



Ship Inspection Report (SIRE) Programme

**Vessel Inspection Questionnaire for Inland Oil,
Chemical and Gas Barges including Towing and
Pushing Vessels.
(BIQ-EBIS 9 - European Inland Region)**

01 Jan 2021

Oil Companies International Marine Forum

Record of Revisions

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SECTION 1

1.1 Introduction and Background

The Ship Inspection Report (SIRE) Programme was established by OCIMF in 1993 and this enabled members to submit and share ship inspection reports with other members as well as with certain qualifying entities that were not OCIMF members.

Participation in this programme, either as a submitting OCIMF member or as a programme recipient, is voluntary. Each participant that receives reports from the programme determines how to evaluate the information contained in the reports completely independently.

Under the SIRE programme, the operator of any ship that is the subject of an inspection is given the opportunity to submit written comments in response to the observations made in the report. These inspection reports are included in the SIRE database which is accessible by recipients of reports allowing them to view or download reports.

1.2 Revisions to SIRE Programme

The SIRE programme has undergone a series of revisions since its introduction in 1993. It was first revised in 1997 when the means for programme recipients to access reports as well as operator comments was introduced.

Two major changes were introduced in the 1997 revision to the programme. These were the introduction of:

1. The uniform vessel inspection procedure; and,
2. The Vessel Particular Questionnaire (VPQ).

Under the original 1993 programme, the inspecting OCIMF member was free to choose whatever inspection protocol and report format it desired. In 1997, the uniform vessel inspection procedure changed this. The vessel inspection questionnaire was a newly developed OCIMF document introduced in 1997.

The VIQ has since been revised regularly with updated questionnaires being published in 2004, 2005, 2008, 2009, 2012, 2014 and 2018. The Vessel Particulars questionnaire (VPQ) was introduced in 2003.

The 2004 revisions made further important changes to the inspection procedure while adding numerous new vessel types that are inspected under the programme. Collectively, these are referred to as vessels.

Barges

The SIRE programme was expanded in 2005 to include the inspection of barges carrying petroleum products, chemicals or gas, or vessels used in the carriage of packaged petroleum products or gas, or road tankers carrying the same commodities. Towing vessels that are used in the handling of barges carrying the above listed products may also be inspected under the SIRE programme.

Inspections of these vessels are conducted using questionnaires which are specific to the vessel types and the geographic regions in which they operate.

On 01 Jan 2021, the programme was expanded to include a questionnaire for use when inspecting Inland Oil, Chemical and Gas Barges including Towing and Pushing Vessels in Europe. This questionnaire was based on the questionnaire used by the European Barge Inspection Scheme (EBIS) and is for use in the European Inland Region.

With this addition of the BIQ-EBIS9 Questionnaire, there are five regional questionnaires used in the SIRE programme:

- i. BIQ5 North America (NA)
- ii. BIQ5 South and Central America (S&CA)
- iii. BIQ5 Europe (EUR)
- iv. BIQ-EBIS9 European Inland Region, and
- v. BIQ5 Rest of World (RoW) or International questionnaire.

1.3 The uniform vessel inspection procedure

This principle underpins the SIRE programme and requires that participating submitting companies as well as inspectors follow a uniform vessel inspection procedure.

This procedure has an *inspection element* and a *report element*.

The inspection element uses a series of detailed inspection questionnaires appropriate for the type of vessel inspected. These questionnaires address issues associated with safety and pollution prevention. Inspectors, employed or contracted by submitting companies, must answer all these questions.

Questions are, in most cases, accompanied by guidance notes and/or references to source regulatory or industry best practice documents. Their purpose is to aid the inspector's response to the question.

The report element is developed from the completed electronic questionnaire that is submitted by the inspector, either directly to the SIRE website or to the submitting company for further processing prior to transmission to the vessel operator and to SIRE.

SECTION 2

2.1 The Vessel Inspection Questionnaire (VIQ)

The revisions to the SIRE VIQ and their accompanying inspection reports have introduced changes to the scope and presentation of the programme and ensured that the programme maintains continuous improvement.

These changes include:

1. The inspection of combination carriers and shuttle tankers, chemical carriers and gas carriers.
2. The categorisation of all vessels by size.
3. The inspection of barges carrying petroleum products, chemicals or gas, or vessels used in the carriage of packaged petroleum products or gas or road tankers carrying the same commodities as well as towing vessels that are used in the handling of barges carrying such products. Collectively, the inspection questionnaires that are used are referred to as Vessel Inspection Questionnaires (VIQs).
4. The question sets which are specifically for use with "barges" are referred to as Barge Inspection Questionnaires (BIQ)
5. The "question and sub-question" concept used in the first and second editions of the VIQ was discontinued in the third and subsequent editions and was replaced (except in a few cases) with specific individual questions. However, as with previous editions, the 'Yes', 'No', 'Not seen' or 'Not applicable' responses continue to be used.

2.2 Re-organised Vessel Inspection Questionnaire (ROVIQ) and VIQ editor programme

A ROVIQ was a feature introduced with the SIRE revisions made in 2000. The ROVIQ organises the VIQ questions and guidance notes to follow the order of the route that would normally be taken by an inspector in the course of an inspection.

The ROVIQ is laid out on the assumption that an inspection takes the following course: a review of the vessel's documentation, followed by an inspection of the wheelhouse and navigation, communications, general external areas (including mooring, main deck and pump room), cargo control room, engine and steering compartments and the accommodation

Currently, only the questionnaire that is used for the deep sea fleet has the ROVIQ facility. The selection of a questionnaire to be used for an inspection is made using a vessel selection wizard incorporated into the SIRE report editor software programme. This wizard requires a series of questions to be answered in order to select the appropriate question set. When the question set has been compiled, the questionnaire can be printed in a number of different formats.

It is expected that these questionnaires, in their original form or as a ROVIQ, must be used during each inspection. The inspector's findings must be transferred from their pocketbook to the appropriate VIQ editor programme after the inspection is completed.

SECTION 3

3.1 Using the SIRE Vessel Inspection Questionnaire (BIQ5-EBIS9)

The inspection questionnaires used in this programme contain a series of questions related to safety and pollution prevention which are applicable to the type of vessel that is inspected. These questions are consecutively numbered and are grouped into separate chapters.

Each chapter contains a series of questions which must be answered by the inspector. Questions may be accompanied by guidance notes which will contain information such as:

1. Guidance for inspectors.
2. Reference source(s) citing regulation(s) and/or industry best practice pertaining to questions.
3. An indicator to identify when an inspector comment is mandatory.

The guidance and regulatory/industry references focus the questions and are provided to assist the inspector to answer the questions. Some questions do not have guidance and in such cases, the inspector is required to apply their knowledge and judgement in answering the question.

If the inspector concludes that the question should be answered positively, the box 'Yes' in the VIQ editor programme should be checked. If the inspector concludes that the question should be answered negatively, the 'No' box should be checked.

Where appropriate, the 'Not applicable' box should be ticked.

The inspector *must* insert an observation to any question where the response box is marked 'No'. The observation *must be objective and must specify and explain* the reason why a negative response is made.

The inspector *must* respond to all the questions appropriate to the type of vessel being inspected. *Failure to do this will mean that the inspection report cannot be transmitted to the SIRE website for processing by the principal who commissioned the inspection.*

In cases where a 'Not applicable' response is required, there is no requirement for the reason to be made in the "observations" section accompanying the question. However, if, in the inspector's judgment an explanatory comment is necessary, the inspector may make such comment in the "other inspector comments" section accompanying the question. The inspector must ensure that such comments will assist in understanding why a 'not applicable' response was chosen.

In some cases, where the type of vessel being inspected results in one or more questions being not applicable, the report editor is programmed to automatically answer those questions 'Not applicable'. In many cases, the questions do not have a 'Not applicable' option.

The inspector must request the barge crew to carry out at least 10 random equipment tests. A selection of questions, but not limited to, where a test can be carried out have been provided with a guidance note in bold text stating that **"This is a random question. At least 10 random questions should be answered during each inspection"**. Where these tests are carried out, the inspector must state this in the "other inspector comments" section for the applicable questions and include the outcome of the test. If the outcome of the test warrants an observation, then the question should be answered with a "NO" and an observation must be made.

At the end of each chapter there is an "additional comments" section. If the inspector has any comments with regard to any subject matter that is not covered by the specific questions in the chapter, the inspector may make such comments in this section.

Languages

This questionnaire is available to the inspector in four languages via the SIRE inspection editor: Dutch, German, French and English. The inspector *must* always record their Observations and Comments in the English language.

Where the inspector feels that additional text is needed to clarify their observations and/or comments, the inspector may record this in either of the three other languages - Dutch, German or French. This *must* be in addition to the observation and/or comment recorded in English.

The requirements described above are summarised in the following table.

Box	Option	Response
Y	Yes	<p>Tick 'Yes' if, in the inspector's professional judgement assisted by the guidance notes (if provided), a positive response can be made to the question. If, in the inspector's judgement the 'Yes' response needs to be amplified with further positive comments, the inspector may record such comments in the comments box.</p> <p>Inspectors should keep in mind that unless an unusual situation needs to be positively described, then a 'Yes' response without comment is adequate.</p>
N	No	<p>Tick 'No' if, in the inspector's professional judgement assisted by the guidance notes (if provided), a negative response should be made to the question.</p> <p>The observation <i>must be objective and must specify and explain</i> the reason why a negative response is made.</p>
NA	Not applicable	<p>Tick 'Not applicable' if the subject matter covered by the question is not applicable to the vessel being inspected. In some cases, the 'Not applicable' response is made automatically within the software and is subject to the type of vessel being inspected. In other cases, a 'Not applicable' response option is not provided to the question and only the 'Yes' or 'No' options are available.</p> <p>If, in the inspector's judgement, the 'Not applicable' response needs to be amplified with further comments, the inspector may record such comments in the "other inspector comments" box. If, in the inspector's judgment, an explanatory comment is necessary, the inspector may make such comment in the "other inspector comments" section accompanying the question provided such <u>comments will assist in understanding why a 'not applicable' response was chosen.</u></p>
	Random Tests	<p>The inspector must request the barge crew to carry out at least 10 random tests of equipment. A selection of questions, but not limited to, where a test can be carried out have been provided with a guidance note in bold text stating that "This is a random question. At least 10 random questions should be answered during each inspection". Where these tests are carried out, the inspector must state this in the "other inspector comments" section for the applicable questions and include the outcome of the test. If the outcome of the test warrants an observation, then the question should be answered with a "NO" and an observation must be made.</p>
	Observations and comments	<p>An observation by the inspector is required for a 'No' response.</p> <p>Where the question specifically calls for an inspector's comment, irrespective of how the response box is checked, such comments are required to be recorded in the "other inspector comments" section that accompanies the question.</p> <p>Inspectors are free to record comments even where a box is checked 'Yes' provided such comments assist the understanding of a person reading the report (the report recipient).</p>
	Additional comments	<p>The additional comments section at the end of each chapter may be used to record comments relevant to the chapter that are <i>additional</i> to those which the inspector may make when responding to the specific questions in that chapter.</p>

3.2 BIQ availability

All Inspection Questionnaires may be downloaded from the OCIMF website at <https://www.ocimf.org/sire/resources/questionnaires.aspx> .

SECTION 4

Conduct of inspectors

4.1 Mandatory requirements

The following general and additional requirements are mandatory and *must* be followed by inspectors

4.1.1 General requirements

1. The inspector *must* introduce themselves to the Master (Captain) or the Master's/Captain's authorised deputy; explain the scope of the inspection and discuss the preferred order in which it will be carried out, prior to commencement of the inspection. Inspectors should co-operate fully to conduct the inspection in the order that will cause the least disruption to the vessel's operations. This meeting between the Inspector and the Master and any other relevant ship's personnel is referred to as the "opening meeting"
2. The inspector *must* be accompanied by a member of the ship's staff at all times during the course of the inspection.
3. Inspectors may, on occasion, have observers with them during an inspection. Where the inspector has an observer accompanying them, the inspector *must* introduce the observer to the Master/Captain at the same time and in the same manner as they introduce themselves. Inspectors *must* clarify the extent and scope of the observer's role during the inspection.
4. The inspector *must* set a good example with respect to their communications, behaviour and own personal safety procedures while on board the vessel and in the terminal and *must* wear appropriate personal protection equipment at all times.
5. Electrical or electronic equipment of non-approved type, whether mains or battery powered, *must* not be active, switched on or used within any gas-hazardous or other hazardous areas. This includes torches, radios, mobile telephones, calculators, computers, photographic equipment and any other portable equipment that is electrically powered but not approved for operation in a gas-hazardous area. It should be borne in mind that equipment such as mobile telephones and smart watches, if switched on, can be activated remotely and a hazard can be generated by the alerting or calling mechanism and, in the case of mobile telephones, by the natural response to answer the call. Any specific terminal requirements *must* be adhered to.
6. Any observations that the inspector intends to record *must* be pointed out and discussed on site at the time with the member of the ship's staff accompanying the inspector. This ensures that the nature of the observations are fully understood and can avoid extended discussion at the end of the inspection.
7. On completion of the inspection, some submitting companies allow the inspector to provide a list of the inspection findings in the form of written observations, but others do not. In either case, the inspector *must* discuss the inspection findings with the Master/Captain or the Master's/Captain's authorised deputy before leaving the vessel. This meeting between the Inspector and the Master and any other relevant ship's personnel is referred to as the "closing meeting".
8. Other than to prepare the list of observations and conduct the "closing meeting", the inspector *must not* remain on the vessel once the inspection is complete. It is recognised that on occasions this may not be possible, especially when joining and leaving vessels conducting STS operations.
9. The time taken to complete an inspection will vary depending on the type of the vessel being inspected. This could range from inland dumb barges through to self-propelled vessels. It is also expected that documentation checks will be carried out as part of the inspection. All other time on board should be used to inspect the vessel, interact with crew members, compile the observation list as appropriate, and conduct the close-out meeting. As specified in section 4.1.1.8, with the exception of compiling a list of observations and conduct the "closing meeting", the inspector *must* leave the vessel on completion of the inspection.
10. All inspectors *must* take into account their own rest hours. This *must* allow for all travel and fatigue levels. 'Back-to-back' inspections are discouraged, and inspectors should complete and submit the report for one vessel before commencing an inspection on another vessel.

