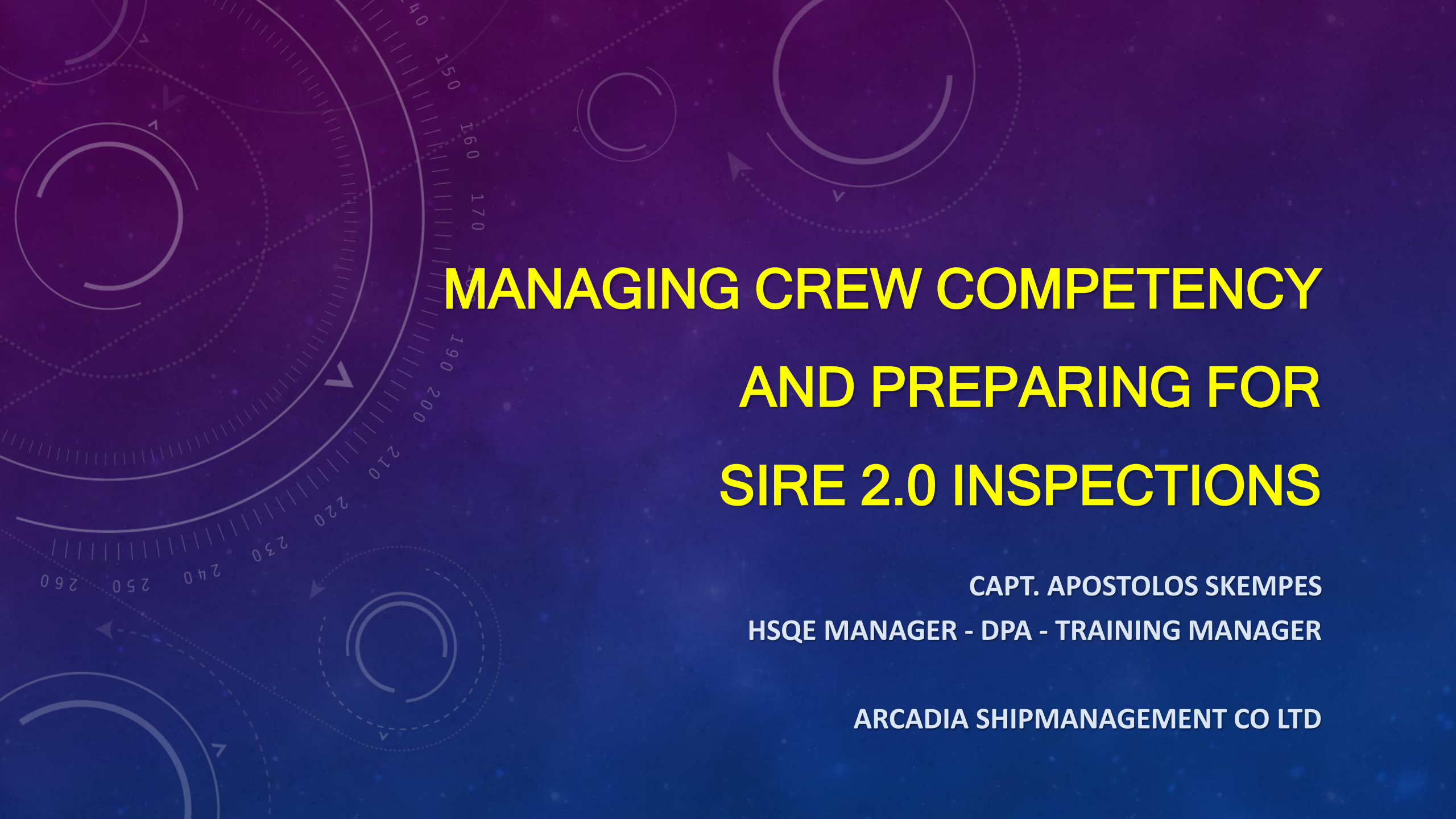




MANAGING CREW COMPETENCY AND PREPARING FOR SIRE 2.0 INSPECTIONS

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PICKING UP FROM THE PREVIOUS CONFERENCE

TANKER OPERATOR - HAMBURG CONFERENCE OCTOBER 2024

Niall Mushet, SSHEQ Manager at John T. Essberger:

(as published in T.O. JANUARY - MARCH 2025 issue)

“The way SIRE inspection is being done with version 2.0 is a vast improvement, although a bit more challenging”

“It’s a really good step forward and it is welcome”

“Sire 2.0 provides a link between the SIRE inspection and TMSA requirements”.

