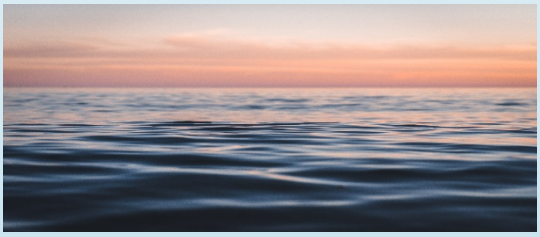
NEWSLETTER & CAMPAIGN

JAN 2024

MAKING



WAVES

JANUARY EDITION

ISLAND VIEW SHIPPING SERVICES

Authored by: IVSS Team

ISLAND VIEW SHIPPING SERVICES

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NEW YEAR GREETINGS

We wish you, your families, your shipmates, and your friends, peace, health and prosperity for the calendar year 2024.

Below pictures are Christmas and new year celebrations from our managed vessels.

INTRODUCTION OF HEAD OF CREWING FOR BOTH THE IVSS AND TAMAR FLEETS – CAPT. ASHISH KAMBO

We introduce our new Head of Crewing Captain Ashish Kambo, who has started to work with us from 05 Jan 2024.

A brief background of Capt. Kambo

- Sailing from 1999 as Deck Cadet, through the ranks mainly on Chemical/Product Tankers with finally 3 years sailing as Master ending in 2013.
- Most of his sailing career was with IMC Shipping and then came ashore with MSI Ship Management Pte Ltd in Singapore which is part of the same group of companies.
- Taking shore positions at MSI Ship Management over the last 10+ years in Operations, Marine Superintendent, HSEQ and for the last 4 years in crewing.
- Whilst at MSI was also involved in management of geared dry bulk vessels similar to the vessels in our fleets.

COMPANY DEVELOPMENTS

Welcome to our new format. Next month we will combine this message with the Tamar fleet and there will be a common SMS and Circulars file. Going forward we will have a common SharePoint, and we will start introducing CFM, or Cloud Fleet Management and Mespas as our operating systems to replace BASSNet.

CFM will be used in place of SAFIR and BASSNet crewing module, and Mespas will replace the PMS and Purchasing modules.

We will work closely to make these changes as seamless as possible and will encourage you to explore these powerful management systems when they are fitted aboard.
There will be time frames for implementation, and we should also be aware there will be some manual transfer of data.

CYBER SECURITY

The Office will be sending video training links to each vessel along with the instructions by email. Once received all crew on board shall view the cybersecurity videos. Typically, the video's will be made available on the Master's Laptop, CEO's PC and Admin 1 pc. We propose that the Engine Dept. must watch the video on the CEO's PC likewise the Deck Dept. will watch on Admin 1. The Office will be providing details of the video to be viewed shortly. A poster will also be made available to be displayed.

KARCO TRAINING

The ship staff shall conduct the following training modules this month:

- ANCHORING_OF_VESSELS_2.0
- AUDITING THE ENGINE ROOM & STEERING GEAR COMPARTMENT
- PORT STATE CONTROL VOL 1

The duration of each title is only about 10-15 minutes.
Training must be carried out in two sessions (based on work/rest hours) to ensure all crew are able to attend. Each session must be opened and concluded by a Senior Officer. After the training, the Senior Officer should have an interactive session with the crew, discuss questions and the crew can also share their experience (Reflective learning).

Once the training is completed, each crew shall log on individually and an assessment must be completed, and the records must be exported to KARCO system.
The Master can contact IT department and support team (mohammed.ali@karcoservices.com, support@karcoservices.com) for any queries regarding KARCO.

RIGHTSHIP SECTION 12 – SECURITY

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded in MEMO section of SHEQ. The RIGHTSHIP inspection is similar to the OCIMF SIRE inspection on tankers.

IVS KINGBIRD was the first vessel to undergo RIGHTSHIP inspection in our fleet and the vessel has already had 4 RIGHTSHIP inspections. IVS KNOT is due for inspection shortly.

There are 16 chapters in the RIGHTSHIP questionnaire.

The Company will send guidance for each section as part of the monthly campaign. For this month, the Master and SSO shall go through attached “SECURITY” checklist and ensure if vessel is complying with all items.

We also request Ships crew to view the Rightship video “INTRODUCTION TO RIGHTSHIP INSPECTIONS” with ship’s crew.

The video has been uploaded in Network Share in a folder titled "Inspection Rightship". Should you have any questions or require assistance, please do not hesitate to contact Akshay.

SUMMARY OF PSC DEFICIENCIES

Attached please find fleet advisory 2024 – 01 which contains all previous fleet advisories issued on the PSC/RightShip deficiencies/findings pointed out during last two years.

All officers are required to read and familiarize with it by 20th Jan 2024 and take action to avoid recurrence. Advise your Ship Manager if any support is required from office.
This fleet advisory will be uploaded in SHEQ under Crew Training.
Please file the signed last page of this fleet advisory in OneDrive/3.2.3 Training folder.

NAVIGATION

Please find attached Huatai Circular SPRO[2023]12 (Tianjin, Liaoning, Hebei and Shandong MSA Jointly Published the Main Public Routes in the Bohai Sea and its Eastern Waters).
Several ships have been penalised by the MSA for accidentally entering the Miaodao Archipelago navigation prohibited area. If the conditions permit, it is recommended ships should give priority to using public routes when navigating in the Bohai Sea and its eastern waters.
The Master shall discuss attached circular with deck officers and mark applicable areas on the ECDIS.

LOADICATOR DEPARTURE CONDITION REPORTS

We had observed on some vessels the CNO has filed only the first page of the LOADICATOR report (Report of results) in GDRIVE folder 2.5.

The CNO shall ensure that the complete LOADICATOR report indicating the summary, curves, stability, SF/ BM is filed.
Please note that in the event of an emergency like hull failure, the complete report must be sent by office staff to the Classification society for damage stability calculations.

PORT OF PORT HEDLAND – MARINE INCIDENTS

Please discuss attached marine incidents with ships crew at next opportunity and take necessary measures to prevent recurrence of these incidents.
Also note that any Incident occurring in Australian waters shall be immediately reported to AMSA authorities using AMSA form 18/19.

VGP ANNUAL REPORT

Please complete attached forms FORM 14 and FORM 14 DMR as applicable and send by 15 January.

FOR VESSELS WHICH DID NOT CALL USA PORT IN 2023:

- Form is simple. Just fill up Top 4 lines of Form 14 and send us.
- No need to complete Form14 DMR
- For VGP tracking number, refer to the VGP (NOI – Notice of intent certificate)

FOR VESSELS WHICH CALLED USA PORT IN 2023:

- Please complete all sections of FORM 14 properly paying attention in detail.
- Please complete FORM 14 DMR and send to ship manager for review. There are many sheets in the form. (Refer to VGP ballast water analysis by shore facility prior completing this form)

- Ensure latest VGP ballast water monitoring/analysis by shore facility for year 2023 is filed in BASSNET (SAFIR/ INSPECTION).
- Ensure annual calibration of probes / sensors is carried out and records maintained
- Ensure monthly functionality monitoring and as per maker recommendations is incorporated in PMS (BASSNET) and updated on Monthly basis by ship staff

PORT STATE CONTROL INSPECTION UPDATE AS REGISTERED IN THE PARIS MoU FOR BWMS

Please find PSC Inspection results of Paris MoU related to the BWMS deficiencies and detentions.

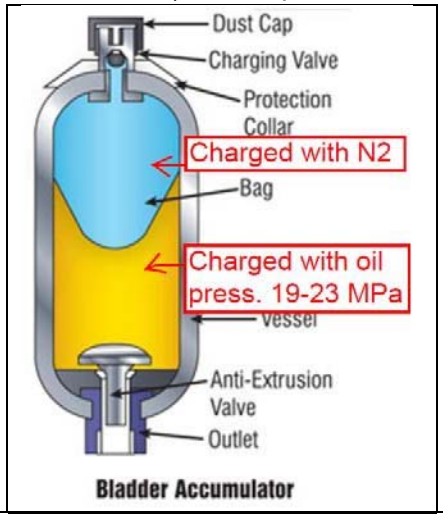
The deficiencies/ detentions were due to:

- Ballast Water Record Book Not Properly Filled
- Ballast Water Management Plan Missing
- Ballast Water Management Plan Not Approved

The CNO shall ensure that approved BWMP and record book are on board and the entries are promptly made after each ballast operation.