4.1.2 Additional requirements

In addition to the general requirements list above, the inspector:

1. **Must**, when completing an inspection report, respond by entering the relevant information or by checking one response box for each question.
2. **Must**, where guidance to a question is provided, consider all the guidance to determine how the question should be answered.
3. **Must** provide a response to every question.
4. **Must** include objective evidence when answering each question (the assurance of the vessel's staff is insufficient evidence or proof).
5. **Must**, when a question is answered '**No**', include an explanatory text in the observation section. Where the question is answered '**Not applicable**' or in cases where the guidance requires a comment regardless of how the question is answered, such comment must be recorded in the "other inspector comments" section.
6. **Must not** use a '**Yes**' response to any question where an inspector's comment contains negative elements (if there is a negative comment or observation to be made, the answer to that question should be '**No**').
7. **Must not**, in any part of the inspection report, include:
 - i. Any overall or partial ship rating or indication of ship acceptability/non-acceptability.
 - ii. Any matter **unrelated** to the topic of a VIQ chapter and, in particular, any matter **unrelated** to ship safety and pollution prevention.
 - iii. Any overall or partial summary of the inspector's findings.
8. **Must** provide the factual basis and specific reasons for any opinions or subjective comments made by the inspector.
9. **Must** note any deficiencies or inspector-observed conditions, to which action was taken while the inspector was on board.
10. **Must not** offer any comments or opinions with regard to actions to be taken in respect of any deficiencies or observed conditions noted by the inspector.
11. **Must not** use the expression 'we' in any observation or other comment unless the inspection was conducted by more than one inspector.
12. **Must not** at any time give any verbal indication of ship acceptability/non-acceptability.
13. **Must not** discuss or communicate by any means (verbal, written, electronic or otherwise) any findings, information gained or outcome of the inspection with any third party other than those with a legitimate involvement in the inspection process for that vessel.
14. **Must not** conduct any other inspection or be involved in the provision of any other services while conducting a SIRE inspection.

4.2 Permitted inspection actions

Inspectors **may**:

1. Add comments to the “other inspector comments” section accompanying any question, even where the question is answered with a ‘**Yes**’, **provided** such comments give useful information to the report recipient.
2. Respond to questions or provide comments on the basis of material **not** referenced in the guidance associated with the question but must provide the reference being used and explain the reason for it.
3. Include in the “additional comments” section at the end of each chapter, comments on subject matter that may not be addressed by the questions in that chapter. These comments are additional to those that the inspector may make in response to the specific questions in the chapter.
4. Respond to questions which are not applicable to either the vessel or its cargo by checking such questions as ‘**Not applicable**’. In such cases inspectors must provide explanatory text in the “other inspector comments” box as necessary.

4.3 Other inspection requirements

1. Inspections **shall not** be conducted at night unless requested by the OCIMF inspecting member. The vessel’s operator **must** also concur that it is safe to carry out a night inspection and that this will not negatively impact the vessel’s compliance with work and rest hour requirements.
2. Inspectors **shall** limit advance communications with vessels and vessel operators to that information necessary to arrange access to and from the vessel, or to communicate intended inspection plans. Inspectors **shall not** request information concerning the VIQ in advance of their arrival to a vessel. Inspectors **shall not** communicate with the vessel or vessel operator after completion of OCIMF inspection activities.
3. The inspector may request equipment be run and tested to confirm that it is in operational order, and that officers and crew are familiar with its operation. The inspector **must** ensure that such requests do not cause delay or interfere with the safety and normal operation of the vessel and do not contradict any terminal requirements.
4. It should be recognised that the overall objective of the inspection is to provide the user of a SIRE report with a factual record of the vessel’s condition and standard of operation at the time of the inspection, and, in turn, allow an assessment of the risk that use of the vessel might pose.
5. The inspector **must** plan their time and make sufficient allowances to have adequate time available for the inspection. Inspectors **must** take into account the requirements for hours of rest of the vessel’s staff and ensure that the inspection does not interfere with these.
6. During the course of the inspection, entry into ballast tanks and/or void spaces is discouraged. Assessment of the physical condition of ballast tanks, void spaces, etc, can be made only in circumstances where the access hatches or plates can be removed, and the internals sighted from the deck. In any event, actual entry should only be made following specific written request from the member commissioning the inspection, with the authority of the Master and provided that port and terminal regulations allow it. In all cases, the enclosed space entry procedures set out in ISGOTT **must** be strictly observed.
7. Travel for ship inspections on behalf of OCIMF member companies **must**, at all times, be conducted in a safe manner with due regard to industry best practice and any agreements that may exist between the inspector and member companies.

SECTION 5

5.1 The distributed report

The responses recorded by the inspector (the inspection element) serve as the basis for development of the second element of the uniform vessel inspection procedure (the report element) distributed under the programme. The inspector's completed report must be validated by the member commissioning the inspection prior to processing in the SIRE system and transmission to the vessel operator.

The report does not replicate the pages of the VIQ but is distributed in an abbreviated form. It consists of a conversion of the inspector's responses into a uniform report format. The report is divided into three sections:

Section 1

General information.

Contains the information required in chapter 1 of the VIQ plus answers to certain questions from other VIQ chapters where specific details or dates are required.

Section 2

Questions marked 'Yes' without comment.

Lists, by index number **only**, the questions in the VIQ which have been checked with a 'Yes' response but without any comments from the inspector.

Section 3

Questions marked 'No', or 'Not applicable' otherwise commented upon, and any additional comments at the end of a chapter.

Contains in their entirety:

- (a) All VIQ questions which have been answered with a 'No' or 'Not applicable' response, as well as the explanatory comments made by the inspector to these responses.
- (b) All other VIQ questions which have been commented upon either in the "observation" or "other inspector comments" sections, together with the comment.
- (c) Any additional comments made at the end of the VIQ chapters.
- (d) In some cases, depending on the variants chosen, the SIRE report editor will automatically enter a 'Not applicable' response.

Chapter 1 – General particulars

1.1 Name of Vessel

If operating in a tug/vessel combination record name of other vessel.

Prefixes (MT, MV, SS etc.) must not be entered unless the prefix is actually a part of the registered name of the vessel. The name must be entered exactly as it appears on the Certificate of Registry or equivalent.

EBIS GI.01

1.2 ENI Number

If an ENI number has not been assigned, check the box "Not applicable".

EBIS GI.03

1.3 Date of the inspection

If the inspection falls into two or more days for any reason the date shall be the date of completion of the Inspection.

EBIS GI.05

1.4 Type of ship

EBIS GI.02

1.5 ADN-type

EBIS GI.09

1.6 Language

EBIS GI.11

1.7 Is the inspected vessel subject to European Regulations?

If yes, state to which regulations the barge is subject.

1.8 Place of the inspection

Describe in comments the location where inspection is taking place. I.e. Port name, terminal name, berth name etc.

EBIS GI.16

1.9 Geographic region where the vessel normally trades.

1.10 Flag

If a change of flag has occurred in the past 6 months record date of change of Flag and previous flag in comments.

EBIS GI.12

1.11 Deadweight Tonnage

Record deadweight in metric tonnes. If no Deadweight Tonnage assigned mark question 'NA'

1.12 Maximum Tonnage

Record maximum tonnage in metric tonnes. If no Maximum Tonnage assigned mark question 'NA'

1.13 Gross tonnage

Record Gross tonnage in metric tonnes. If no Gross Tonnage assigned mark question 'NA'.

1.14 Date the vessel was delivered

Record the original date of delivery from the builder's yard. For tugs and barges where month and day are not found use 1 January and year.

EBIS GI.13

1.15 Has vessel been subject to rebuild/Major structural conversion?

If subject to rebuild (s) state date (s) of rebuild and provide details of areas covered by rebuild, if not subject to rebuild answer question 'NA'.

1.16 Name of the Company commissioning the inspection

*The software automatically inserts the name of the Inspecting Company.
EBIS GI.15*

1.17 Name of the inspector (For use of Inspecting Company only)

*The BIQ software automatically inserts the name of the inspector. This is for use by the Inspecting Company and for OCIMF internal purposes only and will not be displayed in the delivered report.
EBIS GI.04*

1.18 Time the inspector boarded the vessel

If the inspection took place over two or more days, in two or more sessions, or was carried out by more than one inspector, record the arrival and departure details in the comments.

1.19 Time the inspector departed the vessel

1.20 Time taken for the Inspection

Record the time taken to conduct the inspection to the nearest 5 minutes. This is the actual time of inspection and does not include the times the inspection was suspended for any reason (Lunch, PSC inspection etc.) or was conducted over two or more sessions.

1.21 Hull type.

1.22 Vessel's operation at the time of the inspection.

EBIS GI.10

1.23 Last product carried.

Notes: A volatile product is petroleum having a flash point below 600C as determined by the closed cup method of testing. If a cargo is being handled at a temperature within 100C of its flashpoint, it should be considered volatile. As an example a cargo with a flashpoint of 800C should be considered volatile if handled at a temperature of 700C or above.

EBIS GI.06

1.24 Product UN-number.

EBIS GI.17

1.25 Name of the vessel's Operator.

For the purpose of the SIRE Programme, an 'Operator' is defined as the company or entity which exercises day to day operational control of, and responsibility for, a vessel. This may be the DOC holder.

EBIS GI.22

1.26 Address of the vessel's Operator.

1.27 Telephone number.

1.28 Fax number.

1.29 Email address.

1.30 Date the Operator assumed control of the vessel.

1.31 Does the data entered in the Barge and Tug Particulars Questionnaire appear to be accurate and up to date?

To participate in the OCIMF SIRE Programme as a Barge and Tug Particulars Questionnaire (BPQ) submitting company, the Operator should contact OCIMF at sire@ocimf.org. Inspectors should randomly check that BPQ entries are correct. The BPQ should not be used to obtain details of Certificates, expiry dates etc. These must be obtained from the original documents.

1.99 Additional comments

Chapter 2 – Barge certificates and statutory records/ documents

During the sighting of the Certificates attention should be paid to any endorsement made, by an Authority, on them ("Subject to" or "Exemptions"). In the case of such enquiries should be made with the Barge Captain.

2.1 A register of operations during carriage relating to carriage of UN 1203

Barges, allowed to carry UN 1203 Petrol have to keep a voyage registration on board. This voyage registration may exist of other documents which prove that the requested records are available. These voyage registrations have to be kept on board for at least three months and contain at least the 3 latest cargoes.

ADN 8.1.11

EBIS A03.00.00

2.2 Discharge statement is on board

Every barge that has been unloaded to a shore facility in the scope of CDNI has to keep a discharge statement on board. This statement has to be kept on board for at least 6 months after the issue date. CDNI deel B artikel 6.03

EBIS A03.01.00

2.3 ADN (Part 1 until 9 up-to-date)

ADN can be available in hardcopy but also in electronic version. The ADN must be available in a language which can be read and understood by the ADN expert(s).

ADN 8.1.2.1.(d)

EBIS A07.00.00

2.4 A security plan has been drawn up and implemented on board, in relation to the products that can be transported.

As the security plan is strictly confidential as mentioned in ADN 1.10, the inspector will not be allowed to view it. The inspector will restrict himself to ask the barge master of the existence of such a plan. On the other side, it will be possible for the inspector to state if certain basic principles of such a plan are followed on board, e.g. the crew must be able to identify themselves, there must be an identity control of visitors upon boarding the vessel, etc.

ADN 1.10

ISGINTT 6

EBIS A15.00.00

2.5 There are no pending Conditions of Class mentioned in the Class certificate (Survey Statement), which are due

The inspector checks if the conditions as mentioned on the Annexes of the Class Certificate are within the due date. These conditions are also mentioned "Conditions of Class", "Memorandum of Visa" and are mentioned on the "Survey Statement",

"Attestation" or "Interim Certificate", depending on the Classification Society. The inspector must check if the Class Survey Statement is not older than 3 months; if older than 3 months this question must be answered with NO. Please note the first Condition of Class which is due.

