SIRE 2.0 Inspection Report Format

Version 1.1

August 2024

Contents

Document control

Doc Version	Date	Change
1.0	January 2023	Initial release
1.1	August 2024	Removal of transition and anonymisation chapter

SIRE 2.0 inspection report format

Inspection Report LXHQ-2893-4382-6569 used with kind permission of the vessel operator.

LXHQ-2893-4382-6569_Original.pdf

It is important to note that information extracted from the HVPQ and PIQ and inserted in the SIRE 2.0 inspection report is used as is and there is no process for correcting erroneous entries once the inspection process has been initiated. The accuracy of the information provided through the HVPQ and PIQ rests solely with the vessel operator.

The SIRE 2.0 inspection report has four main sections.

Front cover

The front cover provides basic details of the inspection report and information on any deviations from the standard tablet-based inspection.

Where the inspection process deviated from the standard tablet-based inspection, the report name will be suffixed with one or more flags from the following:

- (C) Full paper-based contingency inspection.

- (D) Disabled camera.
- (I) Incomplete inspection.
- (P) Partial paper-based contingency inspection.

Vessel and operator particulars

This section contains basic information about the vessel, the vessel operator and details of the inspection. It is automatically populated with information extracted from:

- The vessel's HVPQ.
- The vessel operator responses to the PIQ.
- The SIRE 2.0 inspection booking process.
- The SIRE 2.0 Inspection Editor software (tablet or web based as appropriate).

SIRE 2.0 Question Library Part 1 - Chapters 1 - 7 Chapter 1 provides the source of each piece of information.

CVIQ questions completed by the inspector

Each SIRE 2.0 question included in the CVIQ generated for an inspection is displayed in chapter and numerical sequence using a standard layout:

- Top level question – reproduced exactly as displayed in the SIRE 2.0 Question Library Parts 1 and 2, available on the OCIMF SIRE 2.0 webpage.
- PIQ additional data – extracted from the PIQ at the time that the vessel operator signs the declarations that all inspection information has been uploaded to the SIRE 2.0 database. The PIQ information that will be linked to the question can be found in SIRE 2.0 Question Library - Question Programming Attributes - Version 2.0 (January 2023).xlsx – HVPQ and PIQ data linkages.
- HVPQ additional data – as per PIQ data.
- Hardware response tool observation or negative observation(s).
- Hardware comments.
- Process response tool observation or negative observation(s).
- Process comments.
- Human response tool observations – can be a mixture of negative and non-negative observations where more than one person or historical record is reported on.
- Operator uploaded photos – where a standard photograph is linked to a non-chapter 11 question.
- Inspection photos – where the inspector appended a photograph to a response tool.
- Operator comments – associated with the appropriate Hardware, Process or Human negative observation(s).

For explanations of how the response tools are addressed by an inspector, please refer to SIRE 2.0 Programme Introduction and Guidance – Version 1.0 section 3.

Examples:

Question with PIQ additional information and no negative observations

2.1. Certification

2.1.1. Were the Master and senior officers familiar with the company procedure for maintaining the vessel's statutory certification up to date, were all certificates and documents carried onboard up to date and was the vessel free of conditions of class or significant memoranda?

PIQ additional data

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

2.1.1.1 Date of last visit
24 October 2021

2.1.1.2 Purpose of visit
Annual surveys

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

Question with standard photograph appended

9.1.1. Were the Master and deck officers familiar with the company procedures for the testing and correct operation of the mooring winch brakes, and were records available to demonstrate that brakes had been tested periodically, after maintenance or when there was evidence of premature brake slippage?

