

Revised Ship Inspection Report (SIRE) Programme

TRAINING EXERCISE

Report Number	TRAIN-BIRE-003
Report Template	BIQ5 - International (Training Simulation)
Vessel Name	MT BLUE HERON
IMO Number	9387654
Date of Inspection	12 Aug 2026
Port of Inspection	Algeciras, Spain
Inspecting Company	Training Exercise
Selected variants	Oil / Self-Propelled / Bunkering

DISCLAIMER

This document is a training simulation prepared for a group exercise. It is not an OCIMF-issued report and must not be used as evidence of an actual inspection. The layout and terminology intentionally resemble the BIQ5/BIRE reporting structure so that shore personnel can practise preparing operator responses.

1. General Particulars

1.1 Vessel Variant	SP, Oil, International
1.2 Subject to USA Regulations	No
1.3 Name of Vessel	MT BLUE HERON
1.4 IMO number	9387654
1.5 Date of inspection	12 Aug 2026
1.6 Port of inspection	Algeciras, Spain
1.7 Geographic region where vessel normally trades	South Spain / Western Mediterranean
1.8 Flag	Spain
1.9 Deadweight	6,100 MT
1.10 Gross tonnage	3,240
1.11 Date delivered	18 Mar 2009
1.12 Inspecting company	Training Exercise
1.13 Time inspector boarded	08:15
1.14 Time inspector departed	16:40
1.15 Hull type	Double hull
1.16 Operation at time of inspection	Bunkering operation
1.17 Products being handled	VLSFO / MGO

1.28 Additional comments

The vessel was inspected while engaged in routine bunkering activities. The Superintendent was on board. The opening meeting was attended by the Master, Chief Officer and Chief Engineer. The inspection sequence was agreed and the vessel staff provided full cooperation. Four observations were raised for training purposes and are reproduced in this report.

3. Crew Management

Crew details at the time of inspection

Rank	Certificate	Issuing country	Expires	Tanker endorsement	Watchkeeper
Master	Master II/2	Spain	2029-06-30	Oil	Yes
Chief Mate	Chief Mate II/2	Spain	2028-04-18	Oil	Yes
2nd Officer	OOW II/1	Philippines	2026-08-14	Oil	Yes
Chief Engineer	Chief Eng III/2	Spain	2028-02-11	Oil	N/A
Engineer Officer	OOW Eng III/1	Spain	2027-10-25	Oil	N/A
Oiler	Rating forming part of eng. watch	Philippines	2027-03-06	—	N/A

Training note: The Second Officer's CoC expires two days after the inspection date. This is intentionally included as a discussion point; it is not one of the three formal observations in this report.

Section 2 — Key questions marked Yes without comment

Chapter 2: Certification and Documentation

2.2, 2.12, 2.13, 2.16, 2.18, 2.22, 2.39, 2.42, 2.43

Chapter 3: Crew Management

3.5, 3.6

Chapter 4: Navigation and Communications

4.1, 4.2, 4.3, 4.5, 4.6, 4.7, 4.9, 4.12, 4.13, 4.15, 4.17, 4.18, 4.23, 4.24

Chapter 5: Safety Management

5.1, 5.2, 5.4, 5.5, 5.6, 5.7, 5.8, 5.11, 5.12, 5.16, 5.19

Chapter 6: Pollution Prevention

6.1, 6.2, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10

Chapter 8: Cargo Handling

8.1, 8.2, 8.3, 8.5, 8.6, 8.10, 8.13, 8.15, 8.16, 8.18, 8.19, 8.20, 8.22, 8.24

Chapter 9: Mooring

9.1, 9.3, 9.5, 9.7, 9.8

Chapter 11: Machinery

11.1, 11.2, 11.3, 11.4, 11.5, 11.7, 11.8, 11.9, 11.10, 11.18, 11.20

Chapter 12: General Appearance

12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7

Chapter 3: Crew Management / Operational Planning

3.6 Are personnel work and rest records maintained in accordance with applicable requirements and do the records reflect the hours actually worked?

N

Inspector Observations: The bunkering operation plan identified the Chief Engineer, an Engineer Officer and the Oiler as members of the engine team with specific duties during the bunkering operation conducted from 23:30 to 03:30. The Oiler work/rest record showed rest throughout that period. During interview, the Oiler stated that the Chief Engineer had instructed him to remain at rest and that he did not participate in the operation. The Chief Engineer confirmed that the Oiler duties had been reassigned to another engine-room rating. The work/rest record therefore reflected the Oiler actual rest, but the bunkering operation plan had not been amended to reflect the actual team composition and reassigned duties.

Other Inspector Comments: The discrepancy concerned the accuracy of the operational plan and duty allocation rather than falsification of the Oiler work/rest record.

Chapter 5: Safety Management

5.5 Are appropriate safe working procedures, including permit-to-work requirements, effectively implemented for maintenance activities carried out by external personnel?

N

Inspector Observations: During the inspection, evidence was identified of several maintenance interventions carried out on board by external contractors during 2026. Review of the permit-to-work records made available for inspection identified only one cold-work permit issued in September 2025. The records did not clearly demonstrate that the company permit-to-work requirements and associated risk assessments had been consistently applied and documented for maintenance activities carried out by external personnel.

Other Inspector Comments: The observation relates to the traceability and consistent application of the company permit-to-work process for external contractor activities. No unsafe act by the contractors was witnessed during the inspection.

Chapter 8: Cargo Handling

8.72 If fixed cargo level measuring equipment is fitted, is it operational, certified and regularly calibrated?

N

Inspector Observations: During the inspection the radar gauging system for Cargo Tank 3 Starboard intermittently displayed false level readings of approximately 98–99% although the actual tank level was substantially lower. The Chief Officer stated that the indication returned to normal without intervention. The defect had not been entered in the vessel defect reporting system because it was considered intermittent. Alternative means of verifying tank level were available.

Other Inspector Comments: The remaining tank radar channels were observed operating normally. The cargo tank high-level and overfill alarm arrangements were not reported as affected by this defect during the inspection.

8.73 Are cargo tanks provided with an overfill protection system (High Level Alarms) and is the system fully operational?

Y

Other Inspector Comments: High-level and overfill alarms were reported operational and were not part of the observation above.

Chapter 9: Mooring

9.7 Are mooring lines and associated equipment maintained and managed in accordance with the operator procedures?

N

Inspector Observations: The operator Line Management Plan required periodic wear-zone management including end-for-end and rotation of mooring lines between designated positions. Records confirmed that end-for-end had been carried out. However, neither the Planned Maintenance System nor the maintenance history contained a scheduled task or completed record for the required rotation of the mooring lines. The crew confirmed that line rotation had not been systematically recorded. The mooring lines sighted during the inspection were in visually satisfactory condition.

Other Inspector Comments: The observation relates to implementation of the operator own line-management requirements and associated maintenance records.

Operator Response Exercise

Shore personnel shall prepare the Operator response to each of the four observations. For each observation, provide a concise and evidence-based response covering the following elements:

- Immediate / containment action
- Root cause
- Corrective action
- Preventive action / fleet-wide learning where applicable
- Supporting evidence to be submitted

Observation 1 — Operator Response

Immediate action	
Root cause	
Corrective action	
Preventive action	
Supporting evidence	

Observation 2 — Operator Response

Immediate action	
Root cause	
Corrective action	
Preventive action	
Supporting evidence	

Observation 3 — Operator Response

Immediate action	
Root cause	
Corrective action	
Preventive action	
Supporting evidence	

Observation 4 — Operator Response

Immediate action	
Root cause	
Corrective action	
Preventive action	
Supporting evidence	