EBIS A19.01.00

2.6 All the statutory certificates listed in the EBIS Technical Information Chapter F, where applicable, are valid and the annual and intermediate surveys have been carried out within the required due dates?

The inspector should at random check some certificates and testing statements, as appropriate to the vessel, to verify if they are provided on board and valid.

Example: when the inspector makes an observation about certified equipment or has doubts about certified equipment, the inspector must also check the relevant certificate or testing statement.

EBIS A22.00.00

2.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS A99.00.00

Chapter 3 – Barge manning certificates held and training

The Inspector must endeavour to establish: Compliance with manning requirements and personnel qualification and training. Specific professional experience of personnel.

3.1 Barge master confirms compliance with regulations for work and rest periods

Different national regulations establish a period of resting time over twenty-four hours or numbers of hours before taking over a watch. Such resting period should be continuous and not fragmented. Evidence of compliance with rest periods can be obtained from the logbook. (Watch and Rest Hours record book).

The inspector must record if he has checked the Watch and Rest Hours record book.

There are 2 types Watch and Rest Hours record books; with red cover (Rhine legislation) and operation mode A1 (14 hours and once a week 16 hours); A2 (18 hours) and B (24 hours) and with blue cover and operation mode A (16 hours); B (18 hours); C (20 hours) and D (24 hours). The red book is valid in the whole of Europe and the blue book is valid in the whole of Europe except on the Rhine.

ISGINTT 13

2014/112/EU

EBIS B01.00.00

3.2 Vessel's daily operation period at the time of the inspection: (Red A1 or A2 or B; Blue A or B or C or D)

EBIS B01.01.00

3.3 The crew matrix for the barge on the SIRE website does accurately reflect the information relating to the crew on board at the time of the inspection.

The barge-operator is responsible to maintain up-to-date records relating to the crew on board the barge at any given time, using the Crew Matrix template on the SIRE website and download the completed Crew Matrix from the vessel details of the barge. Prior to boarding, inspectors must access and download the Crew Matrix. The Crew Matrix must be either printed out or downloaded and used during the inspection to check crew qualifications and experience. An Observation must be made in the event of any irregularities. Inspectors must take into account that where recent changes of personnel have taken place, it is not realistic to instantly update the matrix and allowances must be made. It is not essential that the Crew Matrix is provided in paper form and inspectors are not expected to seek a paper copy from the barge.

EBIS B01.02.00

3.4 There is sufficient staff on board holding a valid certificate of navigation

The number of valid certificates of navigation must be in compliance with the operating mode of the barge (see Community Inland Navigation Certificate/certificate of examination,"het Dienst- en Rusttijdenboek=vaartijdenboek") and the sailing area

ES-QIN

RPN Art.3

CEVNI Hoofdstuk 1 - Artikel 1.02 + 1.10 - lid 1e

EBIS B02.00.00

3.5 There is sufficient staff on board holding a valid radar certificate.

ES-QIN

CEVNI Hoofdstuk 4 - Artikel 4.06 + Hoofdstuk 6 - Artikel 6.32

EBIS B02.01.00

3.6 There is sufficient staff on board holding a valid VHF certificate

ES-QIN

CEVNI Hoofdstuk 4 - Artikel 4.05

EBIS B02.02.00

3.7 The responsible master holds a dangerous goods certificate in compliance with ADN.

Valid personnel's ADN Dangerous Goods Certificates should apply to the requirements of the cargo (ADN 3.2.3. Table C.). When a valid "safety and health declaration" is issued by a recognised "gas expert" N/A may be crossed. Reference is made to ADN 7.2.3.15. Record type of ADN certificate of the ADN certificate holder.

ADN 8.2

ADN 7.2.3.15

EBIS B03.00.00

3.8 Written instructions are available

In case of a clean and gas free barge Not Applicable must be ticked off.

ADN 5.4.3.

EBIS B04.00.00

3.9 The crew is informed about the risks associated with the products carried

Write down which information resources were used.

ISGINTT 2

EBIS B04.01.00

3.10 The crew has been trained using special safety equipment

Here is meant: personal protective equipment, breathing protection equipment, portable gas detection equipment, equipment for entering tanks, ...

ADN 8.1.5.

EBIS B05.00.00

3.11 The crew has sufficient knowledge of the safety instructions

Here is meant the relevant company-, legal- and terminal requirements.

ISGINTT 4

EBIS B05.01.00

3.12 Fire fighting exercises are regularly carried out on board.

Fire-fighting training kept on board must be recorded in writing. This is also applicable to testing of the emergency stop tests of fans, emergency shut down devices, the closure of fire flaps, doors and bulkheads. Training on the use of fire-fighting outfit and fire -fighting equipment must be recorded. When the latest exercise is over 6 months ago this must be marked as "no".

The inspector should write down the frequency of these exercises as required by the Operator.

ADN 1.3.2.2.2

ISGINTT 4 & 5

ISGINTT 9.9.2.7

EBIS B06.00.00

3.13 Date of last exercise

EBIS B06.00.01

3.14 Safety exercise is regularly carried out

Training on the use of safety equipment, personal protection equipment must be held. This training may be carried out by the companies' management or by a person appointed by the operator's management. This training has to be recorded in writing. The barge operator has to enable all crew members to attend training regarding the handling of dangerous goods, fire-fighting, etc. These training courses may be held "in house", on board or at shore establishments. Certificates or other records should be available on board as evidence of compliance. When the latest training is over 12 months ago this must be marked as "no".

ADN 1.3.2.3.

EBIS B07.00.00

3.15 Date of last exercise

EBIS B07.00.01

3.16 Operational exercises are performed on a regular basis

Operational training with regard to loading/discharging/gas-freeing/cleaning/bunkering and nautical-technical activities must be recorded in writing. When the latest exercise is over 12 months ago this must be marked as "no".

ADN 1.3.2.2.

EBIS B08.00.00

3.17 Date of last exercise

EBIS B08.00.01

3.18 It can be demonstrated, by means of records, that when changing crews (Master), information is exchanged

Formal crew change hand-over process should include at the least safety, navigation items, machinery status and cargo items.

EBIS B11.00.00

3.19 There is an ADN certified person on board at all times

ADN 7.2.3.15

ADN 7.2.5.4.2

ADN 8.2

EBIS B12.00.00

3.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS B99.00.00

Chapter 4 – Health and safety

4.1 Emergency first aid kits are available

ES-TRIN Art. 13.02.3.f.

EBIS C01.00.00

4.2 Each crew member has access to personal protective equipment (PPE)

The following shall be considered a minimum (ADN 8.1.5):

- *Suitable Gloves*
- *Safety Helmet*
- *Safety Shoes/Boots*
- *Protective clothing*
- *Protective Goggles*
- *Product related personal protective aids as indicated by ADN 3.2.3 Table C and Instructions in writing ADN 5.4.3*
- *Breathing Protective Mask with expiry date of the filter*
- *Additional type C barge: Chemical suit*
- *H2S containing products: personal H2S detector*
- *Hearing protection*
- *Life jacket*
- *In case LNG on board appropriate (low temperature) PPE*

ADN 8.1.5.1

ISGINTT 26.2

EBIS C02.00.00

4.3 PPE's are used in compliance with ADN and local regulations

ADN 8.1.5.1

EBIS C02.00.01

4.4 Appropriate breathing apparatus / masks are available

The breathing apparatus should be under positive pressure, which whilst not required under existing regulations is Best Industry Practice, or a full mask (with product related ,approved filter). Permitted is a positive breathing apparatus set as of the long line type – check mask, line and filter for acceptability, or, self contained,. – check air bottle pressure and ensure low pressure alarm is functioning correctly.

A spare fully charged cylinder should be available for each set. Check masks and bottles for condition. When using compressed air (in enclosed spaces) the personnel involved to be medical examined as prescribed by national legislation (ARBO, BSBG, Codex,...). The breathing apparatus can be:

- *independent breathing apparatus (for example a breathing system by air system or compressed air bottles)*
- *dependent breathing apparatus (for example a full face mask, with substance dependent, approved filter) Check visual the condition of the mask/cap, air (line) system, lung automaton, filter and filter bench. Look for evidence if these apparatus, air filter system included, is checked with regular intervals.*

ADN 7.2.3.1.6 & 8.1.5.1

EBIS C02.01.00

4.5 Appropriate breathing apparatus / masks are ready for immediate use

With operational is meant: ready for direct use

ADN 7.2.3.1.6 & 8.1.5.1

EBIS C02.01.01

4.6 Sufficient number of gas tight proximity suits are available

*This is Industry Best Practice in case of Ammonia transport.
EBIS C02.02.00*

4.7 Gas tight proximity suits are in good condition

EBIS C02.02.01

4.8 Sufficient number of chemical resistance suits are available

Check the presence of a resistance list. In case suits are available, but no resistance list is present, the question must be answered "No" .

EBIS C02.03.00

4.9 Chemical resistance suits are in good condition

EBIS C02.03.01

4.10 The person(s) in the rank of Boatmaster is/are able to demonstrate sufficient knowledge of the following safety procedures:

EBIS C03.00.00

4.11 * working in dangerous areas

Working in dangerous areas include: all works which requires a risk analysis or a work permit system. Reference is made to ISGINTT 9.2.1, 9.3 and 9.6. Check issued work permits for example the latest issued work permit for entrance enclosed spaces

EBIS C03.01.00

4.12 * entering enclosed spaces

Enclosed space means a space which has any of the following characteristics:

- 1. limited openings for entry and exit;*
- 2. inadequate ventilation; and*
- 3. is not designed for continuous worker occupancy,*

and includes, but is not limited to, cargo spaces, double bottoms, wing tanks, hold spaces, fuel tanks, ballast tanks, cargo pump-rooms, cargo compressor rooms, cofferdams, chain lockers, void spaces, duct keels, inter-barrier spaces, boilers, sewage tanks, bunker boom foundation spaces and adjacent connected spaces. This list is not exhaustive.

Procedure must contain at least minimum and maximum levels in order to allow the safe entry into enclosed spaces.

ADN 7.2.3.1.

ISGINTT 10

EBIS C03.01.01

4.13 * loading/discharging

ADN Deel 7.2

ISGINTT 7 & 11

EBIS C03.06.00

4.14 * cargo tank cleaning

There must be procedures on board, even if the cleaning is carried out by third parties. This also applies if the barge is trading in a dedicated mode.

ISGINTT 7.3 & 11

EBIS C03.07.00

4.15 * ensure that the dangers associated with using chemicals and/or re-circulated water are understood

The crew must be aware that the use of chemicals or other additives, in wash water may induce static generation. Gas freeing and cleaning must be carried out according to ADN instructions and guidelines as mentioned in ISGINTT. Company procedures must hold guidelines for working with chemicals with TLV-levels included. Re-circulated water may induce static generation. This requirement should be stated in the company manual.

ISGINTT 11.3.6.8

EBIS C03.07.01

4.16 * ensure that the dangers associated with cleaning tanks that have contained toxic products are understood

Awareness should be demonstrated that toxic products are harmful, produce serious or fatal effects, as a result of skin contact, ingestion and inhalation. There are products having a damaging effect through inhalation, at a level which is lower than that which is detectable by smell i. e. BENZENE.

ISGINTT 10 & 11.8.4 & 11.3

EBIS C03.07.02

4.17 * ensure regularly monitoring of cargo tank atmospheres during tank cleaning / venting

Records should be available indicating that the atmospheres of cargo tanks were monitored when gas freeing, prior to washing and the injection of live steam.

ADN 7.2.3.7

EBIS C03.07.03

4.18 * ensure deck and, where applicable, pump room atmospheres are monitored during cleaning

Records should be available indicating that deck and pump room areas were monitored for toxic gas levels during gas freeing operations.

EBIS C03.07.04

4.19 During visual inspection on board no visible deficiencies regarding safety were observed which are not covered by another question in this questionnaire.

The following to be checked not limited to:

- *Gangways*
- *Deck and working areas must have anti-slip areas, obstacles are made recognisable by means of signal/bright colours.*
- *Areas having a history of slipping, sliding or falling are marked.*
- *"No Smoking" signs*
- *Containers for rags*
- *Combustible materials on deck and in engine rooms*
- *Proper stowage of paint, chemicals, equipment, tools and materials.*
- *Life saving equipment ready for use*
- *navigational light visible in the required sectors*
- *signs on deck and in engine rooms*
- *doors closed during cargo handling*
- *door-, escapewindows-, and hatch rubbers in good condition*
- *flame arrestors in good condition (check, if possible)*
- *portable ladders (incl. man over board or swimmingladder); check type plate, maintenance state, wear and tear / deformation, stored in an appropriate way avoiding sagging.*
- *driptrays empty*
- *lighting on deck and in engine room (in good shape)*
- *self closing valves of fuel and lub oil bunker tanks on level indicator glasses operational*
- *all manholes fully bolted*
- *all moving machinery parts are fitted with effective protection*
- *only intrinsically safe equipment in the cargo area*
- *electrical connections in good shape*
- *all cargo tanks on deck are clearly marked (when tanks are not in use they must be blanked off)*
- *in case of interruption of the railing there must be a provision in place to prevent for falling over board*

ES-TRIN

ISGINTT

ADN 7.2

ADN deel 9

EBIS C04.00.00

4.20 Emergency eye and face bath are available

Take notice, operating and ready for use under all circumstances. An eye spray bottle can be considered as an eye shower.

