

Response options – Additional deck officers

• 1	• 2	• 3	• None
-----	-----	-----	--------

- Additional engineering officers?

Response options – Additional engineering officers

• 1	• 2	• 3	• None
-----	-----	-----	--------

- Additional deck ratings?

Response options – Additional deck ratings

• 1	• 2	• 3	• 4	• 5	• None
-----	-----	-----	-----	-----	--------

- Additional engine room ratings?

Response options – Additional engine room ratings

• 1	• 2	• 3	• 4	• 5	• None
-----	-----	-----	-----	-----	--------

3.1.3.7 What is the minimum interval required between the relief of the senior officers from the same department?

- Minimal Interval (days)

3.2 Crew Evaluation

3.2.1 Has a static navigational assessment been conducted by a member of the shore staff during the preceding twelve months?

- Static navigational assessment conducted?
- Date

3.2.2 Has a dynamic navigational assessment been conducted by a member of the shore staff during the preceding twenty-four months?

- Dynamic navigational assessment conducted by a member of the shore staff?
- Date from
- Date to
- Number of days
- Activities Assessed

Response options – Activities Assessed

• Channel/Straits	• Deep Sea	• Anchoring
• Pilotage	• Berthing	• STS Operations
• Coastal	• Unberthing	• Restricted Visibility

3.2.3 Has a dynamic navigational assessment been conducted by a third-party contractor during the preceding twelve months?

- Dynamic navigational assessment conducted by a third-party contractor?
- Date from
- Date to
- Number of days
- Activities Assessed

Response options – Activities Assessed		
• Channel/Straits	• Deep Sea	• Anchoring
• Pilotage	• Berthing	• STS Operations
• Coastal	• Unberthing	• Restricted Visibility

3.2.4 Has an unannounced remote navigational assessment, which included review of VDR & ECDIS data, been conducted by an independent contractor or specialist company representative during the preceding twelve months?

- Unannounced remote navigational assessment
- Date
- Activities Assessed

Response options – Activities Assessed		
• Channel/Straits	• Berthing	• STS Operations
• Pilotage	• Unberthing	• Restricted Visibility
• Coastal	• Anchoring	

3.2.5 Has a comprehensive cargo audit in accordance with TMSA 6.4.2 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?

- Comprehensive cargo audit?
- Date from
- Date to
- Activities Assessed

Response options – Activities Assessed		
• Loading	• Ballasting	• Gas freeing
• Discharging	• Gassing up	• Inerting
• Tank cleaning	• Cooling down	• Cargo heating
• COW	• Warming up	• LPG grade change
• Bunkering	• Purging	

3.2.6 Has a comprehensive engineering audit in accordance with TMSA 4.4.5 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?

- Comprehensive engineering audit?
- Date from
- Date to
- Activities Assessed

Response options – Activities Assessed		
• Manoeuvring	• Cargo operations	• Oily water separator use
• Manned operations	• Bunkering operation	• Machinery maintenance processes
• Unmanned operations	• Fuel grade change	

3.2.7 Has a comprehensive mooring and anchoring audit in accordance with TMSA 6A.4.3 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?

- Comprehensive mooring and anchoring audit?
- Date from
- Date to
- Activities Assessed

Response options – Activities Assessed	
• Standard tanker berth	• Mediterranean mooring (stern too with anchors)
• Non-standard tanker berth	• Tandem mooring operation – non-DP
• SBM mooring operation	• Deep water anchoring (more than 40m)
• SBM or SAL mooring operation - DP	• Shallow water anchoring (less than 40m)
• Tandem mooring operation – DP	• Conventional Buoy Mooring (with anchors)
• Multi-buoy mooring (without anchors)	

3.2.8 Has a Behavioural Competency Assessment programme (in alignment with the OCIMF / INTERTANKO best practice guidance) been implemented onboard?

- Behavioural Competency Assessment programme implemented?
- Operational areas assessed

Response options – Operational areas assessed	
• Cargo operations	• Mooring operations
• Engineering	• Navigation

3.3 Crew Training

3.3.1 Have the master and all navigation officers onboard at the time of the inspection attended a BTM/BRM training course, which included navigational exercises conducted within a Bridge Simulator, within the past five years?