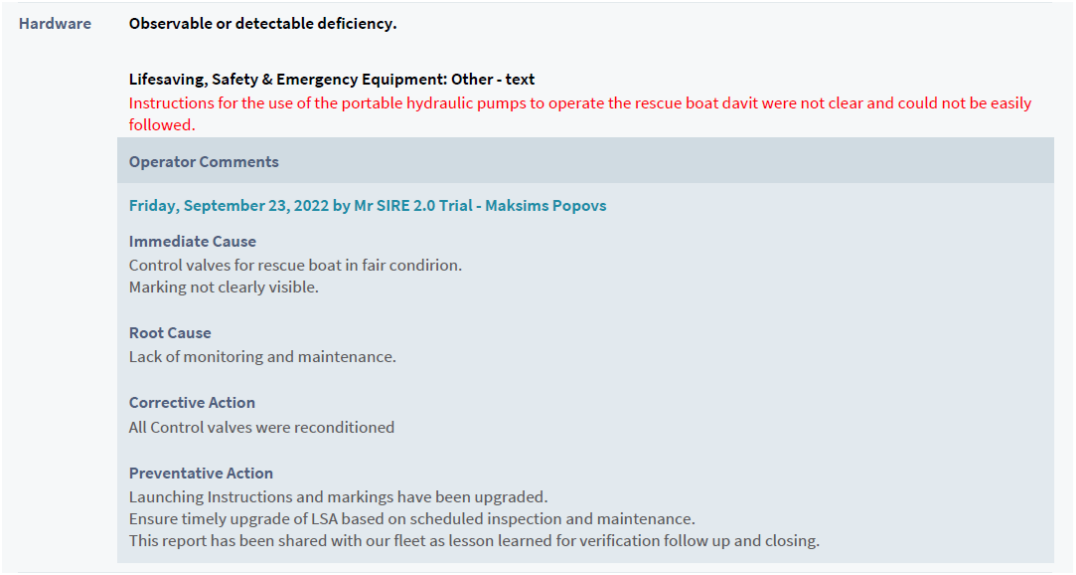
Operator uploaded photos

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

A Hardware negative observation



The Subject of Concern (SOC) and Nature of Concern (NOC) are displayed in bold black text.
The negative comment is displayed in red text.
The Operator comments are broken down into:

- Immediate cause.
- Root cause.
- Corrective action.
- Preventative action.

For an explanation of how negative observations are reported, please refer to SIRE 2.0 - Negative Observation Module Explanation - Version 1.0.