ADN 9.3.x.60

ADN 7.2.4.60

ISGINTT appendix 7

EBIS C05.00.00

4.21 Emergency eye and face bath are in good condition

This is a random question. At least 10 random questions should be answered during each inspection. Check if the liquid has been refreshed or flushed on a regular basis.

ADN 9.3.x.60 & 7.2.4.60

EBIS C05.01.00

4.22 Decontamination shower(s) available

ADN 9.3.x.60

ADN 7.2.4.60

ISGINTT Appendix 7

EBIS C05.02.00

4.23 Decontamination shower(s) in good condition

This is a random question. At least 10 random questions should be answered during each inspection. Attention: Operational at all weather conditions.

ADN 9.3.x.60 & 7.2.4.60

EBIS C05.03.00

4.24 The following portable detectors are available:

Measurement equipment - General

Measurement equipment must be maintained regularly; it is not allowed to exceed the maintenance period (see user instructions manufacturer/supplier). Appropriate information must be on board. Functional testing is necessary before every first use.

Note: this heading is only meant for portable measuring equipment and not the individual detection equipment.

ADN 8.1.5

ADN Table C

ISGINTT 24

EBIS C06.00.00

4.25 * toxi detector

This is a random question. At least 10 random questions should be answered during each inspection.

Portable Toxi detector: Check if indicator tubes for the relevant cargoes are available including spare tubes. Pump and tubes must be compatible.

Spare test tubes must be within the expiry date and suitable for the cargo to be carried. Check function of toxic gas pump by ensuring that it will hold a vacuum. The pump should be tested on a regular basis. When only a pump on board without test tubes this question must be answered NO. In case of a PID meter check if a suitable calibration table is available.

ISGINTT 8.2

EBIS C06.01.00

4.26 * flammable gas detector

This is a random question. At least 10 random questions should be answered during each inspection.

The portable flammable gas detector should be function checked to ensure battery is within charge limits and that the correct zero adjustment can be made. The instrument may be electronic and self-checking. The possible combination of EX/OX test results must be logged. Check if the available hose for is of sufficient length and check if the pump motor runs. In case of a manual pump it must be checked if a vacuum will be hold. Evidence of testing should be recorded periodically.

ISGINTT 8.2

EBIS C06.02.00

4.27 * H2S detector

This is a random question. At least 10 random questions should be answered during each inspection.

This equipment is required only for cargoes with a notation in ADN, Ch. 3.2.3, Table C, column 20.

ISGINTT 8.2

EBIS C06.03.00

4.28 * oxygen detector

This is a random question. At least 10 random questions should be answered during each inspection.

The equipment must be tested in fresh air prior use and periodically. The equipment can be electronic and selftesting; (combination of EX-OX detector is possible) Test results must be recorded. Check if the available suction hose is of sufficient length and if the pump motor runs. In case of a manual pump it must be checked if a vacuum will be hold.

The equipment must be in good condition and maintenance records must be available on request. Periodical maintenance performed may not exceed the prescribed limits. Crew must have received instruction on how to use the equipment and on how to perform measurements and how to interpretate the readings. The operating manual must be available in a language understood by the crew.

ISGINTT 8.2

EBIS C06.04.00

4.29 Available portable detectors are in good condition.

EBIS C06.05.00

4.30 Responsible barge master is familiar with the use of the portable detectors.

EBIS C06.06.00

4.31 Operational personal detection equipment is available

Write down type and which sensors are available. Are activated personal detectors operational and in good working condition.

ISGINTT 8.2

EBIS C06.07.00

4.32 All portable electrical equipment are of an approved type for use in hazardous areas

This is a random question. At least 10 random questions should be answered during each inspection.

Only torches that have been approved by a competent authority for use in flammable atmospheres may be used on board tankers. Handheld UHF/VHF portable transceivers must be of an intrinsically safe type.

Small battery powered personal items such as watches, miniature hearing aids and heart pacemakers are not significant ignition sources.

Unless approved for use in a flammable atmosphere, portable radios, electronic calculators, cameras containing batteries, photographic flash units, portable telephones, radio pagers, smart watches and fitness bands however, must not be used on the tank deck or in areas where flammable gas may be present. Trimode gauging tapes are battery operated electronic units and should be certified as being suitable for use in flammable atmospheres.

ADN 8.3.2

EBIS C07.00.00

4.33 Outside air-conditioning units are allowed to be used according to ADN 9.3.x.52.1.

ADN 8.1.2.3. r, s, t, u, v

ADN 8.1.7.2

ADN 9.3.x.52

ADN 9.3.x.53

EBIS C07.02.00

4.34 Special medical equipment is available

The specific medical equipment as mentioned is equipment named in Chemiekaarten Book or in Material Safety Data Sheets.

(i.e. Fenol box, Cyanide box, Medical oxygen etc)

EBIS C08.00.00

4.35 AED with operating instructions and procedures for safe use on board.

Check location of the AED is clearly marked and easily accessible.

EBIS C08.01.00

4.36 The crew is aware of the required medical treatment and first aid for victims in case of exposure to cargo.

The Crew should be able to identify the medical treatment required following exposure to hazardous products, including the identification of the correct medicant and corresponding instruction leaflet.

EBIS C09.00.00

4.37 The person(s) in the rank of Boatmaster is/are able to demonstrate sufficient knowledge of the following written procedures:

The owner should provide tank-cleaning procedures, which are pertinent to barge grade changes. These procedures may be contained in company manuals, computer system or a separate company instructions book/manual. There should be evidence that a cargo tank-cleaning plan is established prior to tank cleaning operations. The crew should understand the company tank cleaning procedures and ensure that the execution of the procedures does not allow practices, which are contrary to the regulations, and the safer tanker practice.

EBIS C10.00.00

4.38 * cargo transfer

The concept of "cargo transfer" includes loading, discharging and internal transfers. The inspector should ascertain himself that in the procedure elements, as minimum number of competent crew members needed, cargo segregation and checks during loading and discharging (e.g. tank level, temperatures, pressure, alarms, communication, etc.), are taken care of.

ISGINTT 11

EBIS C10.01.00

4.39 * gas freeing

A procedure may be a general guideline supplemented with specific working instructions. During gas freeing operation of cargo tanks which were loaded with dangerous goods measurements should be taken on deck, in the cargo tanks and in the pump rooms. The measurements must be recorded.

ADN 7.2.3.7

ISGINTT 2.5 & ch 11.4

EBIS C10.02.00

4.40 * "efficient stripping" of cargo tanks

ADN 1.2.1

ADN 7.2.4.15.1

EBIS C10.03.00

4.41 * tank cleaning

A procedure may be a general guideline supplemented with specific working instructions. The crew must know and understand the instruction and ensure that not will be handled against the instructions. The entering of enclosed spaces is not meant. Even when tank cleaning is done by a 3rd. party cleaning company, tank cleaning procedures should be in place.

ISGINTT 11.3

EBIS C10.04.00

4.42 * changing product grades

ISGINTT 11.3

EBIS C10.05.00

4.43 * loading / unloading ballast

A procedure may be a general guideline supplemented with specific working instructions. The related possible stability issues are known by the crew.

ISGINTT 11.6

EBIS C10.06.00

4.44 * ship-ship transfer

With ship-ship transfer is meant a transfer between two ships. Is the crew familiar with the safety rules concerning connection and disconnection of hoses, dangers of dropping objects and hoisting works.

ISGINTT 11.9

EBIS C10.07.00

4.45 * The use of a life jacket during mooring/ unmooring operations, activities outside the area protected by railings and during other risky activities on deck

Crew members and other persons on board are required to wear a life-jacket:

- a) when going from or on board; when danger to fall in the water exists,*
- b) when they stay in the life-boat,*
- c) when working outboard, or*
- d) when they stay or work on deck and in the gangway, when there are no bulwarks of at least 90 cm height or no continued railing.*

ISGINTT 26.2

EBIS C10.08.00

4.46 * Handling cargoes that might contain H2S and the appropriate PPE

It cannot be excluded that one of the following products contain H2S: Crude oil, fuel oil, naphtha, sulphur. For detailed information consult the written instructions, SDS, chemical card H2S and ISGINTT. In case of possible exposure of products containing H2S personnel must wear H2S detection/alarm equipment.

ISGINTT 2.3.6 & 2.7.5

EBIS C10.09.00

4.47 * ensuring barge's stability

The crew understands possible stability issues and how to solve them.

ISGINTT 11.2

EBIS C10.10.00

4.48 * unintentional activation of equipment in maintenance or out of use

Unintentional activating of equipment can be avoided by for example a Lock Out Tag Out (LOTO) Procedure which forms part of system of safety control preventing equipment or systems being energized or used whilst under repair, maintenance, out of service, or when such operations are not permissible. LOTO Systems are frequently used within Permit to Work Systems. The inspector should check that procedures are available onboard and being applied. Examples of common LOTO Systems on barges include:

- warning signs posted in wheelhouse and/or the engine room to prevent main engine being started when the propeller shaft brake is on.*
- padlocks on bilge overboard valves to prevent accidental discharge overboard.*
- locking Pins to prevent accidental lowering of top half of the wheelhouse.*
- removal of fuses/breakers and posting of warning signs to prevent operation of equipment.*
- removal of power connectors and labeling of portable equipment to prevent usage.*

TMSA - Element 9

ISGINTT 9.3.2

EBIS C10.11.00

4.49 On walk and working decks provisions are made to prevent slips and falls

ES-TRIN Art. 14.02.2.

ISGINTT 26.2.2

EBIS C11.00.00

4.50 The means of access available on board are in a good condition

ES-TRIN Art. 13.02.3.d.

ISGINTT 16.4.3.2

EBIS C12.00.00

4.51 The barge crew is aware of the hazards related to operating in ice and sub zero conditions

There should be procedures that could include:

- *Risk management and risk mitigation measures when preparing for and operating in ice and sub zero conditions*
- *Procedures for passage assisted by an ice breaker or in ice convoy*
- *Guidance on passage planning*
- *Guidance on safety equipment, operating machinery and systems*
- *Means to protect personnel from the effects of cold weather conditions, e.g. cold weather clothing, anagement of watch routines and duty periods*
- *Measures to maintain safe access and movement around the vessel*

EBIS C13.00.00

4.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS C99.00.00

Chapter 5 – Drug and alcohol policy

5.1 The barge operator possesses a drug and alcohol policy

The misuse of legitimate medicants and drugs and the use, possession, distribution or sale of illicit/unprescribed controlled drugs is forbidden. An alcohol impairment level should be quoted in the policy and that maximum level to be noted in the observations. The Inspector shall verify to the best of his ability that Drugs and or Alcohol are not being abused.

The requirement is for testing of drugs and alcohol at routine medical examinations. Note. Medical examinations should take place annually for all personnel. As a guide the alcohol impairment level should not be more than 40mg/100ml. or National limits whichever is lower. Important: an impairment level of zero is not acceptable (important the minimum level cannot be zero because the sugars from natural foods will cause a reading greater than zero).

An abstinence period of 4 hours or longer prior to watch keeping.

The policy should contain a statement prohibiting the misuse of legitimate drugs and medicines. A crewmember taking drugs prescribed by a doctor should declare this to the master, particularly those which may induce drowsiness or in any way reduce concentration levels. The policy should contain a statement prohibiting the use possession distribution of illicit/unprescribed controlled drugs.

The policy should contain procedures for alcohol distribution and consumption. The procedure for the distribution should regulate that:

- Alcohol purchased on board by a crewmember is for his own consumption
- A crewmember should not purchase alcohol from nor sell alcohol to another crewmember
- Alcohol consumption during the watch is not permitted.

ISGINTT 13.4

EBIS D01.00.00

5.2 The drug and alcohol policy has a provision for testing both drugs and alcohol

The Inspector shall ask:

- The Captain if he and his crew have had a random test for Drugs and Alcohol
- The Captain and Crew to confirm regular medical examinations.
- The Captain if he and his crew understand the ban on the misuse of permitted drugs and the use, possession, dealing or sale of illegal drugs.

EBIS D02.00.00

5.3 The drug and alcohol policy is displayed on board the barge in a prominent position or available.

The drug and alcohol policy has to be signed by all crewmembers. An adequate reference to the quality manual or barge operating manual is also acceptable.

EBIS D03.00.00

5.4 The drug and alcohol policy is well known by the crew members

EBIS D04.01.00

5.5 Unannounced checks are carried out to test for

EBIS D05.00.00

5.6 * alcohol

The inspector should note the frequency of the tests and the date of the most recent unannounced alcohol test on board of the barge in the observations. When the latest test is over 12 months ago this must be marked as "no".

ISGINTT 13.4.3

EBIS D05.01.00

5.7 Date last check:

EBIS D05.01.01

5.8 * drugs

The inspector should note the frequency of the tests and the date of the most recent unannounced drug test in the observations. When the latest test is over 12 months ago this must be marked as "no".