- BTM/BRM training course attendance?
- Was course participation and content under the control of the company?
- Provide details of course

3.3.3 Have the master, all deck officers and cargo engineers onboard at the time of the inspection attended a shore-based cargo simulator course appropriate to the vessel type in the previous five years?

- Shore based cargo simulation course attended?
- Provide details of course

3.3.4 Had the chief engineer and all engineer officers attended a shore-based engine room management simulator course, covering routine and emergency machinery operations, within the previous five years?

- Shore-based engine room management simulator course attended?
- Provide details of course

3.4 Crew Compliance

3.4.2.1 What was the date of the last drug test conducted onboard by a third-party testing organisation or by onboard collecting of samples for later analysis?

- Date of last test drug test
- What percentage of those onboard at the time were tested?

3.4.2.2 What was the date of the last unannounced alcohol test initiated by the vessel operator?

- Date of last unannounced alcohol test
- What percentage of those onboard at the time were tested?

3.4.2.3 What is the maximum permitted BAC while onboard?

- Maximum blood alcohol content in %

3.4.2.4 Did any drug or alcohol tests conducted onboard during the previous twelve months result in a confirmed positive result for a prohibited substance?

- Confirmed positive result(s)
- How many instances?

3.5 Crew Familiarisation

3.5.1 How does the company ensure ECDIS type specific training is effectively delivered to the Master and navigation officers?

- Select company approved primary delivery method

Response options – Primary delivery method	
• Shore based manufacturer training followed by installation-specific Familiarisation onboard	• Onboard training by appropriately trained crew or training personnel (Trickle down training is not considered acceptable)
• Independent training on specific systems followed by installation specific Familiarisation	• Manufacturer provided training mode on the ECDIS, followed by installation-specific Familiarisation onboard
• Computer Based Training (CBT), followed by installation-specific Familiarisation onboard	• Company bridge procedures and manuals
• Internet/Intranet Based Training (eLearning) followed by installation specific Familiarisation onboard	• Not applicable, no ECDIS

- Select company approved secondary delivery method

Response options – Secondary delivery method	
• Shore based manufacturer training followed by installation-specific Familiarisation onboard	• Onboard training by appropriately trained crew or training personnel (Trickle down training is not considered acceptable)
• Independent training on specific systems followed by installation specific Familiarisation	• Manufacturer provided training mode on the ECDIS, followed by installation-specific Familiarisation onboard
• Computer Based Training (CBT), followed by installation-specific Familiarisation onboard	• Company bridge procedures and manuals
• Internet/Intranet Based Training (eLearning) followed by installation specific Familiarisation onboard	• Not applicable

4. NAVIGATION AND COMMUNICATION

4.1 Navigational Equipment

4.1.1 What is the primary means of navigation?

- Primary means of navigation:

Response options – Primary means of navigation	
• ECDIS with ECDIS back up	• Paper chart with ECDIS carried
• ECDIS with paper chart back up	• Paper charts with no ECDIS required to be carried (vessel <3,000 grt)

4.1.11 How long is data retained on the main storage media of the Voyage Data Recorder before it is overwritten?

- Enter time in hours

4.2 Navigational Procedures

4.2.2 Minimum dynamic under keel clearance

- During open sea passage – state company under keel clearance policy
- During open sea passage – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?
- During coastal/restricted waters passage – state company under keel clearance policy
- During coastal/restricted waters passage – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?
- Within port limits – state company under keel clearance policy
- Within port limits – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?
- While alongside – state company under keel clearance policy
- While alongside – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?
- While at SBM/CBM berths – state company under keel clearance policy
- While at SBM/CBM berths – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?
- At anchor – state company under keel clearance policy
- At anchor – what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

5. SAFETY MANAGEMENT

5.2 Fixed Fire Protection Systems

5.2.4 What type of fixed fire extinguishing system is fitted in the machinery space?

- Fixed firefighting system – machinery space

Response options – Machinery space	
• CO ₂	• Water
• Foam	• None

5.2.5 What type of fixed fire extinguishing system is fitted in the cargo pumproom?

- Fixed firefighting system – cargo pumproom

Response options – Cargo pumproom	
• CO ₂	• None
• Foam	• Not applicable
• Water	

5.2.13 Is the vessel fitted with a machinery space fixed local application fire extinguishing system (generally, vessels of >2000 grt and with machinery space >500m³)?