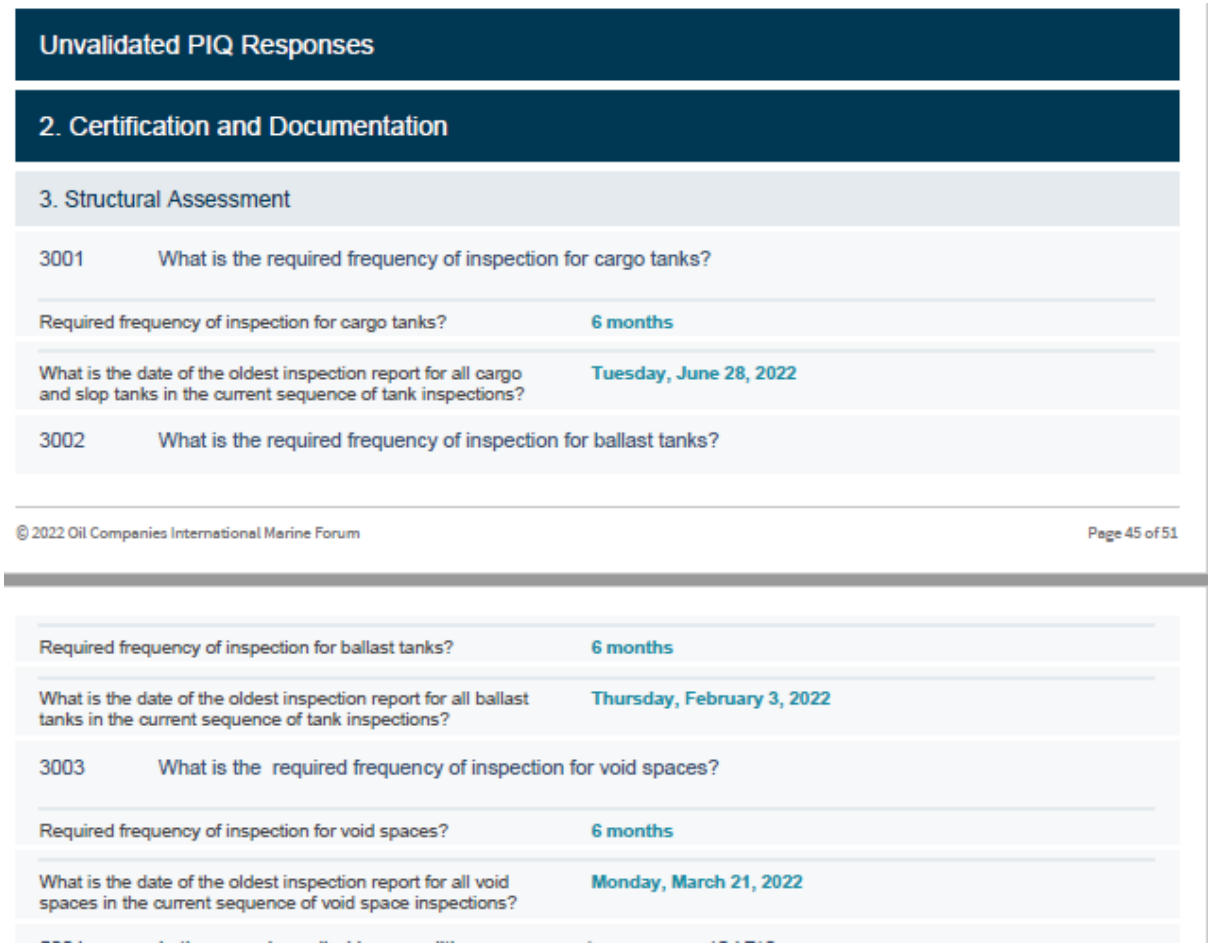
Unvalidated PIQ responses

Due the rotational nature of many SIRE 2.0 questions, only a fraction of the questions applicable to any given vessel are included in a CVIQ for an inspection. A vessel operator supplies a significant volume of data through the PIQ that relates to rotational questions, some of which will not be included in the CVIQ for an inspection. Much of the PIQ data is designed to be analysed by programme recipients to gain a greater understanding of the performance of a vessel and its operator. To ensure all relevant PIQ data is available to a programme recipient, PIQ data that is not associated with a question included in the CVIQ is reproduced at the end of the inspection report.

As the section name implies, the information in this section has not been validated by the inspector and so should be used with due care, while recognising that the vessel operator has made a declaration that the information provided is true and accurate.

Examples

Vessel operator cargo, ballast and void space inspection policy and compliance.



Unvalidated PIQ Responses

2. Certification and Documentation

3. Structural Assessment

3001	What is the required frequency of inspection for cargo tanks?	
Required frequency of inspection for cargo tanks?		6 months
What is the date of the oldest inspection report for all cargo and slop tanks in the current sequence of tank inspections?		Tuesday, June 28, 2022
3002	What is the required frequency of inspection for ballast tanks?	

Required frequency of inspection for ballast tanks?		6 months
What is the date of the oldest inspection report for all ballast tanks in the current sequence of tank inspections?		Thursday, February 3, 2022
3003	What is the required frequency of inspection for void spaces?	
Required frequency of inspection for void spaces?		6 months
What is the date of the oldest inspection report for all void spaces in the current sequence of void space inspections?		Monday, March 21, 2022

A potential charterer can review the data provided and apply their internal screening criteria.

Vessel Operator evaluation of crew performance

2. Crew Evaluation

1	Has a static navigational assessment been conducted by a member of the shore staff during the preceding twelve months?	
Static navigational assessment conducted?		No

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?		No
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?		No
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		No
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?		No
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?		No
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?		No
8	Has a Behavioural Competency Assessment programme (in alignment with the OCIMF / INTERTANKO best practice guidance) been implemented onboard?	
Behavioural Competency Assessment programme implemented?		No

Analysis of this data across a fleet permits the validation of completion or partial completion of a range of TMSA KPIs for a DOC holder.

For further information relating to the submission of PIQ data, please refer to SIRE 2.0 - Instructions for Completing the Pre-Inspection Questionnaire - Version 1.0

For clarification on some aspects of PIQ data entry please refer to SIRE 2.0 - Universal Interpretations - Version 1.0 publication.pdf.