ISGINTT 13.4.3

EBIS D05.02.00

5.9 Date last check:

EBIS D05.02.01

5.10 Regular medical checks are carried out

The inspector should note the frequency of the medical checks in the observations.

EBIS D06.00.00

5.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS D99.00.00

Chapter 6 – Firefighting and lifesaving equipment

6.1 The required firefighting equipment is available and ready for use

This is a random question. At least 10 random questions should be answered during each inspection.

The inspector shall verify to the best of his ability that fire-fighting equipment e.g. fire hoses and/or hydrants are available and ready for use. Fire extinguishers are tested, sealed, fitted with a valid inspection sticker and attached. The inspector must also check the fire extinguishers in the engine room(s).

The following points of attention must be assessed by the inspector:

- are all fire flaps operational (N)
- are all fire flaps marked with its purpose (N)
- are all fire flaps provided with a sticker ("To be closed in case of Fire") (N)
- crew well known with the location of all fire flaps (N)
- fire hoses and nozzles (N)
- fire extinguishers (N)
- fire hydrants (N)
- directable jet/spray nozzles (N)

ES-TRIN Art. 13.03

ES-TRIN Art. 13.05

ADN 8.1.4

ADN 9.3.X.40.

EBIS E01.00.00

6.2 The following items are operational and tested (records available)

The answer is "YES" if both the systems have been tested and the records of the tests are available on board.

EBIS E02.00.00

6.3 * general alarm system

This is a random question. At least 10 random questions should be answered during each inspection.

EBIS E02.01.00

6.4 * centralised smoke- / fire detection system

If a smoke- / fire detection system is not installed on the barge, the answer must be "N". Attention: A centralised system is meant. No independent fire smoke detectors.

ES-TRIN Art. 13.05.3

ADN 9.3.x.40.2.3

ISGINTT 5.4

EBIS E02.02.00

6.5 * emergency lighting

EBIS E02.03.00

6.6 * fixed gas extinguishing system(s)

This is a random question. At least 10 random questions should be answered during each inspection.

Pay attention to:

- the installation is ready for use (check if the operating wires are connected properly)
- the alarms are working well (horn + flashing light) This can be tested by the crew by opening the control box. The fan must stop as well.
- the good condition of the control box
- in case a key to open the control box is required you should check if it is in close vicinity of the control box or where this key is available
- the operating instructions are posted inside the door of the control box.

ES-TRIN Art. 13.05

ADN 9.3.x.40.2

EBIS E02.04.00

6.7 The fire alarm plan (fire duty plan) is posted.

A fire alarm plan should comprehend as a minimum:

- *duties and responsibilities for all crewmembers (described per crew position), The plan must be posted on a location where it's available for everyone on board.*

EBIS E03.00.00

6.8 The safety plan is posted.

A safety plan may comprehend the following:

- *the location of present fire-fighting equipment, life-saving equipment, First Aid kit(s), emergency escape exits, fire flaps, emergency shut-down systems, etc.*
- *the legend of symbols used.*

The plan must be posted on a location where it's available for everyone on board.

ISGINTT 9.9.2.5

EBIS E03.01.00

6.9 The condition of the life jackets is satisfactory.

The inspector shall verify whether a valid certificate and/ or tag for(on) the life jackets is available. The buoyancy of the life jacket must be noted in Newton(N) in the remarks field. Life jacket to comply with the European standards EN-ISO 12402 (previous EN 395 (100N), EN 396 (150N), EN 399 (275N)). There should be a life jacket with the appropriate buoyancy available for every crewmember on board.

ES-TRIN Art. 13.08.2.

ISGINTT 26.2

EBIS E04.00.00

6.10 The condition of the lifeboat is satisfactory.

Synthetic boats are only allowed when they are constructed of a material that has low flame spread characteristics, according to EN 1914. An information plate must be present with indication EN 1914 or the standard must be demonstrable in an other way. Mention in the report the location of the lifeboat.

Attention: NA can be only an option with bunker- and bilge boats.

ES-TRIN Art. 13.07

ADN 7.2.3.29

ADN 9.3.x.0.5

EBIS E04.01.00

6.11 The lifeboat is ready for use.

Check presence of oars, bailer, plug(s), hoisting wires.

ES-TRIN Art. 13.07

ADN 7.2.3.29

ADN 9.3.x.0.5

ISGINTT 9.6

EBIS E04.01.01

6.12 Lifeboat davit is ready for use.

ES-TRIN Art. 19.09.5

ADN 7.2.3.29

ISGINTT 9.6

EBIS E04.01.02

6.13 The condition of the life-raft is satisfactory.

The life-raft must have:

- *fluorescent orange color or sides*
- *hand lines*

ES-TRIN Art. 19.09.5

ADN 7.2.3.29

ISGINTT 9.6

EBIS E04.02.00

6.14 The life-raft is ready for use.

It must be possible to put the life-raft overboard by one person.

ES-TRIN Art. 19.09.5

ADN 7.2.3.29

ISGINTT 9.6

EBIS E04.02.01

6.15 The condition of the life buoys is satisfactory.

This is a random question. At least 10 random questions should be answered during each inspection.

3 life buoys must be present on board barges in accordance with EN 14 144:2002. They must be readily available on fixed appropriate locations on deck and may not be permanently attached to the holder. At least one life buoy must be located in close vicinity of the wheelhouse and must be fitted with an automatic self igniting lamp, powered by batteries, in such a way that it will not stop burning in the water.

ES-TRIN Art. 13.08.1

ISGINTT 16.4.2

EBIS E04.03.00

6.16 Safety and rescue equipment, if available, is operational and in good condition.

ADN 7.2.3.1.6

ISGINTT 10.6.2

EBIS E05.01.00

6.17 All overpressure systems on board are operational

Check during loading, discharging, or gas free operations if the over pressure systems of the locations as mentioned under item A.4.2. of the general technical information are operational.

In case of any other situation one should enter the answer of the barge captain.

ADN 9.3.X.52.1.c.ii

EBIS E06.00.00

6.18 The gas detection system(s), linked to the overpressure system(s), is operational

Check during loading, discharging, or gas free operations if gas detection system of the over pressure systems on the locations as mentioned under item A.4.2. of the general technical information are operational.

In case of any other situation one should enter the answer of the barge captain.

Check if the locations of the sensors are clearly indicated on the gas detection control panel.

The sensors present (near air inlet) must be tested on good working order and the results of these tests must be recorded.

ADN 9.3.X.52.1.c.ii

EBIS E07.00.00

6.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above-mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS E99.00.00

Chapter 7 – Environment protection

7.1 Disposal receipts are complete and are retained on board the barge for:

The CDNI treaty describes the disposal of waste and cargo residues.

ES-TRIN Art. 13.02.2.

EBIS F01.00.00

7.2 * slops

If the barge is used in a dedicated trade the answer is "N/A".

CDNI deel B Ch. VII

EBIS F01.01.00

7.3 Date of last disposal:

EBIS F01.01.01

7.4 * oily and grease containing engine room(s) disposals

Bilge water (from engine rooms).

CDNI deel A art. 1.01

EBIS F01.02.00

7.5 Date of last disposal:

EBIS F01.02.01

7.6 Slop tanks in good condition

The following points of attention must be assessed:

Condition of level gauging systems and safety valves

The inspector should check if the slop tank is taken out of service; this must be clearly marked on the slop tank

ADN 9.3.x.26

EBIS F01.03.00

7.7 If slop tanks in use are records (specifications and quantity) available

EBIS F01.03.01

7.8 Instructions for pollution prevention are available on board

EBIS F03.00.00

7.9 The crew are aware of those pollution prevention measures

ISGINTT 24.7

EBIS F03.01.00

7.10 There is appropriate equipment available to close the spill rail liquidtight

This is a random question. At least 10 random questions should be answered during each inspection.

Option N/A is only applicable in case a barge is not fitted with a spill rail. Check if the spill rail is effective in use during loading and discharging. The inspector should check if the scupper plugs are in place and liquid tight.

ISGINTT 24.7.3

EBIS F04.01.00

7.11 Two man cross-checks being carried-out on scupper plugs

Option N/A is only applicable in case a barge is not fitted with a spill rail, or not allowed to close the spill rail.

EBIS F04.02.00

7.12 Oil absorbent material is available on board

Absorbent capacity approx. 200 lt.

ISGINTT 12.4

EBIS F05.00.00

7.13 Barge has been free of pollution and/or product/bunker spills originating from the barge since the last EBIS inspection

Product/Bunker spill may be every spill, also minor, of cargo or bunkers on deck and/or overboard. Also a possibility may be a leakage from f.i. Hydraulic oil or Thermal oil.

EBIS F06.00.00

7.14 Suitable drip trays available and ready for direct use

Permanently fitted drip trays, provided with suitable means of draining, should be fitted under all barge manifold connections. If no permanent means are fitted, portable drip trays should be placed under each connection in use to retain any leakage. The use of synthetic material should be avoided. Suitable means: resistance for products to be carried and connected to ship's hull. Attention: content of drip tray should be reported under inspector comments. When drip trays not in use they should be empty.

LNG fit for purpose stainless steel drip trays are required under LNG bunker connections.

Drip trays not applicable for non LNG gas barges.

ADN 8.6.3 (vraag 8)

ADN 7.2.4.16.5

ISGINTT 24.7.4

EBIS F07.00.00

7.15 Caps or plugs are fitted on drains/vents and are closed as required by regulations

EBIS F08.00.00

7.16 Procedures how to respond in the event of a spillage are available

The company manual should contain action procedures in the event of a spill.

Such procedures should minimal include:

- Cessation of cargo operation*
- Raise the alarm*
- Inform terminal/barge/authorities/shore staff*
- Spillage containment*
- Spill clean-up action*
- Correct personal protection equipment to be worn*
- Cessation of accommodation/engine room ventilation*
- Disposal of residues and absorption materials*

ISGINTT 24 & 30

EBIS F09.00.00

7.17 Bunker tanks are equipped with a Bunker Overfill Prevention System

ES-TRIN Art.8.05.10a

EBIS F10.00.00

7.18 The bunker checklist is fully completed prior to bunkering fuels for own consumption

CEVNI 5 Annex 11

ISGINTT 25 + 26 & annex 5

EBIS F11.00.00

7.19 The bilge drain valves in the engine room(s) (aft) are closed and locked or sealed

Attention: in case the bilge pump is also in use for other purposes, the valve of the bilge suction lines must be sealed or locked by padlock. In case the bilge pump is only used for emptying of engine room bilges the seal or lock can be put on the suction or overboard valve. Attention for the inspector: when the barge do not has a fixed bilge drain system, it must be indicated in the report what means are available on board to pump the engine room empty in an emergency.

ES-TRIN Art. 8.08.10

ES-TRIN Art. 8.08.11

ES-TRIN Art. 28.04.1.c

EBIS F12.00.00

7.20 The bilge drain valves in the engine room(s) (fore) are closed and locked or sealed

Attention: in case the bilge pump is also in use for other purposes, the valve of the bilge suction lines must be sealed or locked by padlock. In case the bilge pump is only used for emptying of engine room bilges the seal or lock can be put on the suction or overboard valve. Attention for the inspector: when the barge do not has a fixed bilge drain system, it must be indicated in the report what means are available on board to pump the engine room empty in an emergency.

ES-TRIN Art. 8.08.10

ES-TRIN Art. 8.08.11

ES-TRIN Art. 28.04.1.c

EBIS F13.00.00

7.21 The padlock keys are stored on an easily accessible and marked location in the engine room

ES-TRIN Art. 8.08.11

EBIS F14.00.00

7.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS F99.00.00

Chapter 8 – Cargo transfer operations

Information should be on board, and available to the crew, giving the necessary data for the safe carriage and handling of the cargo.

8.1 The safety checklist has been completed prior cargo operations and can be shown.

The inspector shall confirm that the ADN / ISGINTT safety checklist has been filled out by both parties and all data has been filled out correctly, prior to the start of loading or discharge operations. In case the barge is not loading or discharging during the inspection one shall ask for the ADN / ISGINTT safety checklist of the previous voyage. Reference is made to ISGINTT safety checklist Appendices 1, 2, 3, 4 and 6

ISGINTT 26 & ADN 8.6.3

EBIS G01.00.00

8.2 Cargo hoses, gaskets, pumps, filters, tank lid seals, valves and expansion bellows are free of any visible damage

EBIS G02.00.00

8.3 The barge ESD system is ready for use

ESD-system means: stop of discharge pump and automatic closure of discharge valve / manifold valve on board.

ISGINTT 31.1.3

ADN 7.2.2.21

EBIS G03.00.00

8.4 ESD system for barges cargo pumps is ready for use

ADN 9.3.X.21.5

ISGINTT 11.1.6.3

EBIS G03.01.00

8.5 The barge ESD system can be linked to shore shut down system

The Overfill Prevention System must be regularly checked

ADN 7.2.2.21

EBIS G04.00.00

8.6 The ESD system for barges cargo pumps can be linked to shore shut down system

ADN 9.3.X.21.5

ISGINTT 11.1.6.3

EBIS G04.01.00

8.7 Over-fill protection system is fully operational

This is a random question. At least 10 random questions should be answered during each inspection.