- Local application fire extinguishing system

5.6 Fixed and Portable Gas Detecting Systems

5.6.4 Is the vessel outfitted to use LNG as fuel?

- Is the vessel outfitted to use LNG as fuel?

5.6.6 Are fixed O₂ alarms fitted in inert gas generating spaces (chemical tankers only)?

- O₂ alarms fitted in inert gas generating spaces (chemical tankers only)?

5.7 Safety Management

5.7.2 How many near-miss reports have been submitted by vessel staff during the previous 12 months?

- Number of near-miss reports

5.7.1.1 Have any of the following incidents occurred during the previous 12 months – a pollution incident that resulted in release to the environment of any substance covered by MARPOL Annex I, II, IV, V and VI in excess of that permitted by the applicable regulations?

- A pollution incident that resulted in release to the environment of any substance covered by MARPOL Annex I, II, IV, V and VI in excess of that permitted by the applicable regulations.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.2 Have any of the following incidents occurred during the previous 12 months – an uncontrolled release of LNG/LPG vapour?

- An uncontrolled release of LNG/LPG vapour
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.3 Have any of the following incidents occurred during the previous 12 months – an incident where the vessel had been hard aground?

- An incident where the vessel had been hard aground
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.4 Have any of the following incidents occurred during the previous 12 months – an incident where the vessel had touched bottom?

- An incident where the vessel had touched bottom
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.5 Have any of the following incidents occurred during the previous 12 months – an incident where the vessel had been suspected of touching bottom?

- An incident where the vessel had been suspected of touching bottom.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.6 Have any of the following incidents occurred during the previous 12 months – a collision or allision with another vessel irrespective of whether damage had been caused to either vessel?

- A collision or allision with another vessel irrespective of whether damage had been caused to either vessel.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.7 Have any of the following incidents occurred during the previous 12 months – an allision with a fixed or floating structure or navigation mark irrespective of whether damage had been caused to the vessel or the fixed or floating structure or navigation mark?

- An allision with a fixed or floating structure or navigation mark irrespective of whether damage had been caused to the vessel or the fixed or floating structure or navigation mark.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.8 Have any of the following incidents occurred during the previous 12 months – an allision with a terminal during a berthing manoeuvre which resulted in damage to either the vessel or the terminal structure?

- An allision with a terminal during a berthing manoeuvre which resulted in damage to either the vessel or the terminal structure.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.9 Have any of the following incidents occurred during the previous 12 months – a breach of the hull plating which did not result in flooding?

- A breach of the hull plating which did not result in flooding.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.10 Have any of the following incidents occurred during the previous 12 months – total loss of main propulsion or a blackout while navigating in open waters?

- Total loss of main propulsion or a blackout while navigating in open waters.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.11 Have any of the following incidents occurred during the previous 12 months – partial loss of main propulsion while navigating in open waters?

- Partial loss of main propulsion while navigating in open waters.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.12 Have any of the following incidents occurred during the previous 12 months – total loss of main propulsion or a blackout while navigating in territorial waters or within 12 miles of land?

- Total loss of main propulsion or a blackout while navigating in territorial waters or within 12 miles of land.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.13 Have any of the following incidents occurred during the previous 12 months – partial loss of main propulsion while navigating in territorial waters or within 12 miles of land?

- Partial loss of main propulsion while navigating in territorial waters or within 12 miles of land.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.14 Have any of the following incidents occurred during the previous 12 months – blackout while at a berth or at anchor?

- Blackout while at a berth or at anchor.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.15 Have any of the following incidents occurred during the previous 12 months – total loss, even momentarily, of steering capability at any time while the vessel was underway?

- Total loss, even momentarily, of steering capability at any time while the vessel was underway.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.16 Have any of the following incidents occurred during the previous 12 months – contained hydrocarbon/chemical spill greater than 1.0m³ anywhere onboard (deck, pumproom, machinery spaces, mooring deck, etc.)?

- Contained hydrocarbon/chemical spill greater than 1.0m³ anywhere onboard (deck, pumproom, machinery spaces, mooring deck, etc.).
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.17 Have any of the following incidents occurred during the previous 12 months – loss of one or both anchors?

