



SHIP INSPECTION REPORT
10th Edition Consolidated Amendments

10th Edition SIR 2023

Version 10.5

Core Amendments

Chemical Chapter 5 Amendments

LPG Chapter 5 Amendment

LPG Chapter 5 Amendment

		SHIP INSPECTION REPORT					
Section 1.		CERTIFICATION, MANNING, ETC					
1.1	Ref.	Ship Certification	Yes	No	N/A	Cat	Gp
1.1.37		A Statement of Compliance for Fuel Consumption Data Verification has been issued by Flag/Class	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	I
1.1.37	MARPOL Annex VI	<i>Vessels 5000GT or higher will be issued with a 'Statement of Compliance' (SOC) confirming that the fuel consumption data reported has been verified and awarded an energy efficiency rating (A to E). For vessels less than 5000GT, this may be answered as N/A.</i>					

Section 1.		CERTIFICATION, MANNING, ETC					
1.2	Ref.	Information	Yes	No	N/A	Cat	Gp
1.2.8		The latest edition of the relevant Code(s) are available on-board and has been sighted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	SI
1.2.8	<i>IBC, BCH, IGC, IMSBC</i>	<p><i>Per MSC-MEPC.2/Circ.2, the publications for emergency use, such as the International Code of Signals and the IAMSAR Manual, should always be available in the form of hard copies, bearing in mind that such publications need to be readily available for use in case of emergency without being restricted to a specific place or by availability of a computer.</i></p> <p><i>Vessels that are combination carriers (i.e. chemical/LPG carriers) must have codes required by both types of vessels. The ship's Flag State equivalents of the IMO publications are acceptable. Where allowed by the Flag State, electronic copies are acceptable.</i></p> <p>IMO - IBC Code (for all ships carrying chemicals) S SI</p> <p>IMO - BCH Code (for chemical tankers built prior to 1st July 1986) S SI</p> <p>IMO - IGC Code (Gas Carrier and LNG Vessels) S SI</p> <p>IMO - IMSBC Code (for all dry bulk vessels) S SI</p> <p>IMO - Grain Code (for dry bulk vessels carrying grain cargoes) S SI</p> <p>IMO - Timber Code (for dry bulk vessels carrying timber as deck) S SI</p> <p>SOLAS - IAMSAR Vol.3 S SI</p> <p>- Regulations for the Prevention of Pollution (MARPOL 73/78 Consolidated Edition) with applicable amendments S SI</p> <p><i>IMO MARPOL may be separate books or may be incorporated in a consolidated edition.</i></p> <p>- SOLAS Convention, with applicable amendments (including LSA Code and FSS Code) S SI</p> <p><i>IMO SOLAS Convention may be in separate books or may be incorporated in a consolidated edition</i></p> <p>- International Regulations for Preventing Collisions at Sea (COLREGS) S SI</p> <p>- Ships' Routing S SI</p> <p>- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW95) S SI</p> <p>- International Code of Signals (SOLAS V Reg 21) S SI</p> <p>- International Medical Guide for Ships (or equivalent) (WHO) S SI</p> <p>- IMDG Code (Supplement for tankers, full code for bulk carriers) S SI</p> <p>- International Safety Management Code (SOLAS IX ISM) S SI</p> <p>- MEPC.2, Provisional Categorization of Liquid Substances, latest edition (for vessels carrying chemicals) S SI</p> <p>- MSC.1/Circ.1401 - Guidelines on Tank Entry for Tankers using Nitrogen as an Inerting Medium (for all tankers) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> S SI</p> <p>- IMO Res A.1050(27) - Revised Recommendations for Entering Enclosed Spaces aboard ships S SI</p> <p>- ISPS Code S SI</p> <p>- Any other document as required in the vessels SMS Plan S SI</p>					
1.2.9	Information	If No, how many items were not satisfactorily recorded?					I

