

Vetting & TMSA

A Perspective from
International Tanker Management,
Dubai

Vetting & TMSA

What is a Oil Major Vetting Inspection?

- The requirement of oil charterers for a vessel to be in full compliance with operational and statutory standards has led to vetting surveys.
- A successful 'inspection' is essential prior to acceptance.
- **THE OWNERS' OBLIGATION TO OBTAIN AND MAINTAIN OIL MAJOR APPROVALS AS PER GOVERNING CHARTER PARTY**

Vetting & TMSA

Topics covered by a typical vetting Inspection

- Chapter 1. General information
- Chapter 2. Certification and documentation
- Chapter 3. Crew management
- Chapter 4. Navigation
- Chapter 5. Safety management
- Chapter 6. Pollution prevention
- Chapter 7. Structural condition
- Chapter 8. Cargo and ballast systems
- Chapter 9. Mooring
- Chapter 10. Communications
- Chapter 11. Engine and steering compartments
- Chapter 12. General appearance and condition

Vetting & TMSA

What is TMSA?

- Tanker Manager's Self Assessment
- A tool to help ship operators to measure and improve their management systems (against specific KPI's).
- A “best practice guidance” –A NEW INDUSTRY STANDARD
- A method to report to OIL MAJOR the company's performance
- A method for the OIL MAJOR to evaluate and rank the ship operators (A VETTING TOOL!!!!)

Vetting & TMSA

What is TMSA?

- 12 KEY ELEMENTS each one with a MAIN OBJECTIVE
- Specific KEY PERFORMANCE INDICATORS (KPI) & BEST – PRACTICE GUIDE
- PERFORMANCE EVALUATION BASED ON 4 STAGES
- TMSA REQUIREMENTS EXCEED USUAL ISM / ISO / INDUSTRY STANDARDS
- THE CONCEPT OF RISK ASSESSMENT BECOMES AN INTEGRAL PART OF THE MANAGEMENT SYSTEM
- CHANGE OF PHILOSOPHY TOWARDS A PROACTIVE, CONTINUOUSLY IMPROVING SYSTEM

Vetting & TMSA

The 12 Elements of TMSA

- Management, Leadership and Accountability
- Recruitment and Management of Shore-based Personnel
- Recruitment and Management of Ships' Personnel
- Reliability and Maintenance Standards
- Navigational Safety
- Cargo, Ballast and Mooring Operations
- Management of Change
- Incident Investigation and Analysis
- Safety Management
- Environmental Management
- Emergency Preparedness and Contingency Planning
- Measurement, Analysis and Improvement

Vetting & TMSA

Chapter 2. Certification and documentation

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
1b	1	1	A formal document-control system ensures that the current management-system documentation is available for use at all work locations	The company operates a document-control system to ensure that ONLY the current management-system documentation is available on vessels and in company offices.	Y		<ul style="list-style-type: none"> - Filing system and procedures in Copr Manual for Office and in the Yellow Book for the ships - Procdures in C2.4, B3.2, B3.3 - ISMS
4a	2	1	There is a back-up system ashore to monitor all vessel certificates in addition to the monitoring system on board the vessel.		Y	D7 forms lists all certificates with issue and expiry dates including various Solas requirements, received monthly from vessels. Class status reports.	<ul style="list-style-type: none"> - D7 form is updated every month and sent to office - Class status report also states the sae

Vetting & TMSA

Chapter 3. Crew management

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
3a	1	4	Management has a defined system of selection, recruitment and promotion procedures.	The company checks that certification complies with the issuing authority and STCW. The company authenticates certificates and maintains records of these checks. Issue dates for certificates and endorsements must correlate to previous experience and vesse	Y		<ul style="list-style-type: none"> - Office SMM 3.43 - Crew Selection Criteria SMM B5.7 - Verification of authenticity of the certificates is done with the issuing authority, as required - Promotion checklist has been formalised and introduced.
3a	1	3	A formal drug and alcohol policy is implemented and a system is in place to monitor it on a regular basis.	The company complies with OCIMF guidelines.	Y	Documented procedures in SMS	<p>SSMM Ch 6.3 describes all requirements</p> <p>D&A Policy in Corp Manual</p> <p>Medscreen is contracted to carry out tests at least once annually for all ships</p> <p>Pre-joining D&A test is a requirement</p>

