



Tanker Vetting and SIRE Inspection: Vessel Assessment, Port State Control and Observation Close-Out

12 – 16 July 2027

Amsterdam - Zuidas business district hotel



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Ref: 402_13661 **Date:** 12 – 16 July 2027 **Location:** Amsterdam - Zuidas business district hotel **Fees:** 23500 SAR

Introduction:

Tanker vetting and SIRE inspection results decide whether a vessel is accepted by a charterer or a terminal, and a single poorly answered observation can keep a ship off the market for months. This Core Concept course prepares marine superintendents, vetting staff and ship managers to read a tanker the way an inspector does: risk-based vessel assessment, the Vessel Inspection Questionnaire, onboard preparation, port state control and flag state exposure, and the discipline of closing observations with evidence. Participants compile a Vessel Vetting Readiness and Observation Close-Out Dossier for a ship they manage or screen.

Course Objectives:

- Apply a risk-based vessel screening method that combines inspection reports, casualty history, port state control records and operator performance before accepting a tanker
- Prepare a tanker, its officers and its documentation for a SIRE inspection using the Vessel Inspection Questionnaire chapter by chapter
- Assess cargo handling, mooring and terminal safety arrangements against ISGOTT themes from the vetting inspector's viewpoint
- Evaluate port state control and flag state exposure by checking statutory certificates, survey status and deficiency history against SOLAS, MARPOL, STCW and MLC
- Write operator comments and corrective action plans that close SIRE observations with root cause, evidence and verification
- Link recurring observations to TMSA self-assessment elements so the ship manager fixes the management system, not only the ship

Target Audience:

- Superintendents responsible for the technical and marine condition of tankers and their readiness for third-party inspection
 - Charterer and cargo owner staff who screen and approve vessels before fixture using inspection reports and risk data
 - Terminal staff who decide whether a visiting tanker may berth and who record ship/terminal interface concerns
 - Ship management staff who run the vetting function, answer observations and report inspection performance to owners
 - Fleet quality and safety staff who align onboard practice, TMSA self-assessment and internal audit programmes
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Course Outline:

Day 1: Purpose of Vetting and Risk-Based Vessel Assessment

- Vetting Stakeholders: Charterers, Terminal Operators, Cargo Owners and Ship Operators
- Vessel Screening Criteria: Age, Flag, Class, Casualty Record and Operator Track Record
- Inspection Report Validity, Active Index Period and Acceptance Decision Rules
- Vessel Particulars Questionnaire Accuracy and Its Effect on Screening Outcomes
- Fleet Vetting Performance Baseline Scorecard for Current-State Review

Day 2: SIRE Programme, Vessel Inspection Questionnaire and Management Self-Assessment

- OCIMF SIRE Programme Structure: Inspector Nomination, Uniform Report and Recipient Access
- Vessel Inspection Questionnaire Chapters: Certification, Crew, Navigation, Safety and Pollution Prevention
- Barge Inspection Questionnaire Scope Compared with the Tanker Questionnaire
- TMSA Elements and Stages: Linking Shore Management Practice to Onboard Findings
- Inspector Expectations: Objective Evidence, Crew Interviews and Demonstrated Procedures

Day 3: Preparing the Vessel and Conducting the Inspection

- Pre-Inspection Self-Audit Using the Vessel Inspection Questionnaire as a Checklist
- Document Readiness: Certificates, Survey Status, Manuals, Records and Crew Qualifications
- Onboard Inspection Sequence: Opening Meeting, Bridge, Cargo Control Room, Engine Room and Deck Rounds
- ISGOTT Cargo and Terminal Safety Themes: Inert Gas, Enclosed Space Entry and Emergency Response at Overview
- Mooring Equipment, Pollution Prevention Gear and Terminal Interface Arrangements Seen Through the Vetting Lens

Day 4: Port State Control, Flag State Surveys and Human Factors

- Port State Control Regional Memoranda of Understanding and Ship Targeting at Overview
 - Deficiency Action Codes, Rectification Requirements and Detention Grounds at Overview
 - Flag State Surveys, Statutory Certificates and Class Survey Status Verification
 - Human Factors in Inspections: Fatigue, Workload, Crew Familiarity and Communication Under Scrutiny
 - Recurring Observation Patterns and Early Warning Indicators Across a Fleet
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Day 5: Inspection Walkthrough and Observation Close-Out Dossier

- Guided Tanker Inspection Walkthrough Against Selected Questionnaire Sections
- Operator Comment Drafting: Root Cause, Corrective Action, Preventive Action and Evidence
- Case Review: Charterer Rejection Following Observations on Cargo and Mooring Practice
- Close-Out Verification Plan with Superintendent Sign-Off and Follow-Up Inspection Triggers
- Vessel Vetting Readiness and Observation Close-Out Dossier Build and Peer Review

Skills You Will Gain:

- Risk-Based Vessel Screening
- Vessel Inspection Questionnaire Interpretation
- Onboard Inspection Preparation
- Statutory Certificate Verification
- Port State Control Exposure Analysis
- Operator Comment Writing
- Human Factors Observation
- Management System Gap Tracing

Why Attend This Course:

- Return with a Vessel Vetting Readiness and Observation Close-Out Dossier built on a tanker you manage, charter or accept at berth
- Cut the time a ship spends unacceptable to charterers by answering observations with evidence inspectors and reviewers accept
- Speak the same inspection language as charterers, terminals, inspectors and ship managers when a vessel is questioned
- Compare vetting practice with superintendents, terminal representatives and charterer screening staff from different fleets and trades

Conclusion:

A tanker earns acceptance through what an inspector can see, read and hear on board on the day, and through how quickly the operator answers what was found. The week moves from the purpose of vetting and risk-based screening, through the SIRE programme, the Vessel Inspection Questionnaire and TMSA, to vessel preparation and ISGOTT themes, then to port state control, flag state surveys and human factors. The final day applies an inspection walkthrough and closes with a Vessel Vetting Readiness and Observation Close-Out Dossier.