The overfill protection system must be tested on good working order prior to every cargo handling operation.

ADN 9.3.X.21.1.d.

ISGINTT 11.1.6.3

ADN 7.2.4.13.3

EBIS G05.00.00

8.8 A written loading and discharging plan is available

The written loading and discharging plan must describe beside the cargo particulars, how cargo handling operations and ballast operation sequential have to be performed. This plan must be available to the crew.

ISGINTT 11

EBIS G06.00.00

- 8.9 The loading and discharging plan includes:**
ISGINTT 11 & 22.5 & 22.6
EBIS G06.01.00
- 8.10 * viscosity**
EBIS G06.01.01
- 8.11 * melting point**
EBIS G06.01.02
- 8.12 * liquid density**
EBIS G06.01.03
- 8.13 * vapour density**
EBIS G06.01.04
- 8.14 * tank filling limits**
EBIS G06.01.05
- 8.15 * inhibitor requirements**
EBIS G06.01.06
- 8.16 * load discharge sequence**
EBIS G06.01.07
- 8.17 * ballasting - deballasting sequence**
EBIS G06.01.08
- 8.18 Two man cross-checks being carried-out on cargo line setting**
ISGINTT 11.1.2.
EBIS G06.02.00
- 8.19 The crew understand the relationship between tank filling limits and cargo temperature (and pressure on ADN type Gas)**
ADN 8.2.1.
ADN 7.2.4.21
EBIS G07.00.00
- 8.20 P/V valves are checked on good working order**
This is a random question. At least 10 random questions should be answered during each inspection.
The barge captain must be able to demonstrate that checks and maintenance as requested in the planned maintenance system checklist are performed on a regular basis. When the barge is re-classified from N-closed to N-open with flame arresters, the vapour recovery lines and pressure/vacuum valves must be blanked off or removed.
ADN 9.3.X.22.4
ISGINTT 7.2.1
EBIS G08.01.00
- 8.21 All cargo-tanks are at all times connected to a P/V valve**
ADN 9.3.X.22.4
ISGINTT 7.2.1
EBIS G08.01.01
- 8.22 Cargo tank pressure and vacuum alarms are fully operational**
N/A for those barges for which ADN does not require these alarms.
ADN 9.3.X.21.1.e
ADN 9.3.X.21.7
EBIS G08.02.00

- 8.23 Cargo tank pressure and vacuum alarms are regularly checked on good working order**
This is a random question. At least 10 random questions should be answered during each inspection.
The barge captain must be able to demonstrate that pressure/vacuum alarms on the cargo tanks, (if there) are ready for use. This can be tested by activating the test button on the signal cabinet.
"N/A" for those barges for which ADN does not require these alarms.
 ADN 9.3.X.21.1.e
 ADN 9.3.X.21.7
 EBIS G08.03.00
- 8.24 Cargo pipeline blanks are fully bolted**
Every connection not being used must be blanked completely.
 ISGINTT 24.7.5
 EBIS G09.00.00
- 8.25 On line pressure gauges are fully operational**
 ADN 9.3.X.25.7
 EBIS G10.00.00
- 8.26 There are no fixed connections between the ballast and cargo systems**
In case ballast has to be loaded /unloaded a removable connection might be there.
The barges permanently carrying ballast in specified cargo tanks must have a ballast system, which is totally separated from the cargo system. Besides that attention must be paid to the compatibility of the cargo carried compared to ballast water.
Those barges carrying cargo and ballast in turn must have a flexible/removable link. It must be disconnected during cargo operations and internal cargo transfer.
 ADN 7.2.3.25.
 EBIS G11.02.00
- 8.27 Deck lines are clearly indicated**
Reference is made to EBU document "Recommendation for color codes of deck lines for tank barges",
<http://www.ebu-uenf.org/fileupload/Aanbevelingvoor%20kleurcodering%20van%20dekleidingenvoortankschepen.pdf>
 ADN 9.3.x.25.2.c
 ISGINTT 11.1.13.2
 EBIS G11.03.00
- 8.28 Records indicating inspection of tank coatings and/or stainless steel tanks are available**
In case tanks are not coated or stainless steel, N/A should be ticked off. Stainless steel tanks must be passivated on a regular basis. Passivation is a process which is realized using a certain acid to create a protecting surface to prevent oxidizing. Please note the inspections intervals.
 EBIS G12.00.00
- 8.29 The barge has an efficient cargo stripping system**
Attention: A cargo stripping system is efficient in case it meets the requirements as mentioned in CDNI, part B, article 5.01(d).
 CDNI deel B artikel 5.01 (d)
 Aanhangel II Model 3
 ISGINTT 11.1.14.14
 EBIS G13.00.00
- 8.30 Written procedures for "treatment of crystalizing substances" are available**
 ADN tabel C kolom 20 (6)
 EBIS G14.00.00
- 8.31 Procedures on the hazards in connection with steaming the cargo tanks are available**
 ISGINTT 11.3.6.8
 EBIS G15.00.00

- 8.32 Procedures concerning ballasting of wing tanks and double bottoms with loaded cargo tanks are available**
ADN 7.2.3.20
ISGINTT 11.6
EBIS G16.00.00
- 8.33 The ballast procedures of wing tanks and double bottoms, with loaded cargo tanks, are known by the crew.**
ADN 7.2.3.20
ISGINTT 11.6
EBIS G16.01.00
- 8.34 The ballasting procedure contains the following subjects:**
EBIS G16.02.00
- 8.35 * the compatibility of the cargo with water**
EBIS G16.02.01
- 8.36 * the temperature sensitivity to the cargo**
EBIS G16.02.02
- 8.37 * the ullaging of the ballast tanks and compartments**
EBIS G16.02.03
- 8.38 * the ballasting of cargo tanks**
EBIS G16.02.04
- 8.39 The cargo vapour return system can be totally segregated**
Familiarity with the use of chemical compatibility information. In cases where a reaction may occur between two chemicals there is a need to provide double separation in all aspects of the transfer and stowage of the products ie. Seat Valve(YoYo). Mention in comments in which way separation of cargo vapour return lines take place.
ISGINTT 7.2 & 7.3
EBIS G17.00.00
- 8.40 Cargo lines can be separated by double isolation**
Familiarity with the use of chemical compatibility information. In cases where a reaction may occur between two chemicals there is a need to provide double separation in all aspects of the transfer and stowage of the products ie. Seat Valve(YoYo). Mention in comments in which way separation of cargo lines take place.
EBIS G18.00.00
- 8.41 During cargo operations a pressure gauge is available to be used outboard of the manifold valve(s).**
A pressure gauge must be available on all manifolds in use during cargo operations and fitted before connecting and removed only after disconnecting. The pressure gauge must be available during the entire cargo operation, and fitted during connecting and dis-connecting. During inspections when the barge is laying idle this question must be answered Yes when a portable pressure gauge is available.
ISGINTT 24.6.3
EBIS G19.00.00
- 8.42 Relief valves for cargo piping system are operational**
The relief valve must be fitted with a mechanism in order to prevent unintentionally closure.
EBIS G20.00.00
- 8.43 Emergency stops cargo pumps are operable from the wheelhouse.**
EBIS G21.00.00

- 8.44 Emergency stops cargo pumps are tested before every discharge**
EBIS G22.00.00
- 8.45 A new appropriate and product related gasket is used for every transfer.**
ADN 8.6.3 vraag 6.2
EBIS G23.00.00
- 8.46 The cargo tank levels are marked on the sample connections**
EBIS G24.00.00
- 8.47 The dome deck seals are in good condition**
EBIS G25.00.00
- 8.48 Low spark tools for use in the cargo area are in good condition**
ADN 8.3.5
ISGINTT 4.5.2
EBIS G26.00.00
- 8.49 The procedure "technical black-out" during cargo operations is available**
EBIS G27.00.00
- 8.50 Procedures are available to prevent overpressure of the cargo tanks when the full effective vapour pressure at ambient temperature of the cargo is larger than the maximum permitted working pressure**
ADN 9.3.X.24.1
EBIS G29.00.00
- 8.51 A table is available giving the relationship between holding time and filling conditions when the full effective vapour pressure at ambient temperature of the cargo is larger than the maximum permitted working pressure**
EBIS G29.01.00
- 8.52 The LNG Bunker Transfer system Emergency Shut Down system can be linked to the receiving vessel through a standardized bi-directional link**
ISO 20519-2017 ch 5.4.2
EBIS G30.00.00
- 8.53 The LNG Bunker Transfer system is equipped with a Emergency Release System, this equipment is checked periodically and there is a procedure in place to recover the equipment remaining on the receiving vessel in case of release**
ISO 20519-2017 ch5.4
EBIS G30.01.00
- 8.99 Remark:**
In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.
EBIS G99.00.00

Chapter 9 – Wheelhouse and navigation

9.1 Radiotelephone(s) (VHF) is/are operational

This is a random question. At least 10 random questions should be answered during each inspection.

Valid "Transmitting permit for use of frequency space" MUST be available. These are to be supplied by for corresponding VHF installations as stated in the international/national regulations.

ES-TRIN Art.7.07

CEVNI Art.4.05.

ISGINTT 4.8.2.2

EBIS H01.00.00

9.2 Radar(s) is/are operational

ES-TRIN Art.7.06.1

ES-TRIN Art.7.06.5

CEVNI Art.4.06

ISGINTT 4.8.3

EBIS H02.00.02

9.3 Rate of turn indicator is operational

ES-TRIN Art.7.06.1

ES-TRIN Art.7.06.4

EBIS H02.00.03

9.4 Automatic Identification System (A.I.S.) is operational

This is a random question. At least 10 random questions should be answered during each inspection.

The AIS must be stated upon above mentioned permit.

ES-TRIN Art.7.06.3

CEVNI Art.4.07

ISGINTT 4.8.4

EBIS H02.00.04

9.5 Compass is operational

Compass can either be of a magnetic or electronic type (a magnetic compass has to be adjusted and deviation table available). The "traditional" GPS displays the followed track over the ground. This is not the Heading course, HDG, (remind external influences such as current and wind) but the Course Over Ground, COG. This cannot be seen as the Heading course as indicated on a compass. There are also GPS systems with 2 or more antenna's which are able to calculate the Heading, HDG, of the barge; these type of GPS systems displays the Heading course as indicated on a compass. The inspector must check the number of antenna's of the GPS system and request the barge captain to show on the GPS display the COG and HDG.

EBIS H02.01.00

9.6 (D)G.P.S operational

(D)G.P.S (=Differential G.P.S) and G.P.S are equal (they should be permanently mounted with an independent antenna) Hand held equipment are not accepted.

EBIS H02.02.00

9.7 Electronic chart (ECDIS) updated

Being up-to-date means maximum 6 months old. Electronic charts may be part of the integrated bridge systems.

ES-TRIN Art.7.06.2

EBIS H02.03.00

9.8 Date last update:

EBIS H02.03.01

- 9.9 Echo sounder is operational**
EBIS H02.04.00
- 9.10 Automatic (river) pilot operational**
EBIS H02.05.00
- 9.11 Operating instructions for the nautical equipment are available**
EBIS H02.06.00
- 9.12 Operating instructions for emergency steering gear are clearly marked**
This is a random question. At least 10 random questions should be answered during each inspection.
How to change over the different steering systems must be clearly indicated (including emergency systems) f.i. indication on a resopal tag i.e. indicated on a resopal tag.
EBIS H02.07.00
- 9.13 Operating instructions bow thruster are clearly marked**
EBIS H02.08.00
- 9.14 Direction bow thruster clearly indicated at the steering post**
ES-TRIN Art.7.04.9
EBIS H02.08.01
- 9.15 Rudder indicator is operational.**
This is a random question. At least 10 random questions should be answered during each inspection.
ES-TRIN Art.6.07.1
EBIS H02.09.00
- 9.16 An audible and visible alarm for the steering gear equipment is operational**
This is a random question. At least 10 random questions should be answered during each inspection.
ES-TRIN Art.6.07.2
EBIS H02.09.01
- 9.17 A procedure is available to ensure recent nautical publications and up to date nautical charts are on board and understood by all involved with safe navigation of the barge**
Here is meant: a procedure describing which nautical charts, tide tables, regulations and any other nautical publication must be available on board for the intended voyage. These documents should not be older than 1 year or should still be valid.
EBIS H02.10.00
- 9.18 Up to date nautical charts for the intended voyage are on board**
EBIS H02.10.01
- 9.19 Navigational procedures are available for areas 1**
Applicable areas as indicated in the Community Inland Navigation certificate (Ship's certificate, load line certificate). The procedure must contain a checklist related to minimum actions to be taken.
EBIS H02.11.00
- 9.20 Navigational procedures are available for areas 2**
EBIS H02.12.00

9.21 A written voyage plan is available for each intended voyage and understood by all involved with safe navigation of the barge

Ask for the voyage planning of the present and/or previous voyage. This voyage planning must be carried out as a risk assessment and the crew must know the implemented restrictions. A check list with only yes/no answers is not meant; all elements which can cause a risk during the voyage must be implemented like for example the following.