Vetting & TMSA

Chapter4. Navigation

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
5a	1	3	The safety-management system includes navigational procedures.	These procedures include, but are not limited to, chart correcting, passage planning, under-keel clearance, navigation with pilot aboard, heavy weather, restricted visibility and calling the master.	Y	Bridge Procedures Manual procedures and guidelines.	
5a	3	4	The ship operator has procedures to support effective bridge-team management.	These procedures may include the use of checklists covering, for example, master-pilot information exchange, taking over the watch and navigation during restricted visibility.	Y		D34, D34A, D35, D36 BPM 3.5, 3.1.2
				Contingency plans addressing navigational and machinery failures are available.			BPM 4.3.3.2.7/8 Bridge Procedures Guide - VCM

Vetting & TMSA

Chapter 5. Safety management

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
9b	1	1	The ship's safety officer conducts safety inspections at scheduled intervals and the results are recorded.	Records are available for review by office management.	Y		BD 13 & BE 14 Accident Prevention Log.
9b	1	2	Significant safety deficiencies that cannot be rectified by ships' staff are immediately reported to shore-based management.	The company has written procedures that require a full assessment of the situation to be undertaken by both shore and ship's management before the operation can continue.	Y		DE 45 SSMM 5.1.2, 9.3
9b	3	3	The company sends officers and crew on safety-training courses in excess of statutory requirements.		Y		See training Matrix
9a	3	4	Appropriate company representatives make extended visits to all vessels within the fleet to monitor the safety standards and ensure that safety training is being maintained.	Company representatives (possessing sufficient marine technical knowledge and background to properly evaluate and advise ships' personnel) should try to make a short voyage on the vessel at least annually, and should observe and advise the company of any	Y	During Superintendent visits and also during bi-annual extended safety audits including training.	Safety Superintendent OCD

Vetting & TMSA

Chapter 6. Pollution prevention

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
10a	1	4	An environmental policy has been developed, signed by senior management and distributed widely within the company.	Company policy includes a zero-spill statement. This is conspicuously posted on board ships and in company offices ashore.	Y		In statistics The zero target is for spills greater than 1000 ltrs
10a	4	3	Environmental performance is benchmarked across the fleet and against the oil/marine industry as a whole.	Performance is monitored at least once per quarter within the company and annually across the industry.	N	ITM is in dialogue with Intertanko in Benchmarking Industry standards	ITM Statistics cover only oil spills
10b	2	1	The company has management systems to ensure environmentally critical equipment is reliable and that adequate levels of spares are carried.		Y		Also SSMM 7.25 and minimum spares to carry on board

Vetting & TMSA

Chapter 7. Structural condition

4a	1	1	Shore management regularly monitors the maintenance system.	The status of maintenance standards is frequently reported to shore for review. Shore management monitors vessel status and provides any assistance required.	Y	PMS system reports supported by monthly maintenance reporting from vessels.	<ul style="list-style-type: none"> - Ships with Star IPS info reaches here daily - ships by email / DE10 forms - Weekly PMS meeting reports from ships - reports received from vessel (identified in YB)
4a	1	2	Each vessel in the fleet has a formal maintenance plan and a maintenance and defect reporting system.	The system, which may be computer-based, covers all on-board equipment on the bridge, the deck and in the engine room and all electronic equipment.	Y	Maintenance plan as per the Planned Maintenance System (PMS) and discussed further through weekly PMS meetings.	<ul style="list-style-type: none"> - PMS onboard all ships (either in software or excel forms electronically kept) - SSMM Ch 10 fully relates to maintenance - MFM 6.2 - DE17 repair specification forms - SSMM 7.17afe opn & maintenance of machinery
4a	2	2	Superintendents follow up on all required maintenance.	Superintendents ensure that work described in the maintenance plan has been carried out during visits on board and by checking records.	Y		<ul style="list-style-type: none"> - Supt inspection report is made on the SFI code - Ships with Star IPS info reaches here daily - ships by email / DE10 forms - Weekly PMS meeting reports from ships - SMM B3.22 - 3.17 - 3.28 etc - reports received from vessel (identified in YB)

Vetting & TMSA

Chapter 8. Cargo and ballast systems

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
6a	1	1	There is a documented system in place to ensure that the company monitors cargo and ballast plans.	Reports by visiting superintendents, or records ashore, confirm adherence to seasonal load-line zones, port restrictions and shipboard limits, including maximum cargo capacities and loading rates.	Y		Suptd inspection report (M05) and the D42 verification by suptd. Audit checklist.
6a	1	3	There is a documented procedure for planning cargo and ballast operations and the master approves each operation.	Pre-arrival planning incorporates stability and stress checking at all stages of the proposed operation, including any limitation on the number and location of slack tanks. Additional information includes all details relating to load/discharge rates, ball	Y	Load and discharge plans including ballast is signed by Master and all duty officers.	OMT Section 2 Full relates to this
6a	2	2	Cargo and ballast spaces are regularly inspected and their integrity maintained. Records are tank specific and based on a company-supplied format and include photographic evidence.	The company offers supportive guidance, through industry/class publications providing comparative photographs and a geographic layout of each tank to ensure uniformity of reporting.	Y	Ballast tanks every six months. Cargo tanks 12 months	SSMM 7.11