Fleet Advisory 2024-01 (Accumulated advisories of last years)

Fleet advisory 2023-02: AMSA PSC deficiencies at Fremantle on 03 Feb

Code	Description
11113	**Rescue boat unable to be launched using accumulator.** Comments: • AMSA inspector instructed the crew to swing the rescue boat davit by means of accumulator. The davit only moved to about 30 degrees and the pressure from the accumulator dropped down to zero. The investigations revealed that there was no nitrogen gas in the cylinder as it ruptured the internal bladder. • New accumulator was ordered and installed in place. • Test rescue boat davit operation on all modes – electric/accumulator/manual handle during monthly drill and revert with the result to your Ship Manager. Ensure all three modes operating instructions are displayed and crew is trained to operate davit by all three modes. • Ensure accumulator pressure is maintained as per the manufacturer's manual. Check maker's manual of your vessel in this regard. • **As per the inspected ship maker's manual:** ➢ The charging pressure of accumulator is to be kept 8 MPa (80 bar) and accumulator is to be charged with nitrogen if pressure falls below 8 MPa. There is a bladder (an elastic bag) inside the cylindrical unit which is charged with nitrogen gas. ➢ The accumulator pressure is to be kept in the range of 19 – 23 MPa (190-230 bar). This pressure in the accumulator is maintained by automatically controlled electric pump. When accumulator pressure falls below 19 MPa, pump charges the pressure to 23 MPa with the hydraulic oil. • There is to be always one 230 Bar 50 litre Nitrogen bottle ready for use. Please order if it is not on board. There is a specific fitting with gauge that is needed to fill Nitrogen. Ships are to order this from their manual. Stow this item in the safety locker properly labelled/marked. • The accumulator shall be serviced/bladder renewed ashore at 5 yearly intervals during dry docking. Accumulator (General picture for understanding, not ship specific)  Bladder Accumulator
13101	**Main engine unit #5 noted with jacket cooling water leak.** **Comments:**

	• The Main Engine No. 5 unit had a jacket water leak. This was caused due to wear and tear of the O-rings. The ship staff were aware of the leak however they did not plan and complete the repairs in a timely manner. The water jacket was removed and thoroughly cleaned along with the O-ring landing surfaces. All the O-rings were renewed using soft soap on O rings as a lubricant to ensure smooth mating of the O ring between the water jacket and liner. Please note as following: ➢ Ensure that O rings are correctly inserted without 'bruising' them and soft soap is applied for easing them into position. ➢ The water quality shall be in accordance with makers limits and the loading and unloading of the engine shall be done gradually. ➢ Engine is to be kept at constant temperature as much as possible to prevent thermal issues with seals. ➢ Pay attention to detail and look out for leaks, malfunctions, unusual noise and other abnormalities while carrying out any maintenance routine or while taking rounds in the engine room. ➢ When a defective piece of equipment is identified, it is to be relayed to the CEO and brought to the notice of relieving watchkeepers. The equipment is to be isolated, tagged and removed from service until repairs have been affected. A risk assessment as to the compromised system integrity may be required. ➢ Leaks or malfunction on any equipment shall be attended and rectified immediately, or entered into the Defects list (Form 6.1.5) for repair at the earliest opportunity. ➢ The Officers, while doing their watch keeping rounds will ensure that general inspection of Equipment / machineries and housekeeping requirements are being met. Complacency is to be guarded against.
07114	**FO settling tank pneumatic actuating line noted disconnected from remote valve.** **Comments:** • The deficiency was due to improper installation of the copper tube sleeve/nut which got disconnected by vibrations. The sleeve and nut were found lying on the tank top. These were re-connected immediately in the presence of PSCO. • Check the connection of pneumatic actuating line and valve on board your vessel for ensuring that the connections are in good order, tighten if required. • Inspect and test the remote fuel closing valve and fittings as per PMS in timely manner. • Pay attention to detail and look out for leaks, malfunctions, unusual noise, heightened temperatures, smells, defective lighting and other abnormalities while carrying out any maintenance routine or while taking rounds in the engine room.

Fleet Advisory 2023-03

PSC deficiencies at Guangzhou on 17 Feb 2023

Code	Description
18418	**The oil level of the Hyd. OTL. Tk for winch was lower than the minimum level marked on the tank.** **Comments:** • The required oil grade was not available at last ports of call which were in Bangladesh and in Indonesia. However, there was a sufficient quantity of the compatible oil on board for using in an emergency. • Plan order in advance when ROB is low in anticipation that vessel may trade at ports which may not be convenient for supply.
13102	**The crank case cover of No.1 G/E found oil leakage.** **Comments:** • During recent maintenance the gaskets were not renewed and deemed fit for further use. • Proper assessment/judgement is to be carried out when re-using the gaskets.
07115	**The operate handle for the fire damper of ventilator duct nearby M/E exhaust pipe seized.** **Comments:** • Carry out the maintenance of the fire dampers diligently as per routine PMS. Operate/exercise fire damper regularly. Senior staff to supervise and conduct the random checks, any defect discovered is to be entered in the defect list for planning and rectifying the defect.
14402	**The dosage pump of sewage treatment plant can not deliver chemical water during inspection.** **Comments:** • The suction line was found above the chemical water level in the container. Watch and monitor equipment operation closely during engine room rounds. • A signage can be marked on the sewage dosing tank.
11117	**The diameter of the lifeline for the lifebuoy nearby the stbd gangway was less than 8mm.** **Comments:** • This deficiency was pointed out due to incorrect judgement by the PSC inspector. The original diameter of the lifeline was already 8mm. The inspector assumed that the diameter was less than 8mm. The ship's request to measure the diameter of the lifeline was declined by PSC inspector and issued this deficiency. • The existing lifeline of the lifebuoy was replaced by new lifeline in presence of the inspector to close the deficiency. • Ensure following LSA Code requirement is mentioned in requisition when ordering the buoyant lifelines. Same requirement is being re-produced as following: === 2.1.4 Buoyant lifelines Buoyant lifelines required by regulation III/7.1.2 shall: .1 be non-kinking;

	.2 have a diameter of not less than 8 mm; and .3 have a breaking strength of not less than 5 kN === • Please check the lifelines attached to lifebuoy on board your vessel for the above requirement (buoyant, non-kinking, diam.), order if lifeline is non-compliant and inform to your Ship Manager.

Fleet Advisory 2023-04

PSC deficiency at Belfast, UK on 01 Mar 2023

S.No./ Code	Description
1/ 04113	**Water Ingress Alarm System – Water level indicator on the Bridge console for which pumproom not correctly indicating and a fault is displayed. Audio and visual alarms are still generated during testing.** **<u>Comments:</u>** • The last monthly PMS was carried out on 19th Jan 2023, the PMS was overdue during PSC inspection. As cargo holds were in loaded condition in the month of Feb, the monthly function test was postponed until after the holds were emptied of cargo. The monthly function test of accessible spaces - Bosun store and hydraulic pumproom was also not carried out as the Crew were planning on doing all the sensors at the same time. • The Zener barrier was found faulty upon investigation. Same was replaced by new Zener barrier available on board to resolve the deficiency. • The PMS of accessible spaces (bosun store, hydraulic pump room) should not be postponed until after the holds are emptied of the cargo. • At least one Zener barrier is to be kept on board as spare. Please order if none on board. • Following is being added in existing monthly PMS: === 3. In the month of Feb and Aug - inspect complete mechanical and electrical installation (Switches, Zener barriers, Sensors, Relays etc) and carry out maintenance as required. 4. Keep at least one Zener barrier unit as spare ===

Fleet Advisory 23-05

PSC at Shanghai on 15 Mar 2023

S.No./ Code	Description
1/ 05104	**Second officer not familiar with the SSB test and operation of MF/HF.** **Comments:** • PSCO asked 2nd Officer to test the MF/HF, 2nd Officer carried out the DSC test with Shanghai Coast Station and showed him the printout of the DSC acknowledgement received from the Shanghai Coast Station. Then PSCO asked 2nd Officer to Call Shanghai for which 2nd Officer replied that he has already shown the result of DSC test. There was no further communication on the subject. 2nd Officer assumed that PSCO was satisfied with the DSC test with shore station. However, it was in the last when PSC report was given to Master, Master inquired PSCO the reason behind this deficiency but no clarification was provided and PSCOs disembarked the vessel in hurry. • We assume that PSCO intended 2nd Officer to carry out the NBDP Test with Shanghai coast station. This deficiency resulted despite 2NO was well familiar with the testing and operation of MF/HF due to lack of communication. • Master to ensure that all deck officers are well familiar with the testing and operation of all GMDSS equipment including NBDP test with shore station which is to be carried out on monthly basis and recorded in GMDSS logbook.
2/ 11124	**The side ropes of the embarkation ladder for bow side craft were rotted.** **Comments:** • Check the condition of all survival craft embarkation ladders on board for external appearance and internal condition by opening the lay for signs of wear/broken fibres/rot and inform your Ship Manager if replacement is required. • Refer HSE Procedures Manual, 4.34 Natural Fibre Ropes and Rope Ladders for stowage and care, inspection and maintenance, and for the replacement criteria. • Company shall replace survival craft embarkation ladders **at five yearly interval** or any degradation of ladder whichever is earlier.

