

Annual Tank Inspections

Safety v Results

SIRE VIQ – Question 2.16



Our Purpose & Organisation

Engage in activities of mutual concern relating to transportation by tanker and marine terminalling of crude oil, liquefied natural gas, liquefied petroleum gas, their derivatives and related organic compounds, with special reference to the protection of the marine environment and the promotion of safety in marine operations.

- 72 members in voluntary association
- Executive Committee directs standing committees and a full-time secretariat supporting the work of the Marine Forum



The origins of the guidance

- Enhanced Survey Program, ESP, is silent relating to intervals of tank inspections
- Inspection intervals specified by Class are agreed with vessel operators but are not consistent
- Tanker Structures Cooperative Forum has no specified guidance relating to intervals between inspections
- The specific interval was adopted by OCIMF in the absence of IMO or industry expectations



The existing Question and inspector guidance

- 2.16 Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained?

Notes: This requirement is for every vessel regardless of whether it is subject to enhanced survey.

Annual inspections of cargo and ballast tanks should be made and records maintained. These should include a plan of each compartment with all its boundaries and should at least contain details and the location of:

- Structural deterioration and failure;*
- Extent of corrosion, pitting and wastage;*
- Extent of deterioration of any coating;*
- Any leakages in bulkheads or pipework;*
- The condition of cargo handling and monitoring equipment;*
- Extent of sediment build-up.*



What's Changed ?

- Slop Disposal Issues
 - Operational
 - Environmental
- Competency Issues
 - Training
 - Safety
- Structure
 - Improved Shipbuilding Process
- ISM, SIRE, Class & Port State Control.
- ISGOTT – Chapter 10

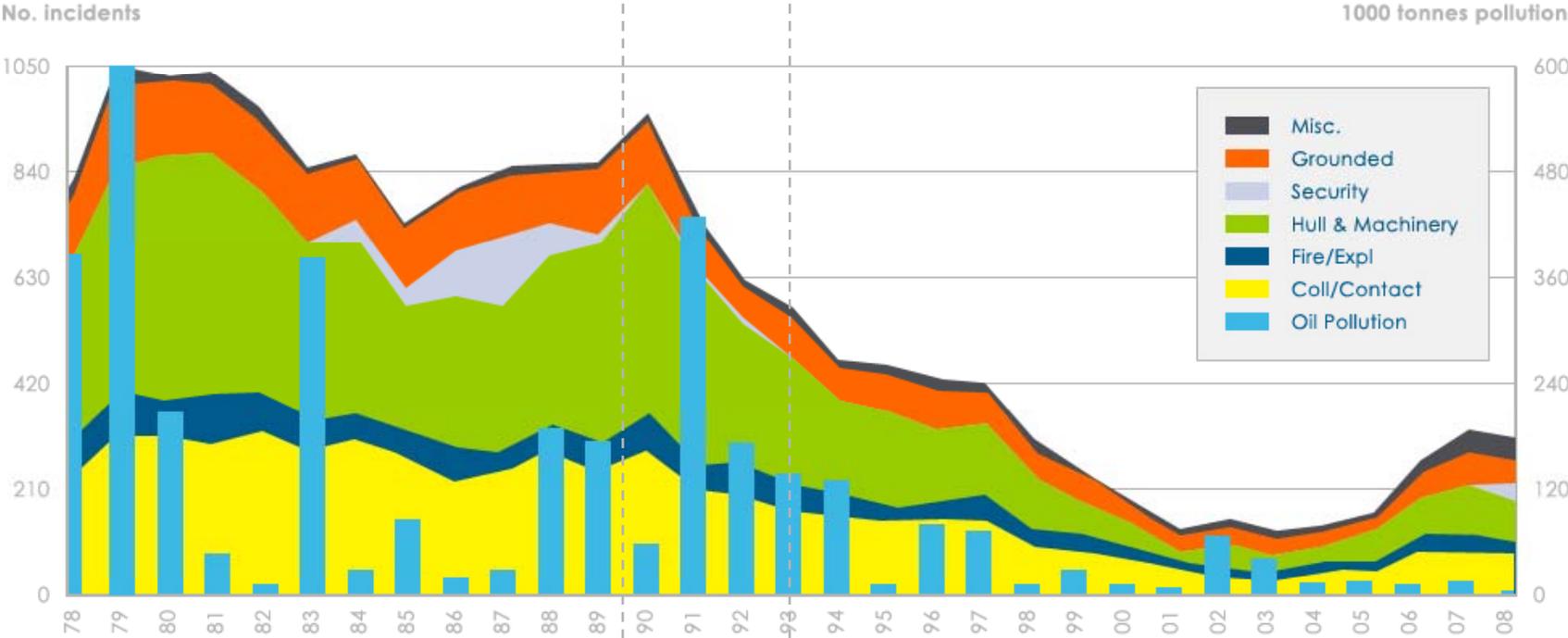


Competency Remains an Issue

Oil companies started development of formalized inspection systems

SIRE Introduced 1993

Reported tanker incidents & actual pollution



Courtesy of INTERTANKO



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SAFETY LESSONS

There can be few aspects of personal safety on board ships that have received more attention than the importance of following the correct procedures before entering a dangerous enclosed/confined space. Tragically, it is clear that the measures which have been put into place have failed to prevent the death of many seafarers. Indeed, the data collected on behalf of the Marine Accident Investigators International Forum indicates that accidents in enclosed/confined spaces continues to be one of the most common causes of work-related fatalities on board ships today. This is due to:

- Complacency leading to lapses in procedure;
- Lack of knowledge;
- Potentially dangerous spaces not being identified; and,
- Would-be rescuers acting on instinct and emotion rather than knowledge and training.



The Revised Guidance

- *Notes: These requirements apply to every vessel regardless of whether it is subject to enhanced survey.*
- ***In the case of oil and chemical tankers, inspections of cargo tanks should be made at intervals not exceeding 2.5 years. Ballast tanks should be inspected annually. In the case of gas carriers, ballast tanks, void spaces, cofferdams, and hold spaces should be inspected annually.*** *Records of all inspection results should be maintained. These should include a plan of each compartment with all its boundaries and should at least contain details and the location of:*
 - *Structural deterioration and failure;*
 - *Extent of corrosion, pitting and wastage;*
 - *Extent of deterioration of any coating;*
 - *Any leakages in bulkheads or pipework;*
 - *The condition of cargo handling and monitoring equipment;*
 - *Extent of sediment build-up.*



A Voice for Safety

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