Vetting & TMSA

Chapter 9. Mooring

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
6b	2	2	The ship operator has a documented procedure covering deployment and monitoring of moorings throughout port operations.	Awareness of mooring deployment and monitoring includes suitable supervision, competency of personnel, sufficient members in mooring teams and familiarity with any specific shore requirements relating to shore moorings, passing traffic or tidal concerns.	Y		SSMM 7.1 OMT 2.3.1
6b	3	1	There is a record of routine risk assessment to ensure that all anticipated mooring arrangements and equipment ensure the safety of shipboard personnel.	Equipment layout minimises the risk of injury. Self-stowing drums, which are operated from remote positions away from the area likely to be affected by rope/wire failure, may help to reduce the risk of injury.	Y	Covered under PMS meetings and also in safety meetings.	Covered under the RA for critical equipment in SSMM 10.1.5.3 & 9.3.5
6b	3	2	There are documented procedures regarding anchoring operations.	These procedures include reference to all industry practices and guidelines.	Y		SSMM 7.28

Vetting & TMSA

Chapter 10. Communications

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
9b	1	2	Significant safety deficiencies that cannot be rectified by ships' staff are immediately reported to shore-based management.	The company has written procedures that require a full assessment of the situation to be undertaken by both shore and ship's management before the operation can continue.	Y		DE 45 SSMM 5.1.2, 9.3
11a	1	2	Emergency procedures include effective calling systems and communication links for alerting the emergency-response team.	The system should ensure there is 24-hour cover that takes account of holidays and work-related travel arrangements.	Y		VCM 4.1 24 hr numbers available
11a	2	2	Individuals are trained in their designated emergency-response roles.	Designated, authorised senior personnel receive media training to provide accuracy and control.	Y		Media training, OOPS, etc.

Vetting & TMSA

Chapter 11. Engine and steering compartments

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
4a	1	1	Shore management regularly monitors the maintenance system.	The status of maintenance standards is frequently reported to shore for review. Shore management monitors vessel status and provides any assistance required.	Y	PMS system reports supported by monthly maintenance reporting from vessels.	<ul style="list-style-type: none"> - Ships with Star IPS info reaches here daily - ships by email / DE10 forms - Weekly PMS meeting reports from ships - reports received from vessel (identified in YB)
4a	1	2	Each vessel in the fleet has a formal maintenance plan and a maintenance and defect reporting system.	The system, which may be computer-based, covers all on-board equipment on the bridge, the deck and in the engine room and all electronic equipment.	Y	Maintenance plan as per the Planned Maintenance System (PMS) and discussed further through weekly PMS meetings.	<ul style="list-style-type: none"> - PMS onboard all ships (either in software or excel forms electronically kept) - SSMM Ch 10 fully relates to maintenance - MFM 6.2 - DE17 repair specification forms - SSMM 7.17afe opn & maintenance of machinery
4a	3	1	The maintenance and defect reporting system also monitors the ship's spares inventory and highlights any shortages.		Y		<ul style="list-style-type: none"> - It is manually checked on ships which do not have approved PMS system software
4a	3	2	The on-board maintenance and defect reporting system tracks all outstanding repair items, including dry-dock work lists.		Y		<ul style="list-style-type: none"> - The work list is manual and separate from the PMS

Vetting & TMSA

Chapter 12. General appearance and condition

Element	Stage	Question	KPI	Best practice	Answer	Comment	Location / where to find (Evidence of compliance)
4a	3	3	There is a fleet-wide system to track outstanding maintenance and defect items.	System-generated reports are kept in a common database ashore to allow shore management to monitor the performance of all vessels in the fleet.	Y	Record available.	<ul style="list-style-type: none"> - Stored inJ:\COMMONPERFDATA\PMS Monitoring - Updated by the suptd every month
4b	1	1	There are clear reporting requirements when critical systems, alarms or equipment become defective, or require planned or unplanned maintenance.		Y		<ul style="list-style-type: none"> - SSMM ch 10.1.7 requires BREAK DOWNS TO BE REPORTED TO OFFICE - Undesired events

Vetting & TMSA



QUESTIONS?

Vetting & TMSA



THANK YOU
FOR YOUR ATTENTION