- Loss of one or both anchors.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.18 Have any of the following incidents occurred during the previous 12 months – damage to a windlass restricting the ability to recover an anchor without repairs?

- Damage to a windlass restricting the ability to recover an anchor without repairs.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.19 Have any of the following incidents occurred during the previous 12 months – mooring tail/line (ship supplied) failure while moored at a conventional/CBM berth or while conducting STS operations?

- Mooring tail/line (ship supplied) failure while moored at a conventional/CBM berth or while conducting STS operations.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.20 Have any of the following incidents occurred during the previous 12 months – break out/away from a berth resulting in the vessel being out of the normal operating envelope for the marine loading arms (MLA) or hoses?

- Break out/away from a berth resulting in the vessel being out of the normal operating envelope for the Marine Loading Arms (MLA) or hoses.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.21 Have any of the following incidents occurred during the previous 12 months – cargo hose crane wire failure while connecting or disconnecting hoses at a terminal?

- Cargo hose crane wire failure while connecting or disconnecting hoses at a terminal.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.22 Have any of the following incidents occurred during previous 12 months – accommodation ladder hoisting wire failure?

- Accommodation ladder hoisting wire failure.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.23 Have any of the following incidents occurred during the previous 12 months – notification of an investigation into an alleged violation of international regulations such as MARPOL/COLREGS?

- Notification of an investigation into an alleged violation of international regulations such as MARPOL/COLREGS.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.24 Have any of the following incidents occurred during the previous 12 months – structural or pipeline system failure causing migration of liquid within or between the cargo, ballast, or bunker spaces?

- Structural or pipeline system failure causing migration of liquid within or between the cargo, ballast, or bunker spaces.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.25 Have any of the following incidents occurred during the previous 12 months – contamination of ballast water by hydraulic oil?

- Contamination of ballast water by hydraulic oil.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.26 Have any of the following incidents occurred during the previous 12 months – flooding of any space directly from the sea?

- Flooding of any space directly from the sea.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.27 Have any of the following incidents occurred during the previous 12 months – fire or explosion anywhere onboard?

- Fire or explosion anywhere onboard.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.28 Have any of the following incidents occurred during the previous 12 months – a work-related lost time injury?

- A work-related lost time injury.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.7.1.29 Have any of the following incidents occurred during the previous 12 months – a work-related fatality?

- A work-related fatality.
- Date
- Report Completed
- Uploaded to SIRE
- If ongoing expected date of completion

5.8 Area Safety Management

5.8.3 Is the vessel fitted with a cargo pumproom?

- Cargo pumproom?

5.8.7.1 Is the vessel fitted with a ballast pumproom?

- Ballast pumproom?

5.8.7.2 Is the vessel fitted with a bunker transfer pumproom?

- Bunker transfer pumproom?

5.10 Safe Access

5.10.4 Is the vessel provided with a personnel transfer basket PTB

- Personnel transfer basket?

5.10.6 Is the vessel provided with a helicopter facility conforming to Civil Aviation Authority: CAP437 Standards for Offshore Helicopter Landing Areas (2018)?

- Is the vessel provided with a helicopter facility?

6. POLLUTION PREVENTION

6.3 Ballast Operations

6.3.1 Is the vessel fitted with an approved ballast water management system (BWMS)?

- Approved ballast water management system?

7. MARITIME SECURITY

7.2 Ship Hardening and Access Control

7.2.1.1 Does the vessel's usual trading area include entering or transit through areas of increased security risk?

- Does the vessel's usual trading area include entering or transit through areas of increased security risk?

7.2.1.2 Does the vessel always carry sufficient material to fully implement its Vessel Hardening Plan?

- Does the vessel always carry sufficient material to fully implement its Vessel Hardening Plan?

8. CARGO AND BALLAST SYSTEMS

8.3 Oil and Chemical

8.3.10 Is the vessel fitted with a vapour recovery system (VECs/VRS), (oil and chemical tankers only)?

- Is the vessel fitted with a vapour recovery system (VECs/VRS)?