- minimum expected water depth
- maximum expected water depth (Remind the variable air drafts and possible sailing bans and limitations)
- UKC (UKC: Under clear clearance; this is the space between keel and river or canal bed) also known as the minimum safety margin
- the air draft
- the expected navigational limits during the voyage (Notice to Mariners)
- the VHF channels of the different areas
- if applicable, tidal streams

CEVNI 1.0.4

EBIS H02.13.00

9.22 A procedure "sailing with restricted visibility" is in place

EN 12798

CEVNI Art.6.30

EBIS H02.14.00

9.23 Navigation - and signal lights work properly

This is a random question. At least 10 random questions should be answered during each inspection.

ES-TRIN Art.7.05

CEVNI Art.1.01.Part.III

CEVNI Chapter 3

EBIS H03.00.00

9.24 Audible signals are operational

This is a random question. At least 10 random questions should be answered during each inspection.

Systems with regard to audible signals are: Not Under Command (stay away signal) automate equipment and barge horn.

ES-TRIN Art.7.05.4

CEVNI Art.4.01 + 4.02

CEVNI Art.8.01

EBIS H03.01.00

9.25 Optical signals/day marks are operational

This is a random question. At least 10 random questions should be answered during each inspection.

Include blue pennant, blue cones and yellow horn signaling light.

For LNG driven barges check the LNG day mark which must be illuminated during the night.

CEVNI Chapter 3

CEVNI Art.4.01.2

EBIS H03.02.00

9.26 "Intra" barge communication systems are operational

This is a random question. At least 10 random questions should be answered during each inspection.

Communication systems for internal use as intercom, walky-talkies and hand held VHF set. Stations must be clearly indicated and regular tested.

ES-TRIN Art.7.08

EBIS H04.00.00

9.27 The different maximum Air Drafts are clearly displayed in the wheelhouse

EBIS H05.00.00

9.28 The relation between the sailing speed and the time needed to lower the wheelhouse is clearly posted

Information involving the relation between barge's speed and required time to fully lower the wheelhouse is readily available in the wheelhouse.

EBIS H05.01.00

9.29 The barge crew is aware of the functioning and the hazards of the elevating wheelhouse or a wheelhouse where the upper part lowers over the bottom part

This is a random question. At least 10 random questions should be answered during each inspection.

The inspector should check if the wheelhouse lowering controls are clearly indicated and the crew know how to use them.

Is the crew aware of the emergency lowering activation and the different alarms which are activated during this action.

Is the landing area clearly marked and free of obstacles. Are safety devices in good working order.

ES-TRIN Art.7.12

EBIS H05.03.00

9.30 The procedure "technical black out during navigation" is readily available

The procedure "technical black out during navigation" should describe what to do upon partly or complete failure of the main propulsion, steering gear, navigational equipment, auxiliary engines, electrical installation.

EBIS H06.00.00

9.31 The draft meter complies with all aspects as mentioned in the sub questions

The following points of attention must be assessed:

-

the draft meter is operational. (N)

-the read out of the draft meter must be checked regularly with the actual draft. Records are available. (N)

EBIS H08.00.00

9.32 Closed Circuit TeleVision, CCTV, system is working properly

This is a random question. At least 10 random questions should be answered during each inspection.

CCTV (closed-circuit television) is a TV system in which signals are not publicly distributed but are monitored, primarily for surveillance and security purposes. CCTV relies on strategic placement of cameras, and observation of the camera's input on monitors somewhere. Because the cameras communicate with monitors and/or video recorders across private coaxial cable runs or communication links, they gain the designation "closed-circuit" to indicate that access to their content is limited by design only to those able to see it.

EBIS H09.00.00

9.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS H99.00.00

Chapter 10 – Mooring / coupling and lifting

10.1 Ropes and wires are in a satisfactory condition

The inspector shall verify whether synthetic ropes are being used exclusively and whether the local restrictions were followed. The ropes used must have satisfactory eyes and splices. They must not be buckled and/or badly worn. Verify if the breaking strength as mentioned in Ship's Certificate or Community Inland Navigation Certificate. Recently purchased ropes and steel wires should be accompanied by a certificate in which is mentioned among other things the diameter and breaking strength. It's acceptable if a mooring wire has a new eye. Report in the comments if a mooring wire do have a longitudinal splice.

ES-TRIN Art.13.02.3

EN 10204:2004, Model 3.1

ADN 7.2.4.76

ADN 7.2.5.3

ISGINTT 23

EBIS J01.00.00

10.2 The barge is properly moored.

ES-TRIN Art.13.02.3

EN 10204:2004, Model 3.1

ADN 7.2.4.76

ADN 7.2.5.3

ISGINTT 23

EBIS J01.00.01

10.3 A mooring, unmooring and anchoring procedure is available

This procedure should include at least and should be known by the crew the following:

- *risks of parting mooring lines*
- *risks of standing in bights of wires and ropes*
- *risks of fingers/hands between wires/ropes and bollards and drums*
- *use of appropriate PPE*
- *risks of flying debris when anchoring*
- *proper use of split drum winches; if applicable*
- *proper use of spuds; if applicable*

ISGINTT 23

EBIS J01.00.02

10.4 Spare wires and ropes are carried

Generally spare wires or ropes should be available as required by international construction and equipment regulations (Hercules and Cobra's are considered as wires).

EN 12798

EBIS J02.00.00

10.5 The mooring winches are in good condition

This is a random question. At least 10 random questions should be answered during each inspection.

With good condition is meant well greased, no rust, foundation in good shape, lines correct on winch drum (pay attention to the fastening clamps). Clutch couplings of winches have to be released after mooring operations.

ES-TRIN Art.14.11

ISGINTT 23

EBIS J03.00.01

10.6 Anchor winches are in good condition

This is a random question. At least 10 random questions should be answered during each inspection.

ES-TRIN Art.13.01

EBIS J04.00.00

10.7 Coupling winches are in good condition

ES-TRIN Art.14.11

EBIS J05.00.00

10.8 There is a coupling plan available

A coupling plan means a schematic drawing on which is indicated on what bitts the cross and steer wires are to be putted.

EBIS J06.00.00

10.9 The cranes are certified and in good condition

(Hoisting) cranes are to be clearly marked with the max. allowable weight (SWL = Safe working load or WLL = Working Load Limit). With hoisting cranes are meant the deck crane and also the bunker boom.

Cranes are to be examined by an expert on a regular basis, at least once every 12 months.

During this inspection it must be ensured by visual check and by operational checks if the crane is in a safe condition (the expert can be a person considered by the barge operator as having sufficient expertise). This inspection must be recorded in the crane record book/ periodic maintenance system.

- At the latest every ten year the crane has to be examined and tested by a recognised expert, this expert must be recognised by the Committee of Experts (this is the authority issuing the crane book).*

EBIS J07.00.00

10.10 Hoisting equipment is approved and in good condition

With hoisting equipment is meant hoisting slings, chain tackle, blocks, wires and other small cargo gear. This hoisting equipment must be inspected visual by the crew each year. These inspections must be recorded.

EBIS J08.00.00

10.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS J99.00.00

Chapter 11 – Engine room

In case of dumb barges without an engine room the answer is "N/A". Attention: Forward engine room must also be inspected.

11.1 Regular tests and checks are carried out and recorded for the following items:

Generally the answer is only "YES" if the tests have been carried out and have been documented. Regular means minimum once a month.

EBIS K01.00.00

11.2 * fuel emergency stop(s)

ES-TRIN Art. 8.05.7

EBIS K01.01.00

11.3 * cargo boiler fuel emergency stops

This is a random question. At least 10 random questions should be answered during each inspection.

Emergency stop cargo heating boiler.

EBIS K01.02.00

11.4 * 24 V batteries

EBIS K01.03.00

11.5 * pump for fire fighting/washing

This is a random question. At least 10 random questions should be answered during each inspection.

The following points of attention must be assessed:

- crew well aware of position or location of start/stop switches. (N)
- crew well aware of which fire-fighting pump is fully lined up (during cargo operations.). (N)

EBIS K01.04.00

11.6 * safety devices and alarms

EBIS K01.05.00

11.7 * bilge alarms

This is a random question. At least 10 random questions should be answered during each inspection.

The following points of attention must be assessed:

- crew well aware of the location of the bilge alarm sensors/float(control). (N)
- crew well aware of how to test the bilge alarm. (N)

EBIS K01.06.00

11.8 * pump room gas detection systems

Here is meant gas detectors and alarm systems.

EBIS K01.07.00

11.9 * ESD forced draft fan in pump room

EBIS K01.08.00

11.10 * emergency steering gear

EBIS K01.09.00

11.11 * engine room alarm

EBIS K01.10.00

11.12 * engine room instrumentation

EBIS K01.11.00

11.13 * fixed gas extinguishing systems

Fixed fire-extinguish gas installations are CO2, FM-200, NOVEC 1230 or any other approved type. The following may be checked:

- *when opening the door of the operating cabinet, a visual and acoustic alarm should be activated and the fan should stop, or any other check as considered by the maker of the installation. When the operating cabinet is closed again the fan should not start again.*

The following points of attention must be assessed:

- *crew well aware with the location of the operating cabinet(s). (N)*
- *crew well aware of what medium in use and the associated risks, possibilities and limitations. (N)*

ADN 9.3.x.40.2

2006/87/EG Artikel 10.03 b

EBIS K01.12.00

11.14 Hazard/warning notices are posted and emergency escape exits are clearly marked

Clear relevant (warning) signs must be obvious and clearly visible, outstanding and good visible.

EBIS K02.00.00

11.15 All entrances to the engine rooms are free of obstacles

This is a random question. At least 10 random questions should be answered during each inspection.

EBIS K03.00.00

11.16 Planned technical maintenance system available

The planning for the technical maintenance should also include the critical equipment, with maintenance tasks and frequencies. Any vessel-based equipment, operating system or alarm that, were it to fail, would result in the crew or the vessel being placed at risk or that could lead to an accident.

EBIS K04.01.00

11.17 Records of completed technical maintenance can be shown

EBIS K04.02.00

11.18 Fuel emergency stop(s) is (are) clearly indicated

ES-TRIN Art. 8.05.7

EBIS K05.00.00

11.19 Fuel emergency stop(s) is (are) operational and in good condition

This is a random question. At least 10 random questions should be answered during each inspection.

ES-TRIN Art. 8.05.7

EBIS K05.01.00

11.20 Cargo boiler emergency stop is clearly indicated

EBIS K06.00.00

11.21 Cargo boiler emergency stop is operational and in good condition

EBIS K06.01.00

11.22 Engine room(s) in good condition

The following points of attention must be assessed:

- *all main- and auxiliary engines are operational (N)*
- *all main- and auxiliary engines are free of leakages (N)*
- *24 Volt batteries in good condition (screws tied and with petroleum jelly), battery sea tight and in a box with ventilation,) (N)*
- *electrical sockets water tight and in good condition (N)*
- *save oils (drip trays) under gasoil- and luboil filters empty and clean (N)*
- *bilges clean and free of excessive oil and sludge (N)*
- *the location of the start-stop switch of the fire-fighting pumps are clearly marked (N)*
- *all floor plates are in good condition and all secured (N)*

- the (emergency) steering gear is free of leakages (N)
- the operating cabinets of the fixed gas extinguishing system(s) are clearly indicated and in good condition (N)
- the operating instructions of the fixed gas extinguishing system(s) are clearly displayed in the, for the barge, applicable languages (N)
- the spring relieve valve on the bottom of the level gauges of the bunker- and lubeoil tanks are operational and in good condition.(for example not blocked in an open position) (N)
- the flame arrestors of the vent pipes of the bunker- and lubeoil tanks are in good condition and free of paint (N)
- the filling pipes of the bunker- and lubeoil tanks are clearly indicated in and understandable language for the crew (N)
- the purpose of switches on the electrical switchboards are clearly indicated (N)
- in and on the electrical cabinets no materials are stored (electrical switch diagrams on the inside of the door are not meant.) (N)
- electrical insulation mats in front of control panels (N)
- dirty oil tank closed correctly (N)

EBIS K07.00.00

11.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS K99.00.00

Chapter 12 – Operational safety and security

12.1 Quality manual is available on board

*Quality manual may be electronic or written.
EBIS L01.00.00*

12.2 Date last update:

EBIS L01.00.01

12.3 Quality manual is known by the crew

The crew, new and temporarily included, should be properly trained on the barge (note type of training and evidence). Familiarization of general and specific aspects of the barge must be completed. Note in inspector comments the language of Quality Manual and the common working language on board.

*ISGINTT 13.1 & 13.2
EBIS L01.01.00*

12.4 A recent backup of electronic files is available

Here is meant a back-up of electronic files which are only stored locally on board. A recent back-up is not older than 1 month. A hard-copy is considered as a back-up.

EBIS L01.02.00

12.5 The crew is aware of measures in place onboard to prevent and report cyber crime

Barge should have at a minimum guidance on minimize risk of Cyber attack including guidance on typical threats such as phishing, ransomware, social engineering and water holing and computer virus in general. Guidance should also include contingency plans for limiting the impact of a malicious or accidental Cyber incident including report, support and damage limitation. Use of anti-virus software, virus scanning and back-up routines for key systems should also be covered. Barges crew should be aware of all systems onboard which could be vulnerable to Cyber attack which may include machinery systems as well as navigation, communications and cargo systems.