Section 1.		CERTIFICATION, MANNING, ETC					
1.4	Ref.	Surveys and Drydocking	Yes	No	N/A	Cat	Gp
1.4.1		If Applicable, there is an Enhanced Survey Report File on board maintained up to date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	I
1.4.1	Solas	<p><i>While examining the Enhanced Survey Report file, the inspector must focus on any indications of repairs on structural failures and be cautious to clearly differentiate. To be answered in the affirmative, the file must contain the following:</i></p> <ul style="list-style-type: none"> - A survey planning document, issued 12 -15 months prior to completion date of the periodic survey or as specially agreed with Class. - Survey program should be on board until such time as the renewal survey or intermediate survey, as applicable, has been completed. - Reports on structural surveys, based on annual, intermediate, periodic and occasional surveys. - A condition evaluation report, issued on completion of the last periodic survey (executive summary). - Thickness measurement reports as required for the intermediate and periodic surveys. - A statement of structural work carried out - This question is N/A for Gas Carriers, as they are not subjected to Enhanced Survey requirements but must have Special surveys. 					
1.4.8		All classification survey reports (including annual, intermediate, occasional, renewal and dry dock) are available and properly filed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R	SI
1.4.9		The ship is free of conditions of class (also known as recommendations or memoranda) or other conditions pertaining to statutory requirements, including those issued by Flag State (<i>If NO, pertinent details must be listed in the remarks</i>)	<input type="checkbox"/>	<input type="checkbox"/>		R	SI
1.4.8 - 1.4.9	IACS PR 35. (PR = Procedural Requirement)	<p><i>Inspectors must be particularly aware of Class extensions to structural items, full details of which must be recorded in the remarks.</i></p> <p><i>OTHER CONDITIONS PERTAINING TO STATUTORY REQUIREMENTS, refers to conditions that may have been imposed following Flag State or Port State inspections.</i></p>					

Section 3.		BRIDGE						
3.1	Ref.	Navigation and Bridge Organization	Yes	No	N/A	Cat	Gp	

3.1.84 *Is there a Company procedure in place preventing distraction of personnel on the bridge while on duty.* D I

3.1.84 *This procedure should include the following:*
- Exclusion of media and social entertainment equipment, including personal computers.
- Restriction of personal mobile phones and clear guidelines as to when the use of such devices are permitted.
- Restriction of non-essential personnel and clear guidelines as to when visitors are permitted on the bridge.
- A statement that the OOW should not be or allow themselves to become distracted.
- The Inspector should note that the procedure has been implemented and realised by all members of the bridge team the importance of being focused while on duty.

Section 6.		ENGINE DEPARTMENT						
6.5	Ref.	Crew Knowledge and Proficiency	Yes	No	N/A	Cat	Gp	

The Inspector will interview various members of the crew to seek evidence of knowledge and proficiency. The purpose of the interview is to ensure that personnel can demonstrate sufficient depth of knowledge and familiarity with the policies, procedures, and equipment on-board, as laid down in their job description.

6.5.1 Engineering Officers are familiar with the company procedures and the Chief Engineer's standing orders. R I

6.5.1 *Note to inspectors that 6.5.1 should never get an N/A*

6.5.2 The Engineering Officers are familiar with the procedures for changing over UMS responsibilities. R I

6.5.2 *if 6.5.2 needs to be answered N/A, then this question should be answered as a Yes and a Remark to be included*

6.5.15 If the vessel is using alternative fuels, have the Engineering Officers been trained in the proper use and handling of the alternative fuel D SI

6.5.15 ISO 8217 *In-house training or training by the engine manufacturer is acceptable.*
Normal fuels include Heavy Fuel Oil and Distillates. All others are considered to be alternative fuels.
If this question should be answered N/A, the Inspector should answer as Yes and include a remark that it is N/A.