8.3.13 What type of secondary venting arrangements are provided for cargo tanks?

- Secondary venting arrangements

Response options – Secondary venting arrangements
• Two full flow p/v valves fitted on each cargo tank
• One full flow p/v valve and a pressure sensor with readout in the ccr fitted on each cargo tank
• Other - provide details

- If 'Other', please provide details

8.3.15 Is the vessel fitted with deepwell cargo pumps (oil and chemical tankers only)?

- Deepwell cargo pumps?

8.3.21 If the vessel is a chemical tanker is a cargo heating system provided?

- Cargo heating system

8.6 Gas (Common to all Vessels under IGC Code)

8.6.14 Is the vessel fitted with a reliquefaction plant?

- Reliquefaction plant?

8.6.19 Are there any submerged electric cargo pumps fitted in the cargo tanks?

- Submerged electric cargo pumps fitted?

8.7 Shuttle Tanker Cargo Operations

8.7.5 Is the vessel fitted with a BLS deluge system in accordance with NORGAS No.140?

- BLS deluge system?

8.7.6 Is the vessel fitted with a fixed foam fire extinguishing system in the BLS area in accordance with NORGAS No.140?

- Fixed foam fire extinguishing system?

8.7.9.1 Is the vessel fitted with a fixed hydrocarbon gas detecting system in the BLS area in accordance with NORGAS No.140?

- Fixed hydrocarbon gas detecting system?

8.7.9.2 Is the vessel fitted with a fixed fire detecting system in the BLS area in accordance with NORGAS No.140?

- Fixed fire detecting system?

8.99 All Types

8.99.3.1 Is the vessel subject to any cargo tank loading limitations either overall or in specific tanks?

- Cargo tank loading limitations?
- Please provide details

8.99.3.2 Is the vessel subject to any intact stability concerns due to large width tanks, undivided double bottoms or "U" shaped ballast tanks?

- Intact stability concerns due to large width tanks, undivided double bottoms or "U" shaped ballast tanks?
- Please provide details

8.99.8 Is the vessel provided with cargo transfer hoses?

- Cargo transfer hoses?

10. MACHINERY SPACES

10.2 Machinery Status

10.2.1 What system provides the primary source of emergency power?

- Primary source of emergency power?

Response options – Primary source of emergency power

- Emergency batteries
- Emergency generator

10.2.3 Is the vessel fitted with an Exhaust Gas Cleaning System (EGCS)?

- Exhaust Gas Cleaning System (EGCS)?
- Type of EGCS:

Response options – Type of EGCS

- Closed loop system
- Open loop system

10.3 Safety Management

10.3.6 Is the vessel fitted with watertight doors required by SOLAS II-I Reg 13-1?

- Is the vessel fitted with watertight doors?
- Provide brief details

10.4 Planned Maintenance Systems

10.4.2 Is the vessel subscribed to a lube oil analysis program?

- Is the vessel subscribed to a lube oil analysis program?
- Main engine sump
 - Frequency – Main engine sump
- Main engine cylinder
 - Frequency – Main engine cylinder
- Stern tube lubricating oil
 - Frequency – Stern tube lubricating oil
- Main engine turbo charger
 - Frequency – Main engine turbo charger
- Alternator engine sump
 - Frequency – Alternator engine sump
- Alternator engine turbo charger
 - Frequency – Alternator engine turbo charger
- Emergency generator engine sump
 - Frequency – Emergency generator engine sump
- Steering gear hydraulic oil
 - Frequency – Steering gear hydraulic oil
- Thruster gear oil
 - Frequency – Thruster gear oil
- Framo system hydraulic oil
 - Frequency – Framo system hydraulic oil
- Valve remote control hydraulic oil
 - Frequency – Valve remote control hydraulic oil
- Mooring winch hydraulic oil
 - Frequency – Mooring winch hydraulic oil
- Hose cranes hydraulic oil
 - Frequency – Hose cranes hydraulic oil
- Stores crane hydraulic oil
 - Frequency – Stores crane hydraulic oil
- Winch/windlass gear case oil
 - Frequency – Winch/windlass gear case oil

Response options – Frequency

- | | |
|----------------|-----------------|
| • 0 – 3 months | • 7 – 12 months |
| • 4 – 6 months | |

10.5 Conventional Bunkering Management

10.5.2 Is the vessel subscribed to a fuel oil analysis program?

- Is the vessel subscribed to a fuel oil analysis program?
- Heavy Oil
 - Is fuel analysed for every bunkering?
- Marine Diesel Oil/Gas Oil
 - Is fuel analysed for every bunkering?