Personally, 100% agree and support!

MANAGING CREW COMPETENCY

The management, supervision and assessment of seafarers' competence.

In line with the provisions of the STCW Code and TMSA 3 - Element 3.

- **Why?** To improve performance or even, to ensure acceptable performance of the crew.
- ✓ Advanced performance, can be about developing skills, competencies, knowledge.

And this is where SIRE 2.0 comes into play.

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Tanker
Management
Co

SIRE 2.0

Not necessarily so

THE SIMILARITIES BETWEEN TMSA & SIRE 2.0

- **The TMSA program:** Companies are encouraged to regularly review their self assessment results against the TMSA KPIs and, to create achievable plans for improvement.

Aligning their own policies and procedures with industry best practice, helps Companies to improve their performance and attain high standards of safety and pollution prevention.

Therefore, TMSA **“directs”** the Companies towards improvement, to an attainable status which can be attributed as: **“the best you can be”**

Well, let's see how (by following a similar path as TMSA),
SIRE 2.0 **“urges”** towards the leveling-up of all Tanker Operators' Management systems

COMPANIES' PROCEDURES SHOULD REACH A DEFINED STATUS

VIQ 7 – Requirement for Company procedures		SIRE 2.0 – Requirement for Company procedures	
Ch.2 – Certification & Documentation	3/16	Ch.2 – Certification & Documentation	12/18
Ch.3 – Crew Management	N/A	Ch.3 – Crew Management	5/20
Ch.4 - Navigation & Communications	7/27	Ch.4 - Navigation & Communications	ALL
Ch. 5 – Safety Management	11/48	Ch. 5 – Safety Management	64/76
Ch. 6 – Pollution prevention	1/22	Ch. 6 – Pollution prevention	ALL
Ch. 7 – Maritime Security	6/17	Ch. 7 – Maritime Security	5/6
Ch. 8 – Cargo & Ballast Systems	7/55	Ch. 8 – Cargo & Ballast Systems	ALL
Ch. 9 – Mooring	3/29	Ch. 9 – Mooring & Anchoring	8/13
Ch. 10 – Engine & Steering Compartments	12/44	Ch. 10 – Machinery Spaces	23/28
Total questions* with reference to Company procedure	50/266	Total questions* with reference to Company procedure	201/245
* Questions applicable to Oil Tankers	19%		82%

EXAMPLES ON REQUIREMENTS OVER PROCEDURES #1

8.3.3. Were the Master and Officers familiar with the purpose, operation and testing of the flue gas inert gas system and, had the system been operated and maintained in accordance with the manufacturer's instructions and Company procedures? CORE

Suggested Inspector Actions

Sight and where necessary review, the company procedures for the operation, inspection, testing and maintenance of the vessel's inert gas system which included the:

- Boiler uptake valves.
- Scrubber.
- Demister.
- Blowers.
- Gas regulating valve.

EXAMPLES ON REQUIREMENTS OVER PROCEDURES #2

5.4 Life saving appliances

5.4.1. Were the Master and Officers familiar with the operation of the davit-launched lifeboats, release mechanisms and launching appliances, and were they in good order with records available to demonstrate that they had been inspected and tested as required? CORE

Suggested Inspector Actions

Sight, and where necessary review, the Company procedure to ensure the lifeboats, release mechanisms and launching appliances were periodically inspected and tested and ready for immediate use in an emergency.

Potential Grounds for a Negative Observation

There were no checklists as required by SOLAS III/36 (see next slide) available for the inspection of the lifeboats, release mechanisms and launching appliances.