Fleet Advisory 2023-06

RSI Vessel Inspection at Uddevalla, Sweden on 15 Mar 2023

S.No./ Code	Description
7.6.1	Leading lines, parallel index distances **Parallel index (PI) was not properly used during passage planning, no PI available from pilot to berth.** **<u>Comments:</u>** • Use parallel indexing as and where it is required and appropriate to use. Ensure chart is marked accordingly. • Refer attached On Job Training on the benefits of using the Parallel Indexing, all deck officers to familiarize with it. • Refer Nautical manual, 7B-ECDIS, Monitoring Accuracy of GNSS Position in ECDIS requires as following: == 3.2.3 d. In coastal and confined waters, continuous track monitoring by parallel index and frequent position verification by the use of radar overlay. Radar overlay will show instantaneously whether GNSS generated position is correct, or the extent of any error. The position verified and recorded by Radar Overlay at mid interval between the LOP verification where possible, keeping in mind that OOW may be associated with other navigational duties especially in confined waters, which may have priority to recording the verification in ECDIS. ==
8.8	Are enclosed spaces and controls for entry identified onboard? **A list with all enclosed spaces onboard is available onboard, but the enclosed spaces are not properly marked.** **<u>Comments:</u>** • Company SMS – HSEP Manual, 4.10 Enclosed Space Entry requires marking at the entry points as following: == 1.6. Entry points to enclosed spaces shall so far as is reasonably practicable be labelled. == • Company shall provide warning signage “Enclosed Space, No entry without permit” to all vessels for displaying at entry points of the enclosed spaces.
8.11	Is the vessel provided with its own safe means of access? **No gangway was rigged to allow for safe boarding of the vessel.** **<u>Comments:</u>** • The length of the berth was not sufficient to cover the accommodation area from where the fixed accommodation ladder could be rigged and platform could be rested on the berth. • The length of the portable gangway provided on board was not sufficient to be rigged as safe means of access due to high freeboard. Hence, most suitable means of access – Pilot Ladder was rigged for access. • Where a safe access to the vessel cannot be achieved by fixed accommodation ladder, the master should note a protest to the terminal.
9.7	Is there a signage indicating "No visitors" at the gangway? **No signage indication "No Visitors" were present at the gangway/pilot ladder.**

	Comments: • The new ISPS desk was prepared recently but company standard gangway poster was not posted on this new desk which was used at the access point during inspection. The company gangway notices were posted on the old desk which was not placed at the access point and resulted in an observation. • Ensure company Gangway Notice is displayed at the access point as attached. The gangway poster was sent to all ships. Let us know if new poster is required.
14.4	Does the company have a lifting equipment management system in place? **1. A lifting equipment management system is in place, but the slings onboard are missing ID-number.** **2. Not all chain blocks onboard included in the lifting equipment management system.** **Comments:** • Our company SMS – Technical Procedure Manual, 12.0 Testing and Examination of Equipment, section 3 requires as following: == 3.2.4. Wire slings are to be marked. This may be on the ferrule, or as a steel washer on the eye, traceable to a certificate. They are to be checked for kinks, broken strands, and flattening in the eyes. Particular attention must be given on either side of the ferrules for damage. 3.2.5. Nylon braided strops must be marked by label. They must be checked for chemical impregnation, chaffing or stitching damage. 3.2.6. Chain blocks are to be traceable to a certificate. They are also to be stencilled with a number for easy identification. Chain elongation, hook opening, housing damage and gear damage must be checked. == • Ensure company Form 6.6.20 is used for the inspection and checking the particulars (e.g. identification tag number, serial number etc) of Chain Blocks, Slings, Shackles and eye bolts. All lifting gears in good working condition are to be captured in this Form. • The lifting gears found defective after inspection are to be discarded and disposed ashore in garbage as operational waste. • Annual examination of the lifting gears is to be carried out as per the PMS job description in the BASSnet, same is attached for your familiarization.

Fleet Advisory 2023-07

PSC deficiencies in Machong, China on 15 June 2023

Code	Description
04103	**Emergency Generator test fail.** Comments: • The batteries of the emergency generator were in use for about 2.5 years and the requisition for new batteries was raised. The new batteries were supplied onboard prior to the PSC inspection and the ship staff had planned to install the new batteries after departure port. Unfortunately, during the PSC inspection, one set of batteries failed and resulted in the deficiency. • The ship staff immediately renewed all the batteries in the presence of the PSC inspector and the emergency generator was tested using both sets of batteries. • The Company has **reduced the renewal interval of the batteries from 2.5 years to 2.0 years for Emergency Generator.** • Ensure that batteries for emergency generator, lifeboats, GMDSS etc are renewed in a timely manner as per SMS. • Raise requisition at least 3 months in advance to avoid any logistic issues. • Also, during routine testing of the batteries, if ship staff observe a significant drop in the voltage or the performance of the battery, then requisition has to be made immediately for new batteries.
14104	**Oily Water Separator 15PPM Alarm simulation test fail.** **Comments:** • OCM simulation mode was working perfectly. PSC inspector required to operate and test the OWS on bilge-to-bilge tank circulation mode. On bilge tank circulation mode, the 3-way manual valve was opened to test pipe and closed to overboard line. However, there was no flow of water from the sample outlet provided on the test pipe. • The test pipe was removed and found clogged with rust and sediment, same was boxed back after cleaning the pipe. OWS was tested and found to be in good working condition with water coming out from sample outlet of the test pipe. • A detailed job description in monthly PMS of OWS 15PPM alarm test is being added consisting of testing the OWS on bilge-to-bilge tank circulation mode and checking the water sample. • **Test the OWS function on bilge-to-bilge tank circulation mode at earliest opportunity or during next monthly PMS if due shortly and confirm the result to your Ship Manager.**
11117	**One Lifebuoy light on the forward unlit.** **Comments:** • During inspection the forward lifebuoy light lit up initially but after few seconds it stopped functioning due to electronic component failure. • The defective light was immediately replaced by new lifebuoy light available on board as spare. • **Ensure a spare self-igniting light for lifebuoy is kept onboard.**

Fleet Advisory 2023-08

PSC deficiencies in Matsuyama, Japan on 19 June 2023

Code	Description
14101	**The solenoid valve for 2nd chamber of oily water separator – not worked because stuck and choked.** Comments: • The 15PPM alarm test and function test of all other solenoid valves was demonstrated to the inspector, unfortunately the 2nd chamber valve would not open during function test. • Valve was dismantled, internals cleaned and performed function test in the presence of the inspector. Inspector closed the deficiency. • Carry out the function test of oil level solenoid valves and report to your Ship Manager if any malfunctioning. • The annual maintenance consisting complete overhauling of the solenoid valves (oil control valves) is being added in the PMS.
11101	**Oar crutches of lifeboats (both side) - not attached to hull lifeboat by lanyards or chains.** **Comments:** • The lifeboats were provided with the oar crutches with chains attached to the boat hull. The ship staff had disconnected the oar crutches and chains as it was creating an obstruction for the crew entering through the lifeboat door and had safely kept them inside the lifeboat equipment locker. • The oar crutches of the lifeboats were immediately attached to the hull by chains. • LSA CODE 4.4.8.1, sufficient buoyant oars shall be provided to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. **Thole pins or crutches shall be attached to the boat by lanyards or chains;** • Ensure that the lifeboat fittings are maintained as per the LSA code and not altered in any manner or removed from its location. Crutches are kept attached to the boat by lanyard or chain.  