Section 8.		HEALTH, SAFETY AND PERSONNEL PROTECTION					
8.2	Ref.	Personnel Protection	Yes	No	N/A	Cat	Gp
8.2.32		When appropriate, the manifold area or other key elevated working areas are protected by an appropriate handrail of at least 1 m and including a midrail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R	I
8.2.32	COSWP	<i>Elevated platforms where there is a risk of falling over 2 meters should be protected by either permanent or removable handrails. Removable handrails should be maintained in place except when removal is necessary. Chains or wires when used as handrails must remain taut.</i>					

Section 9.		FIREFIGHTING					
9.1	Ref	Firefighting Equipment	Yes	No	N/A	Cat	Gp
9.1.13		There are sufficient Emergency Escape Breathing Devices (EEBD) in good condition, ready for use, and as indicated on the Fire Control Plan	<input type="checkbox"/>	<input type="checkbox"/>		S	I
9.1.13	<i>Solas II FSS MSC 1081 IBC EGC SOLAS IX ISM 10</i>	<i>All cargo ships must comply with the requirements and quantity of the approved Fire Control Plan. Filter-type respiratory protection is unacceptable as an EEBD. The EEBD shall have at least a duration of service of 10 min (dry bulk vessels and product tankers) and 15 min (chemical and gas tankers); and shall not be used for firefighting or cargo-handling purposes and shall be marked to that effect.</i>					

Section 5C.		TYPE-SPECIFIC QUESTIONNAIRE (CHEMICAL)					
Chemical							
5.1	Ref.	Certification and Management	Yes	No	N/A	Cat	Gp
5.1.4		IOPP Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	I
5.1.4	<i>Marpol Annex I</i>	<i>For this question to be answered Yes, Form A or Form B must be available and correctly completed.</i>					

Section 5C.		TYPE-SPECIFIC QUESTIONNAIRE (CHEMICAL)					
Chemical							
5.2	Ref.	Cargo Transfer Operations	Yes	No	N/A	Cat	Gp
5.2.25		A cross check is being carried out by a 2nd individual on the cargo line-up prior to commencement of cargo transfer, and records maintained.	<input type="checkbox"/>	<input type="checkbox"/>		D	I
5.2.25		The "cargo line-up" includes the entire cargo system, including (as relevant) cargo lines, vapour lines, drains, compressors, etc.					

Section 5C.		TYPE-SPECIFIC QUESTIONNAIRE (CHEMICAL)					
Chemical							
5.4	Ref.	Cargo Custody	Yes	No	N/A	Cat	Gp
5.4.58		If the vessel is carrying heated and heat sensitive cargo are those products separated by more than one tank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D	I
5.4.58	<i>CDI Best Practice: Dosing of Ship's Cargo Tanks & MAIB</i>	<i>Stowage of heated and inhibited cargoes can result in a dynamic situation in which the degree of heat transfer may be complex and difficult to predict. TSG(C) 6.3.4 has been amended in accordance with the MAIB recommendation.</i>					

Section 5C.		TYPE-SPECIFIC QUESTIONNAIRE (CHEMICAL)					
Chemical							
5.5	Ref	Cargo Handling & Monitoring Equipment	Yes	No	N/A	Cat	Gp
5.5.9		Ship/Shore Emergency Shut Down can be linked to shore shut down system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	SI
5.5.9		<i>This question should be answered as YES if ESD can be linked to the shut down system. If not then the answer becomes N/A. Link is compatible with CDI/OCIMF Linked Ship/Shore Emergency shut down system for Oil and Chemical Tankers</i>					

Section 5LP.		CARGO OPERATIONS (LPG)					
LPG							
5.20	Ref.	Crew Knowledge and Proficiency	Yes	No	N/A	Cat	Gp
5.20.24		Officers involved in LPG cargo operations have been trained in accordance with LPG Shipping Suggested Competency Standards	<input type="checkbox"/>	<input type="checkbox"/>		R	I
<i>5.20.24</i>	<i>SIGTTO 22</i>	<i>The company should be able to demonstrate that they have procedures in place to ensure that the officers are trained according to SIGTTO LPG Shipping Suggested Competency Standards.</i>					

Section 5LN.		CARGO OPERATIONS (LNG)					
LNG							
5.27	Ref.	Crew Knowledge and Proficiency	Yes	No	N/A	Cat	Gp
5.27.20		Officers involved in LNG cargo operations have been trained in accordance with LNG Shipping Suggested Competency Standards	<input type="checkbox"/>	<input type="checkbox"/>		R	I

5.27.20 *SIGTTO 22* *The company should be able to demonstrate that they have procedures in place to ensure that the officers are trained according to SIGTTO LNG Shipping Suggested Competency Standards.*