

Maxcom Petroli S.p.A. guidelines for Sire inspector

We kindly ask to take in proper consideration following recommendations for Maxcom inspections that MUST be performed in accordance to:

- ✓ Proper evaluation of the shipping documents including:
 - ✓ vsI's VPQ, officer's matrix uploaded into SIRE and survey status (coc and important memo to be reported as an observation)
 - ✓ International Conventions and Flag State laws and regulations; Classification Society, Port State and Local Authority regulations;
 - ✓ Provisions and recommendations of the maritime industry (IMO, OCIMF, ICS, SIGGTO, ISGOTT, ISPS, etc.)
- ✓ Inspection variants must be properly taken into account
- ✓ Crosscheck of the date and timing reported
- ✓ Date and place of the last PSC together with deficiencies found
- ✓ Proper evaluation of the SMS procedures, log books and training records covering pollution prevention, safety,
 - ✓ navigation, cargo handling, mooring and tank cleaning, good-housekeeping, etc.
- ✓ Appropriate procedures and records of incidents/failures/non compliances/near misses and related investigations.
- ✓ Proper accurate check of the ORB I and II
- ✓ MSMD versus actual and alcohol policy with dates properly verified with operator's policy
- ✓ Navigation means/log books/UKC policy which must include even SPM/CBM in case vsI performs/performed same / VDR and crew familiarity with data downloading / ECDIS crew familiarity and trainings, charts and publications
- ✓ Safety management verify consistency of PPE /FFA /drills
- ✓ Enclosed spaces entry procedure, pumproom fire and flooding dampers, if tested and properly settled
- ✓ Bunkers and cargo lines pressure test (indicate date, if pressure used was correct, if medium used was correct)
- ✓ Sea valves, bilge eductors and sea chest properly kept
- ✓ Verify of the emergency procedures
- ✓ Verify 95% HLA and 98% HHLA correctness/proper upkeep
- ✓ Cgo tanks heating system which, if fitted and in order, must be responded (Y) even not in use
- ✓ For tanker handling volatile cgoes check proper tightness of the system for operating in closed condition
- ✓ Primary and secondary cgo vacuum/venting system must be verified and settlings indicated properly
- ✓ IGS checked as well as NR valve(s) providing proper variant has been selected
- ✓ COW questions to be responded whether relative variant selected
- ✓ LMP must indicate company procedure for retirement and end-to-end
- ✓ Fuel, lube and hydraulic oil testing programme must be clearly indicated and any inconsistency signed as an observation
- ✓ Any leakage even if retained irrelevant by the inspector, must be reported (at inspector's discretion to retain whether an observation must be raised)
- ✓ Any rust, soft patches, discolouration must be indicated (at inspector's discretion to retain whether an observation must be raised)
- ✓ Proper upkeeping must be verified as well as cleanliness of the whole main deck, accommodations block and public spaces
- ✓ An observation must be raised whether hull distortions or dents are noted by the inspector even if not indicated into vsI's class certificates.

Vetting Dept. Maxcom Petroli S.p.A.

Genoa October 30th 2020