	During PSC inspection, crutches were disconnected and kept in the L/B equipment locker	Crutches are to be kept connected to boat by lanyard or chain as above

Fleet Advisory 2023-09

PSC deficiencies in Dunedin, New Zealand on 10 July 2023

S.No./ Code	Description
1/ 09205	**Starboard side accommodation ladder falls inner sheave seized.** **Comments:** • The detailed job description for the maintenance of the accommodation ladder on monthly basis is included in the BASSnet PMS. Last maintenance was carried out on 15th June 2023. The checking on the inner sheave movement was overlooked during last maintenance. • Carry out On Job Training (OJT) to all deck officers and ratings containing monthly PMS Job Description on accommodation ladders, refer attached OJT. Emphasize that all points contained in the job description are to be checked during routine monthly maintenance and moving parts rotation is to be verified on each occasion when rigging the accommodation ladder. • Check and inspect the accommodation ladders on board for all moving parts such as sheaves, hinges, tracks, turntables, bearings and rollers are free to turn, check condition of wire & other fittings as per job description and report the result to your Ship Manager. • Any defect noticed during maintenance and rigging of the accommodation is to be immediately reported to Chief Officer. Any defect not rectified immediately is to be entered in the Defect management Form.
2/ 01315	**Oil record book with incorrect entries on 26 and 30 June 2023.** **Comments:** • The final retained quantity in the bilge tank after transfer operation was incorrect. It was due to an arithmetical error. There was a mistake in subtraction to arrive at retained quantity in bilge tank after transfer from the tank on 26th June 2023 and mistake in addition to arrive at retained quantity in bilge tank after transfer to the tank on 30th June 2023. • The quantity was corrected after deleting the previous entry by drawing a line across the incorrect quantity, signed and dated by person in charge of the operation next to correct entry. • Ensure each entry in the Oil Record Book is cross checked by 2nd person to avoid one man error. • Ensure each completed page is double checked by Chief Engineer before counter signed by Master. • Master to cross check the entries before signing the completed page.
3/14802	**Ballast water record book not kept up to date with ballast water records of recent operations of 8 and 10 July 2023.** **Comments:** • The entries concerning Ballast Operation in port were recorded in the Port Log by OOW but these were not transferred in the Ballast water record book after completion of each ballast operation. • Refer following from the Ballast Water Management Convention 2004: == Regulation B-2 Ballast Water Record Book

	5. **Each operation concerning Ballast Water shall be fully recorded without delay in the Ballast Water record book**. Each entry shall be signed by the officer in charge of the operation concerned and each completed page shall be signed by the master. == • Ensure an entry in Ballast Water Record Book, Oil Record Book and Garbage Record Book is promptly recorded on each occasion after completion of the operation in chronological order as they have been executed on board. • Ensure each completed page of above Record Books is countersigned by Master without delay.

Fleet Advisory 2023-10

AMSA PSC deficiencies at Adelaide / Australia on 25 Oct 2023

Code	Description
11199	**Expired line throwing apparatus and immersion suits stored in unsafe condition** **Preventive action:** • The Third officer shall ensure that expired pyrotechnics are clearly marked as 'out of date and kept segregated in a separate locker for shore disposal. • The Master shall make attempts to dispose expired pyrotechnics or discarded LSA / FFA at each port of call considering the fact that many ports do not have adequate reception facilities. • The Company will appoint vendors / agents at convenient ports for disposal of expired pyrotechnics.
11131	**Port and starboard lifeboat manoeuvring in water overdue** **Preventive action:** • Ship staff shall ensure strict compliance with SOLAS requirements regarding launching and manoeuvring of lifeboats. (Solas III 19 3.4.3 EMERGENCY TRAINING AND DRILLS) • The Master shall plan and try to lower and manoeuvre the lifeboat and rescue boat at every opportunity considering the fact that some ports do not permit the same. Also the weather conditions may not be favourable in some ports. • If weather conditions are not favourable or if the port authorities deny permission to lower or manoeuvre lifeboat/rescue boat in water, same shall be recorded in the log book. The Master shall also maintain the email communication from the port authorities/ agents if permission was denied. • If unable to lower and manoeuvre the lifeboats within 3 months , the Master shall inform the Company with valid reasons. The Company will then apply dispensation from the flag state.
10109	**Aft air horn manual operation defective** **Preventive action:** • The Company has amended the pre arrival and pre departure bridge checklists and have included the requirement to test both the air horns on Manual and Electric mode. (NAV B07 / NAV B06) • The Company has also incorporated maintenance routines for the air horn in the PMS. • Ship staff shall ensure compliance with the checklists and PMS routines.
01306	**Correct working schedule for ships crew not posted** **Preventive action:** • Ship staff shall pay attention in detail and ensure that all documents on board are valid, entries accurate and of latest version at all locations. • Obsolete documents shall be removed promptly from all locations. • The documents shall be cross checked by another officer so as to avoid one man error. • The Master shall also randomly check documents/posters during routine rounds and ensure they are valid.

04101	**Port and starboard bridge wing talk back system defective** **Preventive action:** • The ship staff shall ensure that the maintenance routines of the talk back system as per the Company PMS are strictly complied with. • The talk back systems on bridge and all other locations shall be tested for proper operation and the ship staff shall ensure that messages are audible and broadcasted into all spaces where crew members are present and to muster stations. • The drawing indicating the number and location of all speakers onboard shall be carried by the officer while testing to ensure that no speaker is missed out.
10105	**Compass error not checked as per STCW requirements** **Preventive action:** • The navigating officers shall strictly comply with the SMS / STCW requirements and ensure that Compass error is calculated and recorded every watch at sea and at anchor and after every major alteration of course. • Where an error cannot be taken (example overcast skies) an entry in the compass error book shall be made giving the reason. • **Not calculating the compass error due to sheer laziness OR just making an entry " ERROR UNOBTAINABLE " without a valid reason will not be tolerated and strict disciplinary action will be taken against offenders**. • The Master shall also cross check the compass error log on daily basis and ensure compliance.

Fleet Advisory 2023-11

RIGHTSHIP INSPECTION FINDINGS, 28 Nov 2023

One of our vessel had undergone RIGHTSHIP inspection recently and following findings were issued. Kindly discuss these findings along with the preventive action with all crew onboard and take necessary measures to prevent recurrence.

<table>
<tr><td>Code</td><td>Description</td></tr>
<tr><td>3.10</td><td>Is navigation equipment in good order? (V)

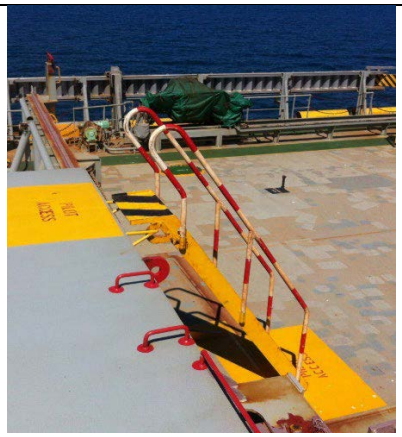
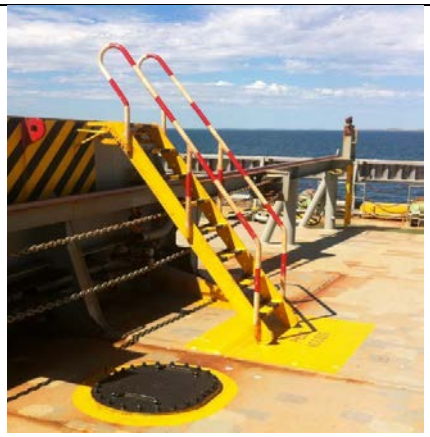
Finding description
The illumination for the bridge wing tachometers and rudder angle indicators was not functional at the time of inspection. Rectified during inspection. The dimmer controls on all of these units were seized.

Root cause:
• Inadequate inspection and maintenance of dimmer controls
• Lack of compliance with Company SMS requirements – The Company’s “NAVB22 - DAILY CHECKS” form clearly specifies that buzzer / lamp tests / dimmer lights on each equipment shall be tested which was not complied with in true spirit by the OOW

Preventive action:
• Ensure strict compliance with all the bridge checklists paying attention in detail to each item.
• Ensure that each bridge equipment including indicators ,dimmers and associated controls are operational. Any defect identified shall be promptly reported through the defect list and rectified at the earliest opportunity.
• The Master shall also make random checks on the operational status of the bridge equipment and its controls during daily bridge rounds and during navigational audit.
 