REGULATION SOLAS III/36

INSTRUCTIONS FOR ON-BOARD MAINTENANCE

Instructions for on-board maintenance of life-saving appliances shall be easily understood, illustrated wherever possible and, as appropriate, shall include the following for each appliance:

1. a checklist for use when carrying out the inspections required by regulation 20.7
2. maintenance and repair instructions
3. schedule of periodic maintenance
4. diagram of lubrication points with the recommended lubricants
5. list of replaceable parts
6. list of sources of spare parts and
7. log for records of inspections and maintenance.

COMPETENT SEAFARERS, ON THE BASIS OF UPGRADED (DETAILED) COMPANY PROCEDURES

Through **interviews**, SIRE 2.0 process seeks for skilled, trained (aware) crew members, who execute daily tasks as per procedures.

By the **addressed questions**, the aim is to find out the crew members' familiarity with:

- The Company policy & procedures,
- The written process for each task,
- The use or operation of machinery and equipment onboard.

The Vetting Inspector shall consider, whether an assigned task or activity was performed in an appropriate manner by the crew, in accordance with Company procedures, manufacturer's operating instructions and industry guidelines and best practices.

VETTING INSPECTOR INTERVIEWS

VIQ 7 – Requirement for interviews to crew members	SIRE 2.0 – Requirement for interviews to crew members
7 references to the word: request (sections 5, 8, 10)	47 references to the word: request (sections 3, 4, 5, 6, 8, 10)
Note: the word “request” is used in a generic approach, such as: - the accompanying crew member to randomly check the isolating valves, - request to witness the starting and operation of the emergency fire pump, - request the crew to demonstrate the operation of fire flaps, - request the manual lifting of p/v valves to demonstrate satisfactory operation, - request that a suitable test alarm be initiated, - request that an officer demonstrates the operation of the emergency steering gear	In SIRE 2.0 the word “request” is used in a more direct (specified) approach: - request an Officer or rating to describe the use, operation and safety considerations of LSA or FFA, - request that an Officer or rating demonstrates the donning of the SCBA, - select several items from the machinery space inspection checklist and request that the accompanying Officer describes or demonstrates what was required to be checked, - select several items from the ballast and/or bunker pumproom inspection checklist and request that the accompanying Officer describe or demonstrate what was required to be checked, - request that an Officer or rating demonstrate the opening of the door from the inside without the need for a key or tools and describes how a properly equipped firefighting party would open the door from the outside in an emergency
14 references to the word: demonstrate (sections 2, 4, 5, 8, 10)	33 references to the word: demonstrate (sections 3, 4, 5, 6, 8, 9, 10)
No reference to the word: interview	240 references to the word: interview
Strict use of the word “interview”: Interview one navigation and one engineer Officer to verify that they were familiar with the location of the ETB / Interview one Officer and one rating to verify their familiarity, subject to their normal operational and emergency duties, with the location, purpose and operation of the vessel’s fire dampers, skylights, closing devices and remote fan stops	
<u>SIRE 2.0 Interviews aimed at:</u> Master, Chief Engineer, Senior Officers (Chief Officer & 2nd Engineer), Accompanying Officer, Engineer Officer, Navigation Officer, Junior Officer (deck & engine), Electrician, Person responsible for VOC Plan, SSO, Ratings (deck & engine), a member of the Galley staff	

PUTTING THE CREW MEMBERS (ESPECIALLY THE RATINGS) AT EASE



FEAR OF THE UNKNOWN (?)

- People feel uncomfortable, when facing a 3rd-party representative (especially when the visit onboard deals with inspection/audit/verification).
- Language barriers, attitude issues (call it: culture?) and the Vetting Inspector's approach, can make or brake the outcome of an interview.
- Lower ranked crew and/or less experienced seafarers (but also any worker), need guidance, training, preparation, tuition, information, assistance – THEY NEED HELP!

But we are provided with the SIRE 2.0 questions,
we only need to DO OUR HOMEWORK

MANY WAYS AND TOOLS TO USE

- On our own
- Through a consultant
- By the use of training platforms
- Viewing tutorial videos and attending at seminars

It all ends up to:

- Doing our shore-based work/organization,
- Apply onboard studying/preparation and,
- Keeping-up the good work.

SIRE 2.0 puts all of the operators and seamen “back to school”.



MANY THANKS
FOR YOUR ATTENTION

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