

2020 TANKER VETTING for TERMINALS (4 days – In House / On Board)



This program was designed especially for Marine Tank Storage Terminal and Refineries who want to be more in control of tanker safety.

Our Tanker Vetting training program for Terminal Operators & Managers qualifies to train your people sufficiently to vet vessels berthing at your facilities.

SIRE accreditation can only be achieved at SIRE in London and would only be possible for independent inspectors who need to be unbiased to be accepted by the Oil Majors (OCIMF). It is a special training program based on OCIMF SIRE Inspectors Training and Accreditation Guidelines latest issue 2014.

We make people better!

Tanker Vetting Course Outline

Day One

- **0830-0930:** Introduction of Participants and the Trainer followed by a brief Knowledge test regarding Vetting. Additional course hand outs (Provided on **USB Stick**)
- Self-introduction by participants

- **0930- 1100:** The History of OCIMF. Why Inspect Tankers? How vetting has developed for Risk reduction and the application of standards commercial vetting over and above regulations? The operating principles of SIRE
 - How reports are accessed by recipients
 - What the delivered reports look like
 - Examples of report Observations and Operator's Comments
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- **1100- 1200:** The Human Element and Existing regulation; STCW, MARPOL, SOLAS, and Port State Control, UNCLOS Classification Society Regulations Sources of advice, P&I Clubs, Professional Bodies; Nautical Institute "Oil Majors" expectations? Assessment of vessel acceptability the vetting tools (Commercial information, casualty reports, terminal feedback etc.) How the chartering decision is made
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- **1300 - 1430:** Why is public, media, political opinion important? Types of Vetting OCIMF - SIRE, TMSA, CDI for tankers. Overall Safety
 - Conduct of the Inspection
 - The Introduction to the VIQ
 - What the Inspector may, and may not, do
 - Getting ready and staying ready for inspections
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- 1500 – 1700:** Benefits of self-assessment including Comparison to internal and external ISM ISO SMS Auditing Ship history, casualty data Owner / operator reputation Management, recruitment and their effect on reputation Terminal feedback Ship Inspection Report (SIRE) Program. Issues associated with STCW2010, MLC2006, anomalies and unavoidable non-conformances

Day Two

0830 – 1030 :

Key working principles of SIRE Vessel Inspection Questionnaires - Inspection Element Vessel Inspection Procedure - Distributed Report Element Conduct of inspections Certifications, surveys and documentations Preparing for inspections Cargo and ballast systems - petroleum, chemical, LPG and LNG.

- First Impressions - Approaching and boarding the vessel
- The opening meeting
- **1100 – 1200:** The Manner of Inspection Protocols, introduction, channels of communication, duration of inspection, conduct, position on the ship as an invited visitor, parameters of remit Appearance of ship, markings Presentation techniques Types of reporting / recording – yes/no, observations, descriptions Standardization for consistency Impact on port / cargo operations Response of ships' staff.
- Conduct of the Navigation Audit
- Masters, Superintendents and third-party audits
- Presentation and effectiveness of the Passage Plan
- Using the audit results to measure trends and implement corrective actions
- Position fixing

ECDIS use and paper charts

- Tidal calculation
- Squat and Under keel clearance

1300 - 1500:The Inspection General information; Vessel Particulars Type of vessel and cargoes carried – importance of confidential commercial information Safety, pollution and crewing regulations Documentation Records, log books, maintenance records.

OIL RECORD BOOKS EXERCISE

This exercise uses excerpts from Parts I and II of the Oil Record Books. The objective is to review the excerpts and record where the entries may reveal problems or irregularities.

1530- 1630: Classroom Exercise Involving a Mock Inspection

1630- 1730: Age of ship, deficiencies history, incident record, change of class or flag, Port State detentions for a tanker vessel.

Day Three

0830-0930

- Main deck and Fo'c'sle general condition
- Oil spill protection
- Cargo and crude oil washing piping
- Fire lines and other piping
- Manifold area
- Assessment of tank condition
- Ballast water sampling

0930-1030

- Inert Gas distribution system
- Inerting of Ballast Tanks
- Deck water seal
- Non return valve
- PV breaker IG branch piping
- Tanker inlet valves
- Cargo tank venting and secondary venting systems

1100-1200

This case study examines the circumstances associated with a major tanker incident and the severe structural damage that was caused by grounding as a result of Navigation Error.

1300-1430

- Pump room
- Mooring systems
- Cargo Control Room
- Engine Room
- PPE
- Documentation
- Engine Control Room
- The walk round
- Oily water separator
- Steering gear
- Internal accommodation
- Alleyways
- Galleys
- Storerooms

1500-1600

THE INSPECTOR'S DEBRIEFING

- Discussions relating to the Inspector's Observations
- Getting the outcome you want

1600-1700

EXERCISE - RESPONDING TO INSPECTOR OBSERVATIONS

This exercise looks at several typical Inspector Observations that are contained in SIRE reports and the methodology in developing and recording the Operator Comments.

THE SIRE AND TMSA RELATIONSHIP

SIRE results can provide a useful measure as to the Operator's TMSA status. This session looks at the key relationships.

1700-1800

ASSESSMENT

The assessment tests your understanding of International Rules, ISGOTT, the SIRE Programme and VIQ, Vetting and the inspection process.

For the terminal staff willing to get trained in conducting a Terminal suitability Inspection for a Tanker Vessel we can Organize a One day tour on board a vessel conducting a Vetting Inspection along with the Trainer.

Day Four (Or earlier, depending on a vessel being available at berth)

The students will be taught board of a tanker. They will be shown around in order to understand where to find the items according the SIRE checklist.

End of Training: Issuing the certificates to the qualifying student



TTT Instructor : Capt. Shyam Paliwal

- Experienced, proven, entrepreneurial maritime leader with record of high achievement and proactive approach to excellence who welcomes challenges as an opportunity to excel and recognizes that the satisfactions of accomplishment far outweigh the burden of leadership:
- 12 continuous years of successful hands-on problem solving and decision making experience in challenging, dynamic and multifaceted marine work environments at sea and ashore, in position of responsibility or other crucial decision-making leadership capacity.
- 7 years as senior officer aboard deep-draft LNG Tanker vessels transporting volatile cargoes in the world-wide liquid gas trade, with an unblemished safety record and outstanding personnel evaluations.
- 5 Years work experience at LNG and Oil Tanker Terminals in Korea in capacity of LNG advisor to Shell Shipping and Trading Company. Commissioned the 4 largest LNG carriers in the world the Q-Max vessels at LNG Import terminals in Korea. Each vessel is an LNG terminal on it's own with a Re-Liquefaction plant and an enclosed Flare.
- Supervised Building of 25 Oil and LNG Tankers at Samsung, Daewoo and Hyundai Shipyards in Korea as a Nautical Inspector while working for Shell in South Korea.
- 2 Years work experience as LNG consultant with Tank Terminal and Training Netherlands.
- Provided LNG marine operations, safety, and regulatory compliance consulting services to major energy and marine transportation companies.
- Significant shore side operations management experience with broad knowledge of commercial aspects of global maritime enterprise and energy shipping.
- **Master Mariner License IFOO-8700 from Government of India. Member of Nautical Institute UK.**
- LNG simulator training from Various Institutes worldwide Including Warsash Maritime Academy UK, and NYK Maritime Training Centre Yokohama