Starboard Rudder Angle Indicator and Propeller Shaft revolution Indicator DIMMER ON
 
Starboard Rudder Angle Indicator and Propeller Shaft revolution Indicator DIMMER OFF</td></tr>
<tr><td>4.15</td><td>Has a smoking policy been implemented; is it being followed and are designated smoking areas adequately identified? (V)

Findings: The Company Smoking Procedure - Revision01/03 July 2023 did not list the Crew Mess as an approved smoke room, however this space was listed in the posted adjacent list of designated smoking areas. There were soiled ashtrays in the Crew Mess at the time of inspection. The Officer's recreation room was listed as an approved smoking area, but this space was being utilised as a gym at the time of inspection - rendering it unsuitable for this purpose.</td></tr>
</table>

	Root cause: • Inadequate design • Lack of compliance with SMS - The ship staff did not implement the revised designated smoking areas as per Company SMS. • Inadequate record keeping – The obsolete poster was not removed from the location **Preventive action:** • Revised smoking posters shall be posted onboard and the obsolete posters shall be removed. • The designated smoking areas as per Company SMS requirements shall be clearly marked on board. • The Master shall implement the smoking policy and ensure that the crew smoke only in the designated smoking areas. • Crew shall not smoke in the crew mess room and ash trays (if any) shall be removed from the location. • If there are any concerns regarding the smoking areas , the Master shall consult the Ship Manager and clarify his concerns.
4.39	If the vessel is provided with a helicopter operating area, does the area comply with the requirements of ICS guidelines, and is there a safe access from the hatch cover to deck? (V) **Findings:** The helicopter operating area was said to be "winch only" but was not marked accordingly. The access ladder was not fitted with a front platform with operational load for two persons 150 kg. There was only one access / egress route provided for embarking / disembarking passengers. **Root cause:** • Inadequate record keeping – The Class approved helicopter landing certificate was not filed onboard in BASSNET system as per Company requirements • Lack of familiarization – The Master was not aware that the vessel hatch No 5 was certified for helicopter landing • Lack of compliance with SMS – The SMS procedures regarding the access ladder requirements from hatch cover to deck was not complied with by the ship staff. **Preventive action:** The Master shall ensure that all certificates are filed promptly in BASSNET once received from the Company. If any certificate is missing or if there are any doubts , the Company shall be consulted. The Master shall also ensure the following SMS requirements regarding helicopter operations: • Strength confirmation letter from the classification society shall be available for the helicopter landing hatch (if hatch is certified for landing) • The access from hatch cover to deck should be a fixed height inclined ladder with fixed handrails and front platform with operational load for two persons (150 KG). The ladder must have **“two persons up 150 kg”** marked on it. The steps and platforms should be made of non-slip materials. (a set of steps that will at all times provide the user with three points of contact two hands, one foot / two feet, one hand) . The platform shall be painted as per below photos.

- Master should ensure that, a minimum of two access/egress routes to and from the landing area is available to ensure that, in the event of an incident on the landing area, helicopter passengers and crew can escape upwind of the incident

5.8

Are suitable containment arrangements in place around the hydraulic components of deck machinery? (V)

Findings: The drain plug for the containment arrangement around the port windlass, had not been inserted and secured.

Root cause:
Lack of compliance with Company SMS requirements – The Chief officer's weekly checklist clearly specifies to check all the drain plugs which was not complied with paying attention in detail.

Preventive action:

- Ensure that all save-alls / containment arrangements are kept clean and empty of water , oil , rust , debris like ropes , rags etc and plugged in port (especially after draining any accumulated water) and the drain plug is secured with a strap chain to the save-all.
- The Chief officer shall carry checks as per the weekly deck inspection checklist paying attention in detail to each item.
- Compliance shall be verified by the Chief officer prior arrival each port before the hydraulics are activated.
- The OOW and ratings shall also periodically check the drain plugs of all save-alls as part of their watch keeping duties in port.

Bad practice

	Good practice 
5.12	If ballast tanks are located adjacent to fuel oil tanks, or there is a possibility of contamination by hydraulic oil, are ballast tank contents being sampled to ensure there has been no contamination of the water by oil prior to discharge?(V) **Findings:** There was no record of any sampling, prior to deballasting. A previous Right Ship corrective action had stipulated that the ballast should be sampled and the findings recorded in the Port Log, prior to commencing deballasting. **Root cause:** Lack of compliance with Company SMS procedures – The record keeping requirements after sampling the ballast tanks for oil contamination was not complied with by the ship staff. **Preventive action:** • The Chief officer shall ensure that the ballast tanks are sampled for oil contamination by using oil finding paste , using cloth attached to sounding tape , sense of smell etc. The vessel shall have sufficient oil finding paste onboard. • When daily soundings are taken and recorded , the Chief officer shall also make entries of sampling the ballast tanks for oil contamination. (**No oil contamination observed**)
14.4	Are the pipes on deck free of significant corrosion, pitting, soft patches or temporary repair and maintained in good condition? (V) **Findings:** The pneumatic line on the starboard side upper deck was severely corroded over approximately 30% of its length. Wastage of approximately 25% was noted over extended sections **Root cause:** • Lack of maintenance • Inadequate planning/preparation - Ship staff did not plan and complete the maintenance of the pneumatic line in a timely manner. **Preventive action:** • The Chief officer shall pay attention in detail and look out for excessive corroded areas while taking routine rounds on deck . • A maintenance plan shall be prepared by the Chief officer and the deck crew shall be instructed to carry out maintenance of these areas in a timely manner. • Sufficient stock of paints shall be always kept on board. • The ship Manager shall be informed if any materials are required for repair.

Before maintenance:

After maintenance:

Fleet Advisory 2023-12

PSC deficiencies at Taicang, China on 23 Nov 2023

<table>
<tr><td>S.No. / Code</td><td>Description</td></tr>
<tr><td>1/ 11104</td><td>Rescue boat operation instruction ingress broken.

<u>Comments:</u>
• Rescue boat operation instruction in the plastic enclosure displayed on bulkhead had moisture inside. Water had seeped through the cracked plastic sheet.
• Check the Lifeboat and Rescue boat operating instructions posted on board your vessel is legible, unfaded and free from the moisture. Replace if required. Use laminated sheet in place of plastic case.
• Ensure that operating instructions are posted under the emergency light.</td></tr>
<tr><td>2/ 11101</td><td>The smoke exhaust pipe for free fall lifeboat lack of some fire isolation material.

<u>Comments:</u>
• The insulation around the exhaust pipe was intact, it was the superficial covering/foil around the insulation material at small section of the smoke exhaust pipe, which was missing.
• The superficial covering around insulation was immediately installed after pointing out of the deficiency by inspector.
• Check and ensure that the smoke exhaust pipe in your lifeboat is covered with the insulation material for protecting persons from coming with hot parts accidently.

Refer LSA Code 4.4.6.9
The lifeboat engine, transmission and engine accessories shall be enclosed in a fire-retardant casing or other suitable arrangements providing similar protection. Such arrangements shall also protect persons from coming into accidental contact with hot or moving parts and protect the engine from exposure to weather and sea.