EBIS L01.03.00

12.6 Safety instructions are immediately available.

There should be an Emergency Plan on Board giving easily detailed instructions to the barge crew as to what actions to take in the event of incidents listed.

EBIS L02.00.00

12.7 Operator / barge emergency plan is immediately available.

EBIS L02.00.01

12.8 The person(s) in the rank of Boatmaster is/are able to demonstrate sufficient knowledge of the following written procedures:

*Procedures must be available and known by the crew.
EBIS L03.00.00*

12.9 * breakaway from the jetty during cargo operations

EBIS L03.01.00

12.10 * hose burst/pipe fracture

EBIS L03.02.00

12.11 * overfilling of the tank resulting in an overflow

EBIS L03.03.00

12.12 * cargo leakage into adjoining space

*ISGINTT 11.7 & 11.1.6.13
ISGINTT 11.1.14.10
EBIS L03.04.00*

12.13 * collision/grounding/pollution emergency

EBIS L03.05.00

12.14 * hazards of working with Nitrogen

Procedures must contain following minimum information

- *Control of cargo tanks atmosphere*
- *Inerting of cargo tanks and lines*
- *Covering cargoes with N2 blanket (padding)*
- *Static charges*
- *Indication of inerted spaces*
- *Method of measurement and values*

The crew must be familiar with the fact that N2 displaces air/oxygen and can be perilous at the entrances and openings of enclosed spaces (N2 is an inert gas which is-, colorless and odorless gas.)

EBIS L03.06.00

12.15 * N2 purging and oxygen displacement

EBIS L03.07.00

12.16 * handling of stabilised product

Awareness of requirement to have, on board, an Inhibitor Certificate after loading of stabilized products. Information can be found in ADN Chapter 3.2.3. Table C. column 5 marked as "inst".

- *The need to ensure that pipeline or tanks does not contain any materials, which are identified as unsuitable on the product data sheet.*
- *The effect of heat on inhibited product temperatures to be taken into account.*
- *Emergency procedure should the product start to react*

EBIS L03.08.00

12.17 * handling of self-reacting products

EBIS L03.09.00

12.18 * handling of static accumulators

Low conductivity products may cause static generation; therefore there may be a need for reduced loading rates at the initial stages of loading a tank. (max.1m/sec at tank bottom)

Should such product be ullaged or sampled manually, then a settling period of 30 minutes is requested to phase out the static charge. The ullaging/sampling equipment should be earthed prior to introduction into the tank.

- *Synthetic ropes should not be used on sampling or ullaging equipment.*
- *Initial-loading rates should be slow in order avoid "Static Generation" (maximum 1 meter/second)*

EBIS L03.10.00

12.19 *handling of heated cargo

Only if the barge is not able to heat cargo, which means there are no heating coils or cargo heating system on board, this question can be answered with Not Applicable.

The following operational aspects must be considered with heated cargo:

- *Damage to the vessel's tank coatings, and undue stress on the vessel's structure due to thermal loads. The temperature at which cargo can be loaded is limited by:*
 1. *The tank coating's heat tolerance, as guided by the manufacturer.*
 2. *The Classification Society's restrictions to prevent thermal shock to the vessel's structure.*
 3. *The cargo valve seats and seal material requirements.*
- *Cargo loaded at very high temperatures may adversely affect tank coatings and structure. Loading a first flush slowly into each tank in turn, before increasing the rate for bulk loading, will help to reduce this.*
- *Injury to ship's staff from splash burns when sampling, by holding a toolbox talk with crew before sampling takes place.*
- *If cargo heating installation is permanently taken out of service this must be reported in the inspector observations and question must be answered "Not Applicable".*

EBIS L03.11.00

- 12.20 Non smoking regulations are well communicated and publically displayed.**
*ADN 8.3.4
ISGINTT 4.2.2
ISGINTT 11.4.3
EBIS L04.00.00*
- 12.21 The pump room - if installed - meets the common ADN regulations**
*ADN contains regulations for barges fitted with a Pump Room. (Type N -open excluded) The Inspector is to ensure ADN 9.3.X.17 is complied with and instructions displayed at the entrance to the pump room.
ADN 9.3.X.17.6
EBIS L05.00.00*
- 12.22 Earth wire connections are free of paint and rust**
EBIS L06.00.00
- 12.23 Means of connecting for sampling are satisfactory**
EBIS L07.00.00
- 12.24 Sampling is achieved by a closed loop system**
EBIS L08.00.00
- 12.25 Sampling units are closed and blinded**
EBIS L09.00.00
- 12.26 The maximum working pressure is displayed on the manifold and/or tank dome**
EBIS L11.00.00
- 12.27 Minimum and maximum working temperatures are displayed on the manifold and/or tank dome**
EBIS L12.00.00
- 12.28 The deck area around the manifold in use is covered by rubber mats**
EBIS L13.00.00
- 12.29 Wing tanks, double hull, double bottoms, hold spaces, enclosed spaces and cofferdams are regularly tested to ensure that they are free from gasses and liquids**
*Insert in inspector comments the frequency of checks of the compartments mentioned in the question and the date of the last checks. Note: gas measurements of the cofferdams are meant with this question but not the daily cofferdams inspection on liquids according to ADN 7.2.3.1.1.; see Question L.15.00.01.
ISGINTT 7.3.4
EBIS L15.00.00*
- 12.30 Cofferdams are daily checked for liquid.**
*ADN 7.2.3.1.1
EBIS L15.00.01*
- 12.31 The read outs and the checks of the in L.15.00.00 mentioned compartments, are recorded**
EBIS L15.01.00
- 12.32 There is a Class approved loading instrument on board**
*Report which program is in use on board. The loading instrument must be approved by the recognised classification society which classes the vessel is installed and used which contains the contents of the stability booklet.
ADN 9.3.x.13.3
EBIS L15.02.00*

12.33 There are records indicating that the operational accuracy of the ships stability calculation programme is tested regularly.

At each Class special survey, the ships stability calculation programme is to be checked for accuracy and the approved loading guidance information confirmed as being available on board. Class approved data should be used and the tests should be carried out in the presence of the attending surveyor. Regular on-board testing should also take place and records attesting to this should be maintained. The test should involve entering the data for each tank into the computer and verifying the result.

EBIS L15.02.01

12.34 Before loading, unloading, ballasting or deballasting a demonstrable stability calculation is made.

In case the barge is idle, or on a lay by berth, check the history of previous voyages.

ISGINTT 24.7.1

ADN 9.3.x.13.3

EBIS L15.03.00

12.35 Before departure, proof of a stability recalculation is available.

In case the barge is idle, or on a lay by berth, check the history of previous voyages.

EBIS L15.04.00

12.36 The crew is responsible for the cargo operations of the tank dumb barge

EBIS L16.00.00

12.37 A procedure for the safe operation and handling of the bunker boom is available, and is understood by those on board.

A procedure must be available which prescribes safe operations of bunker boom. With this also fall protection is meant.

EBIS L17.00.00

12.38 Cargo handling is carried out by shore personnel

EBIS L18.00.00

12.39 The last edition of ISGINTT is on board

This can be a hardcopy as well as an electronic version.

EBIS L19.00.00

12.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS L99.00.00

Chapter 13 – Barge appearance / housekeeping

13.1 The general impression and housekeeping of the barge is satisfactory

In assessing the general appearance and standard of housekeeping on board the following should be considered:

- General paint work in poor or dirty condition.
- Waste oil on plates, stairs or handrails.
- Oil savers not cleaned out.
- Plates or gratings not secure or even. in pump room/engine room(s)
- Stairs, handrails or walkways damaged.
- Tools or objects left lying about.
- General rubbish for disposal not stored safely in one location.
- (Oily) rags not stored in metal containers with lids.
- Store rooms giving the impression of being untidy and disorganised.
- Notices illegible.
- Bilge full or containing large amounts of oil or sludge.
- General level of lighting poor.
- Spare parts or general stores encroaching on walkways or obstructing emergency routes or access points.

** Hatches and entrances not in good condition, not watertight, not gastight, not closing well (Gaskets, seals, hinges and swing-bolts.).*

In assessing the appearance and condition of the hull and superstructure, the age of the Barge should be taken into consideration. However the following should not be considered satisfactory:

- Large areas of contact damage on hull.
- Areas of paint work on deck or accommodation damaged.
- Areas of hull showing signs of severe rusting.
- Areas of accommodation or deck showing signs of severe rusting.
- General appearance of paint work poor.
- Outside accommodation decks showing signs of poor maintenance.
- Hull markings such as draught marks, bow thruster warnings, not clearly marked.
- Pipe lines in poor condition.

EBIS M01.00.00

13.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS M99.00.00

Chapter 14 – Cargo measurement and cargo custody

14.1 Cargo tank level gauging system is operational

ADN 9.3.x.21.1.b

ADN 9.3.x.21.3

EBIS N02.00.00

14.2 Cargo tank level gauging system tests are regularly recorded

Checks must be recorded. The tank level gauging system must be checked regularly by comparison with the actual level of the tank. Are activated personal meters operational and in good working condition

ADN 9.3.x.21.1.b

ADN 9.3.x.21.3

EBIS N02.01.00

14.3 Cargo tank level alarm system is operational

ADN 9.3.x.21.1.c.

ADN 9.3.x.21.4+5+6

EBIS N02.02.00

14.4 Cargo tank level alarm system tests are regularly recorded

The registration must be implemented in the monthly check lists.

EBIS N02.03.00

14.5 Measuring tape and/or stick available

Compulsory in Austria. Measuring tape and/or stick must be calibrated and a valid hallmark applied

EBIS N03.00.00

14.6 Checks on local cargo tank thermometers are recorded

Regularly means every two months.

The fixed cargo tank thermometers as well as the portable cargo thermometers must be checked. Fixed cargo tank thermometers can be compared with each other and with shore temperature read out or cargo surveyor temperature read out. Portable thermometers can be checked with shore temperature read out or cargo surveyor temperature read out. Check records. There should be company procedures which describes the thermometer read out tolerances.

EBIS N05.01.00

14.7 Cargo compressors are in good working order

EBIS N06.00.00

14.8 Cargo pumps are in good working order

EBIS N07.00.00

14.9 Cargo heating/cooling requirements are known

Solidifying and high viscosity cargoes may be temperature critical. Therefore regular checking of product temperature and control is necessary to maintain the product within its temperature tolerance levels. This question can be answered NA if the barge did not transported heated or cooled cargo in the past 12 months or only carries out very short voyages due to which it is not necessary to record temperatures.

EBIS N11.00.00

14.10 The temperature data of a heated/cooled cargo are regularly recorded during the voyage

This question can be answered NA if the barge did not transported heated or cooled cargo in the past 12 months or only carries out very short voyages due to which it is not necessary to record temperatures.

EBIS N12.00.01

14.11 A pipe line scheme is available

A schematic drawing on which the cargo system is visualized should be available.

EBIS N13.00.00

14.99 Remark:

In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.

EBIS N99.00.00

Chapter 15 – LNG propulsion

- 15.1 There is sufficient staff on board at all times holding a LNG certificate**
RPN Art.4.a
EBIS P01.00.00
- 15.2 Barge (Company) Risk management system does include LNG bunkering, operation, maintenance and emergency procedures.**
ES-TRIN Art.30.01.5
ES-TRIN Bijlage 8 Art.1.3
EBIS P02.00.00
- 15.3 Operational procedures does include how to handle (low temperature, -162 degrees Celsius) LNG.**
ES-TRIN Art. 30.03
ES-TRIN Bijlage 8 Art.1.4.9
EBIS P03.00.00
- 15.4 Emergency procedures does include overpressure/overfilling of LNG storage tank.**
EBIS P04.00.00
- 15.5 Emergency procedures does include leakage of the LNG supply system.**
ES-TRIN Bijlage 8 Art. 5.5
EBIS P05.00.00
- 15.6 Emergency procedures does include uncontrolled venting.**
EBIS P06.00.00
- 15.7 The tank level gauging meters and the alarm systems for respectively a too high level and a too high pressure are operational, are set correctly and operates as required.**
EBIS P07.00.00
- 15.8 All safety- and monitor provisions of the LNG-installation are checked and tested and it is determined they are operating as required.**
ES-TRIN Bijlage 8 Art.5
EBIS P08.00.00
- 15.9 The emergency stop provisions are tested and it is determined they are operating as required.**
EBIS P09.00.00
- 15.10 LNG fit for purpose stainless steel drip trays are available under LNG bunker connections.**
ES-TRIN Bijlage 8 Art.2.5
EBIS P10.00.00
- 15.11 The LNG bunker checklist (including ship/shore communication plan) is in place.**
EBIS P11.00.00
- 15.12 Additional LNG emergency exercises are regularly carried out.**
EBIS P12.00.00
- 15.99 Remark:**
In this field the inspector may report any objective observation which is not covered under one of the above mentioned questions of this chapter. This field is not mentioned to enter own interpretations or advice. The observations may be positive or negative remarks.
EBIS P99.00.00