10.7 Fire Protection Measures

10.7.3.1 Are provisions fitted to internal combustion engines to prevent crank case explosion – Main Engine(s)?

- Main Propulsion Engine(s)
- Means provided (Main Engine(s))

Response options – Means provided	
• Crankcase pressure monitor	• Recirculation arrangements
• Engine bearing temperature monitor	• Splash-oil temperature monitor
• Oil mist detector	

10.7.3.2 Are provisions fitted to internal combustion engines to prevent crank case explosion – Auxiliary Engine(s)?

- Auxiliary Engine(s)
- Means provided (Auxiliary Engine(s))

Response options – Means provided	
• Crankcase pressure monitor	• Recirculation arrangements
• Engine bearing temperature monitor	• Splash-oil temperature monitor
• Oil mist detector	

10.7.4 Are hydraulic power packs located within the main machinery compartment?

- Are hydraulic power packs located within the main machinery compartment?
- What fire protection measures are provided?

Response options – Fire protection measures	
• Contained within a specially designed space	• In main machinery space with oil mist detector fitted
• Contained within encapsulating casings	• None

12. ICE OPERATIONS

12.1 Ice Operations Training

12.1.1 Does the vessel have a Certificate for ships operating in Polar Waters?

- Does the vessel have a Certificate for ships operating in Polar Waters?

12.1.2 Does the vessel have an ice notation?

- Does the vessel have an ice notation?

12.1.3 Does the vessel have a winterisation notation?

- Does the vessel have a winterisation notation?

12.1.4 Does the vessel trade in areas where sub-zero temperatures may be routinely expected?

- Does the vessel trade in areas where sub-zero temperatures may be routinely expected?

12.1.5 Are means are in place to detect ice?

- Are means are in place to detect ice?
- Means to detect ice:

Response options – Means to detect ice	
• Dedicated ice radar with 12 Bit processor	• Thermal imaging
• Halogen searchlight(s)	• Xenon searchlight(s)
• Heated forward lookout post	

12.1.6 Are the bridge wings enclosed?

- Are the bridge wings enclosed?

12.1.7 Are means provided to maintain accommodation spaces at a temperature suitable for habitation?

- Are means provided to maintain accommodation spaces at a temperature suitable for habitation?
- Provide brief details of heating provided:

12.1.8 Are means in place to prevent the icing of wheelhouse windows?

- Are means in place to prevent the icing of wheelhouse windows?
- Means to prevent icing of wheelhouse windows:

Response options – Means to prevent icing	
• Heated clear view screens	• Heating elements in glass
• Heated window wiper systems	• Hot air blowers

12.1.9 Are radars of a suitable design for use in sub-zero temperatures?

- Are radars of a suitable design for use in sub-zero temperatures?
- Minimum Operating Temperature in Degrees Celsius – Scanner X-band
- Minimum Operating Temperature in Degrees Celsius – Motor X-band
- Minimum Operating Temperature in Degrees Celsius – Scanner S-band
- Minimum Operating Temperature in Degrees Celsius – Motor S-band

12.6 Ice Navigation Procedures

12.6.1.1 What ice navigation training has been provided to the Master and Chief Mate onboard at the time of the planned inspection?

- Ice navigation training – Master and Chief Mate?

Response options – Ice navigation training – Master and Chief	
• Polar code – Open waters	• Basic ice navigation – Shore based course
• Polar code – Other waters	• None
• Basic ice navigation – CBT	

12.6.1.2 What ice navigation training has been provided to the officers in charge of a navigational watch onboard at the time of the planned inspection?

- Ice navigation training – Officers?

Response options – Ice navigation training – Officers	
• Polar code – Open & Other waters	• Basic ice navigation – Shore based course
• Basic ice navigation – CBT	• None

12.6.1.3 What ice navigation training has been provided to the ratings forming part of navigational watch onboard at the time of the planned inspection?

- Ice navigation training – Ratings?

Response options – Ice navigation training – Ratings	
• Basic ice navigation – CBT	• None
• Basic ice navigation – Shore based course	



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