Photo of the insulation
 
Before Inspection | After covered by foil</td></tr>
</table>

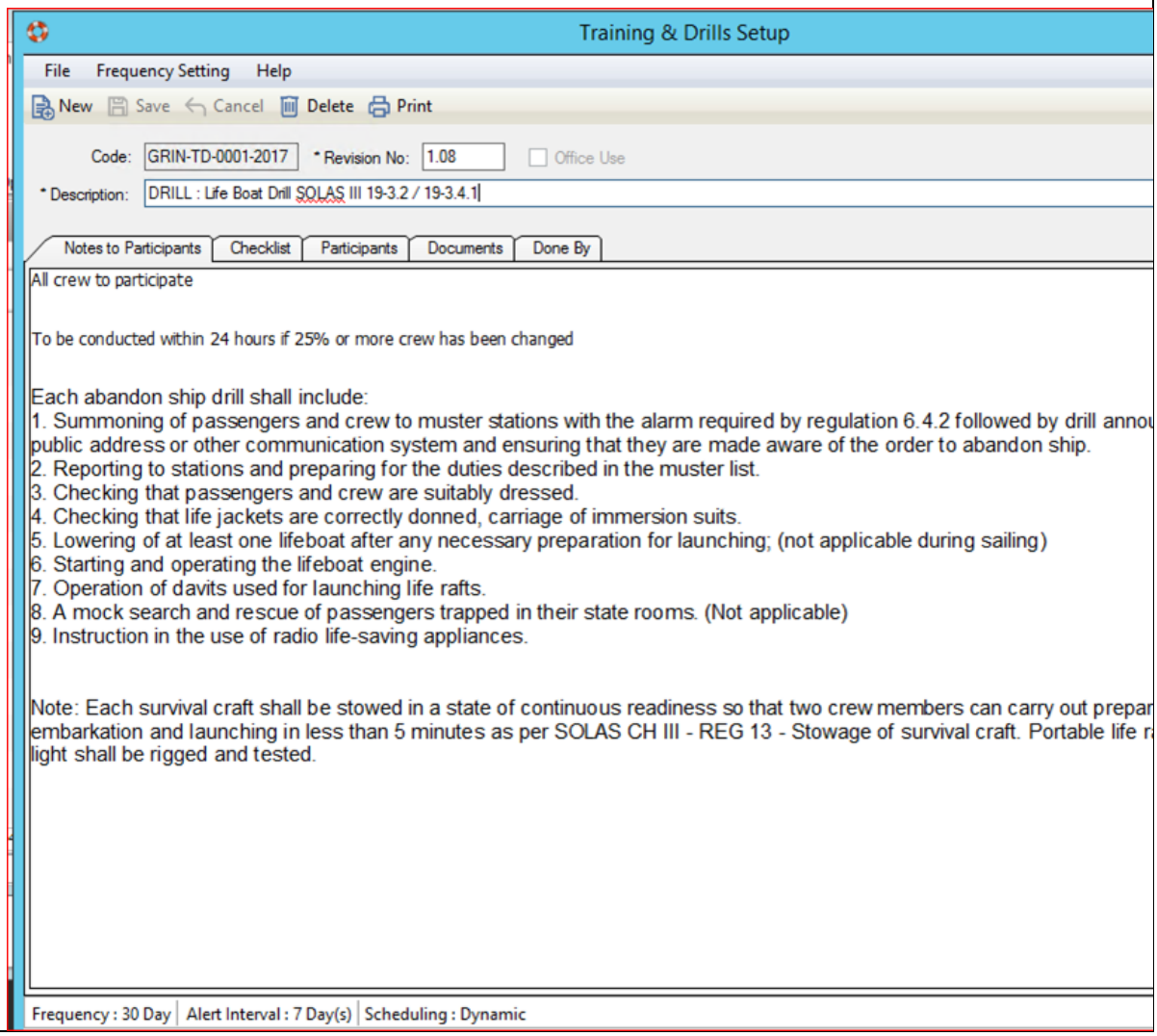
Fleet Advisory 2023-13 **DATE: 07 DEC 2023**

USCG INSPECTION FINDINGS

Dear Master

One of our vessel had undergone USCG inspection recently and following deficiency was issued. Kindly discuss this deficiency along with the preventive action with all crew onboard and take necessary measures to prevent recurrence.

REGULATION	Description
SOLAS III \ 13.1.3	**Deficiency:** Each Survival Craft shall be stowed in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than **5 min**. During enhanced survey of forward life raft crew took **15 mins** to deploy up to embarkation. **Company Comments:** The USCG inspectors specifically asked for the Bosun and AB to complete the task of carrying the life raft to the side of the vessel, turning on the emergency lights, bringing the anti-exposure suits, donning the life jackets and rigging the embarkation ladder. The crew took about 15 minutes to deploy resulting in this deficiency. **Root Cause(s):** **Lack of familiarization** - The ship's crew were not aware of the requirements of SOLAS CH III - REG 13 - Stowage of survival craft "***Each survival craft shall be stowed in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 minutes".*** **Inadequate onboard training** - The ship's crew were not trained appropriately to carry out preparations for embarkation and launching of survival craft by 2 crew in less than 5 minutes. **Preventive Action** The Master shall ensure that each survival craft is stowed in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 minutes as per SOLAS CH III - REG 13 - Stowage of survival craft The following actions are to be completed within 5 minutes: • 2 crew moving the life raft to the side of the vessel • Same 2 crew shifting the embarkation ladder to the side of the vessel and rigging the same • Same 2 crew rigging and turning ON the life raft emergency light • Same 2 crew donning of immersion suits / lifejackets During abandon ship drill , the Master shall select any 2 crew at random (Combination of deck crew , engine crew , galley crew) and train them so that any 2 crew can carry out above actions within 5 minutes. For example combination of (oiler , chief cook) , (fitter , AB) , (OS , messman) , (Bosun , 3EO) etc The Drill schedule instructions in BASSNET has been modified to incorporate these requirements


Training & Drills Setup
File
Frequency Setting
Help
New
Save
Cancel
Delete
Print
Code: GRIN-TD-0001-2017
* Revision No: 1.08
Office Use
* Description: DRILL : Life Boat Drill SOLAS III 19-3.2 / 19-3.4.1
Notes to Participants
Checklist
Participants
Documents
Done By
All crew to participate
To be conducted within 24 hours if 25% or more crew has been changed
Each abandon ship drill shall include:
1. Summoning of passengers and crew to muster stations with the alarm required by regulation 6.4.2 followed by drill annou
public address or other communication system and ensuring that they are made aware of the order to abandon ship.
2. Reporting to stations and preparing for the duties described in the muster list.
3. Checking that passengers and crew are suitably dressed.
4. Checking that life jackets are correctly donned, carriage of immersion suits.
5. Lowering of at least one lifeboat after any necessary preparation for launching; (not applicable during sailing)
6. Starting and operating the lifeboat engine.
7. Operation of davits used for launching life rafts.
8. A mock search and rescue of passengers trapped in their state rooms. (Not applicable)
9. Instruction in the use of radio life-saving appliances.
Note: Each survival craft shall be stowed in a state of continuous readiness so that two crew members can carry out prepar
embarkation and launching in less than 5 minutes as per SOLAS CH III - REG 13 - Stowage of survival craft. Portable life r
light shall be rigged and tested.
Frequency : 30 Day
Alert Interval : 7 Day(s)
Scheduling : Dynamic

Fleet Advisory 2023-01 (Accumulated)

Fleet Advisory 2201 01: Rightship inspection at Kakinada on 20th Dec 2021

1.	**AE No.1 Fuel oil injection pump periodic inspection and replacement of various parts to be carried out at 4000 - 6000 hour interval (as per makers manual), present running hour was 7281 hour and overdue.** **Comments:** • The company Form 6.3.1 - Running Hours Record Sheet used to capture the running hours of the machinery had incomplete data. Form also contains the running hours interval for the periodic maintenance. The running hour interval for the periodic maintenance of AE fuel oil pump was recorded as 6000 hours without running hours maintenance range. Chief Engineer assumed that 6000 hour was the lower limit of the periodic maintenance and upper limit was 8000 hours. • Please cross check the company Form 6.3.1 to ensure that it contains the correct and complete interval of maintenance including lower and upper limit of running hours as per makers manual.
2.	**Chains replacing guard rails for port and starboard side pilot ladder rigging position, the height of top of chain sagging point to deck level was less than 1.0 m (about 89 cms on port side and 95 cms on starboard side).** **Comments:** • The securing eyes of the chains replacing guard rails are correctly positioned at 1.0m level from the deck. It was the sagging of the chain which was natural with such securing arrangement. • Refer International Convention on Load Lines1966, Regulation 25 Protection of the crew - (2) The height of the bulwarks or guard rails shall be **at least 1 m from the deck** (3) Guard rails fitted on superstructure and freeboard decks shall have at least three courses. The opening below the lowest course of the guard rails shall not exceed 230 mm. The other courses shall be not more than 380 mm apart. • Ships provided with the chains at guard rails opening, please replace with the guard rail as per attached photo. Submit proposal and request for hot work to your Ship Manager for modification.
3.	**Critical spares for Emergency fire pump (Impeller, mouth ring, line bearing cover, vacuum pump casing) and Main air compressor spares (Plate, spring, O'ring, valve cover, piston, disk) were not available on board. (Note: Spares ordered on 11-Dec-2021)** **Comments:** • New critical spares were identified based on the company periodical risk assessment on the critical equipment. These critical spares for emergency fire pump and main air compressor were recently added in the BASSnet critical spare parts after above risk assessment. • Please refer Critical Spare parts in BASSnet and raise the requisition for the newly identified critical spares if not yet done so to ensure that all critical spare parts as required are on board. (Refer BASSnet critical spare parts, Technical Procedure Manual, 7.0. Repairs and Maintenance/3.5. Critical Equipment)

4.	**Serial no. or Mfg no. of No.4 crane was not marked anywhere on the crane** **Comments:** • Crane number 1,2 and 3 had the marking plate intact but it was missing on No.4 Crane. • Please check that marking plates are intact and legible on all the 4 cranes. If plate markings are not legible or plate is missing, please inform your Ship Manager for replacement.
5.	**Port side midship draft mark was not painted in contrasting colour from 7.0 m - 6.0 (waterline) drafts.** **Comments:** • Check the load line and draft marks at anchorage and when alongside, if paint has faded/rusted due to rubbing at fenders, paint these at earliest opportunity. • Load line and midship draft marks are prone to wear and tear due to rubbing at fenders when vessel is alongside, please keep checking these markings and paint them as and when opportunity arises.
6.	**Flashback arrestor was not fitted on the oxygen and acetylene working cylinder near the pressure regulator** **Comments:** • The flashback arrestors are to be fitted on both at cylinders storage space and at gas cabinet in engine room workshop side. • Please check if flash back arrestors are fitted on both side and raise requisition if missing. • The Company has incorporated PMS routines for inspection and maintenance of flash back arrestors for the entire fleet. Refer attached screen shot.

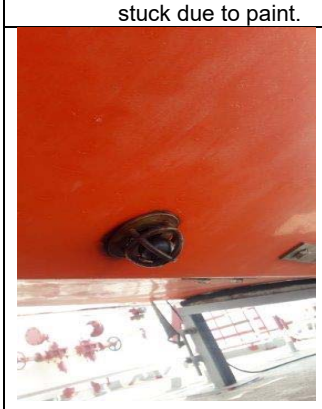
Fleet Advisory 2022-02

PSC deficiencies at Osaka, Japan on 05th Jan 2022

S.No./ Code	Description
01214	**Endorsement by flag state of C/E only copy** **Comments:** • The CEO did not check whether his certificate file contained the original certificate of endorsement issued by the by flag state prior joining vessel. He carried only copy of the endorsement prior joining the vessel. • In this case, the original certificate of endorsement was in the crewing department office and the person in charge of checking documents did not ensure that the original was handed over to the CEO prior joining vessel. • It is the responsibility of the seafarer that original STCW documents are carried with him on board. It is ensured by company SIGN ON Form 4.1.16 which is completed by on-signer himself. Please check documents before completing this Form. • The company's SIGN ON Form 4.1.16 clearly mentions that the Master must verify the original certificate when the crew signs on the vessel. However, the Master checked only the copy and assumed that the CEO had the original certificate of endorsement.
11117	**Self-igniting light with lifebuoy stored on the port side upper deck not lit.** **Comments:** • Lifebuoy Self-igniting lights were inspected on the 22 Dec 2021 and were found in good order. However, during the PSC inspection on the 05 Jan 2022, the port side self-igniting light batteries failed (Though the batteries were only expiring in Nov. 2022) • The unexpected light failure was due to supply of poor quality of batteries. • Henceforth request only for good quality and long-lasting batteries like Duracell for safety. • Please mark the battery replacement and expiry date on the Self-igniting light.
11102	**Water proof electric torch of stbd side lifeboat not lit**. **Comments:** • The stbd side L/B torch was last tested on 22 Dec 2021 and was found in good order. However, during the PSC inspection on the 05 Jan 2022, the stbd side torch failed (Though the batteries were only expiring in Oct. 2022). • The unexpected torch light failure was due to supply of poor quality of batteries. • Henceforth request only for good quality and long-lasting batteries like Duracell for safety. • Please mark the battery replacement and expiry date on the torch.
18407	**Illumination light in the CO2 room and Bosun store not lit.** **Comments:** • One lamp in the CO2 room and one lamp in the Bosun store were found busted during the inspection. • The Company has decided to henceforth supply only good quality / long lasting LED lamps to all vessels.The Ship managers and purchasing department were instructed accordingly. • While carrying out the daily maintenance routines, the ship staff shall report if any bulbs are found busted. • Also prior arrival port all the lights on board (deck lights, store lights, CO2 room lights, emergency lights etc) shall be additionally checked and busted bulbs if any shall be replaced.

11101	**Starboard side lifeboat (1) Link stoppers (fore and aft) on boat fall hook was stuck (2) Bottom plug not connected to the boat.** **<u>Comments:</u>** • Starboard side lifeboat link stoppers were recently painted due to which it was stuck. Movable parts should be not painted. Please ensure whenever a device is painted around a moving part, it is exercised to move free.

Stbd side L/B forward part link stopper stuck due to paint.



- Bottom plug for the stbd lifeboat was fitted in place but the chain connecting the plug to the boat was found missing during the inspection. Refer SOLAS regulation:

===
LSA Code/4.4.7 Lifeboat fittings
4.4.7.1 All lifeboats except free-fall lifeboats shall be provided with at least one drain valve fitted near the lowest point in the hull, which shall automatically open to drain water from the hull when the lifeboat is not waterborne and shall automatically close to prevent entry of water when the lifeboat is waterborne. **Each drain valve shall be provided with a cap or plug to close the valve, which shall be attached to the lifeboat by a <u>lanyard, a chain, or other suitable means</u>. Drain valves shall be readily accessible from inside the lifeboat and their <u>position shall be clearly indicated</u>.**
===

Kindly ensure the following to avoid PSC deficiency:

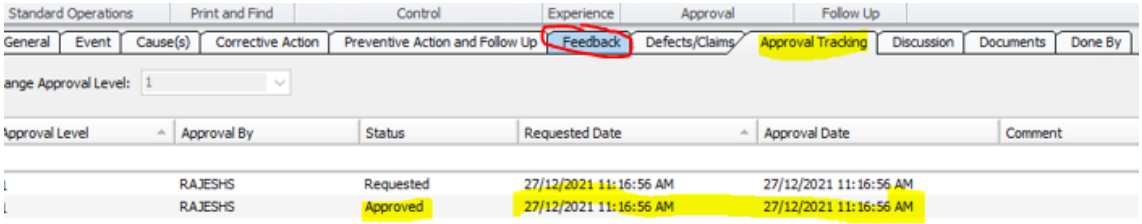
- Drain plug is marked as per above photo “ALWAYS KEEP CLOSED IF YOU DO NOT DRAIN WATER” (Laminate and post if not provided)
- Drain plug is fitted with chain / wire
- Drain plug is kept closed at all times except while draining water.
- Drain ball is in good condition and not seized/damaged/ worn out
- Crutch is attached to lifeboat by chain
- Adjacent lifeboat seat belts are of different colour (contrasting). If not please inform us and make requisition.

Above has been read and understood

Fleet Advisory 2022-03

PSC deficiencies at Mina Zayed/Abu Dhabi, UAE on 17th Jan 2022

S.No./ Code	Description
1/ 09198	**Non-contact infrared thermometer for monitoring body temp. as part of covid-19 was not in use, and the AB watch was maintaining fake figures.** **Comments:** • PSC inspector was greeted by Bosun who checked his identity, entered his details in the visitor's log and called duty officer to escort PSC inspector. After PSC inspector entered the accommodation, Bosun realized that he missed out to check his body temperature. Out of panic and afraid of being reprimanded by C/O, Bosun entered false temperature reading in the log. • During deck rounds, inspector saw the poster at the gangway stating body temperature of the visitors must be checked and inspector checked the visitor's log which had the false temperature reading entered. • If some entry is missed out due to lapse, please don't make any false entry to correct the mistake. Please inform it to your superior for such non-compliance so that a non-conformity can be raised to correct the mistake. • False entries in official documents may lead to trouble to concerned staff/Master and to legal action in some cases.
09108	Several lights cover was observed with died insects. **Comments:** • These lights within the accommodation were mainly on upper deck alleyway prone to insects when door is opened to enter/exit the accommodation as these lights are not air/weather tight and insects enter these covers. • Please pay attention to these lights during weekly accommodation inspection and clean if required.
3/ 03199	**On random check of sounding pipes observed self-closing device missing spring.** **Comments:** • Please refer following SOLAS II-2/Regulation 4/2.2.3.5.1.3: == .3 the terminations of sounding pipes are fitted with **self-closing blanking devices** and with a small-diameter **self-closing control cock** located below the blanking device for the purpose of ascertaining before the blanking device is opened that oil fuel is not present. Provisions shall be made so as to ensure that any spillage of oil fuel through the control cock involves no ignition hazard. == • There is a monthly routine PMS for the maintenance of self-closing device of sounding pipes in E/R in BASSnet. It was observed that on some ships that the PMS was missing which will be added shortly. • Ensure maintenance is carried out as per PMS. • Check **self-closing blanking devices** and the small-diameter **self-closing control cock** for operation when using these sounding pipes.
4/ 09210	**General housekeeping required for E/R floor in all levels.** **Comments:** • Engine room floors were well maintained and clean prior arrival in port, but during port stay 5 units of main engine pistons were pulled out to carry out preventive maintenance

	and engine crew was in the process of cleaning the E/R floor when PSC inspector boarded the vessel and inspected engine room. • Please ensure E/R floors are kept clean at all times and the floors shall be cleaned as soon as possible after any maintenance work
5/ 15199	**No management feedback / approval for near misses reports.** **<u>Comments:</u>** There were three near misses reported in the month of Dec 2021 and all three reports were closed out by office. A closed out of near miss itself indicates that it has been approved by office. Please note as following: • Close out of each Near miss and other reports is only Office function. • A near miss report in BASSnet can only be closed after mandatory fields as indicated by ''asterisk sign'' have been completed. • An activity history is captured in the BASSnet with the name of the person and timing of accessing the report in the ''Approval Tracking'' and ''Done By'' fields. Pease check by clicking on these buttons on any near miss in the BASSnet. • ''Feedback'' field in BASSnet is an entirely Optional field where the Office or Vessel can enter feedback on the report for any item if there is a need for it. As there was no requirement of it, nothing was added in the Feedback filed. • Please show approval tracking and explain above if similar point is raised in future by an external party. 

Fleet Advisory 2022-04

USCG PSC deficiencies at Stockton, CA on 09 Feb 2022

S.No./ Code	Description
1/ 07106	**The following Fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: Fire Detection and Fire Alarm systems, PSCO observed non-operational heat detector in the engine control room.** (**SOLAS II - 2/14.2.1.1.2)** **Comments:** • Inadequate routine inspection - Heat detector was not ensured in operational condition by weekly routine tests as required by company PMS. • The detector was dismounted, cleaned and tested again for the operation to the satisfaction of USCG. • All FFA shall be kept in state of operational readiness at all times. • The ship staff shall routinely and diligently test all the detectors on board the vessel as per the PMS routine and ensure they are fully operational. • If any detector is not operational, it shall be investigated and replaced as required. • The chief engineer shall randomly witness the testing of the detector and activation of the alarm
2/ 16105	**At security level 1, the following shall be carried out: controlling access to the ship. Gangway watchman failed to check 01 ID card out of 06 Coastguard personnel and failed to properly log visitors.** (**SOLAS X1-2/4.1, ISPS code 7.2.2)** **Comments:** • Six USCG inspectors boarded the vessel and approached the gangway desk at the same time. The gangway watch keeper checked the ID card of 5 USCG inspectors but failed to check the ID of the 6th USCG inspector and log entries properly in the visitor log. The gangway watch keeper got panicked and lacked attention upon seeing 6 USCG inspectors approaching the gangway desk at the same time. • The SSO arrived at the gangway security desk and ensured that each USCG officers ID was checked individually and logged. • The gangway watch keeper shall be always alert and assertive when keeping the gangway watch. The watch keeper shall remain calm and not panic if several public authorities like USCG officials board vessel. • If several visitors board vessel at the same time, the gangway watch keeper shall request them to stand in a line and then attend to each visitor. The gangway watch keeper shall keep each visitor in sight and ensure that visitor pass is issued to each visitor and proper entries are made in the visitor log. • If there is any situation which cannot be controlled by the gangway watch keeper, the duty officer or SSO shall be immediately informed. • The duty officer shall also crosscheck the visitor log during each watch for accurate, legible and complete entries. The Master / SSO shall check visitors log at random and ensure that it is properly maintained in accordance with the SSP. • All vessels are requested to conduct on the job training on security duties (OJT 031) to prevent recurrence of this deficiency.

Above has been read and understood

Fleet Advisory 2022-05

PSC deficiencies at Derince, Turkey on 23rd Feb 2022

S.No./ Code	Description
1/ 07199	**Battery room ventilation has no closing device from outside acc. to Fire Plan**. **<u>Comments:</u>** • Battery room was provided with two ventilators, one ventilator was fitted with the closing device and other ventilator was without closing device as per the yard design but the fire plan indicated this ventilator fitted with the closing device due to which it resulted in this deficiency. • The closing devices were not mandatory for battery room vent for the vessel as per MSC.1/Circ.1434 / SOLAS Regulation II-2/5.2.1.1– Closing appliances and stopping devices of ventilation as following: === **Regulation II-2/5.2.1.1 – Closing appliances and stopping devices of ventilation** 1 Battery room ventilators should be fitted with a means of closing whenever: .1 the battery room does not open directly onto an exposed deck; .2 the ventilation opening for the battery room is required to be fitted with a closing device according to the Load Line Convention (i.e. the height of the opening does not extend to more than 4.5 m (14.8 feet) above the deck for position 1 or to more than 2.3 m (7.5 feet) above the deck in position 2; or .3 the battery room is fitted with a fixed gas fire-extinguishing system. 2 Where a battery room ventilator is fitted with a closing device, then a warning notice stating, for example "This closing device is to be kept open and only closed in the event of fire or other emergency – Explosive gas", should be provided at the closing device to mitigate the possibility of inadvertent closing. === The ship's battery room was not corresponding to paragraph 1.1 to 1.3 above and need not to be fitted with a closing device with its ventilator. • Class was invited to attend the vessel and to amend the Fire Plan • **Please cross check the battery room ventilators against the Fire Plan and report any discrepancy to your Ship Manager.**

Fleet Advisory 2022-06

PSC deficiencies at La Coruna, Spain on 23rd Feb 2022

S.No./ Code	Description
1/ 02117	**Defective item: Decks corrosion, Nature of defect: Not as required, Additional comments: Light corrosion (LL SOLAS)** **<u>Comments:</u>** • Deck maintenance had suffered due to carriage of logs on deck/hatch covers in the month of Nov 2021. • The paint could not be supplied earlier in New Zealand and in China due to Covid-19 restrictions. This also prevented deck maintenance during intermittent period available for deck maintenance during trade. • Please update your Ship Manager whenever deck maintenance suffers due to any reason and support required to keep up with the maintenance.
2/ 18420	**Defective item: Cleanliness of engine room, Nature of defect: Not as required, Additional comments: Cleanliness of E/R needs to be improved (LL SOLAS) Cleanliness of engine room – not as required. (MLC)** **<u>Comments:</u>** • Area pointed out by PSC inspector was in the purifier room space. The oily marks in the purifier room space were of the ongoing maintenance work. Space was also lacking cosmetic appearance. • The purifier room floor plates and area were immediately cleaned and were painted subsequently. • Please clean E/R floor plates as soon as possible after any maintenance work is carried out.

Fleet Advisory 2022-07

USCG PSC deficiencies at Mobile, AL, USA on 16 Feb 2022

S.No./ Code	Description
1/ 03105	**Bulk carriers shall comply with the maintenance requirements provided in regulation II-1/3-1 and the standards for owners' inspection and maintenance of Bulk Carrier Hatch covers, adopted by the organization by resolution MSC 169(79). PSCO observed the last monthly hatch cover maintenance was completed on 01 Dec 2021.** **(74 SOLAS (20) XII/7.2)** . **Comments:** • The monthly maintenance schedule for the inspection and maintenance of Bulk Carrier Hatch covers as required by resolution MSC 169(79) is there in BASSnet PMS under scheduled jobs. • Vessel had carried out partial maintenance of hatch covers externally during loaded passage without opening the hatch cover due to the nature of cargo inside the holds but same was not informed to USCG PSC team. • When vessel is unable to complete the maintenance as required without opening the hatch cover due to weather/nature of the cargo, carry out the maintenance which can be carried out externally and enter same in the BASSnet PMS with reasons of not carrying out the complete maintenance.
2/	**Each Ballast Water Management System manufactured under coast guard approval must have a name plate which is securely fastened to the BWMS and plainly marked by the manufacturer with the information listed in paragraph (b) of this section.** **PSCO noted approved BWMS was not marked with a name plate. (46CFR 162.060-22a)** **Comments:** • This deficiency resulted due to the mistake in relaying to the USCG PSC inspection team that the vessel was equipped with USCG Type approved Ballast Water Treatment System (BWTS). The BWTS (Make-PANASIA/Type-GloEN-Patrol/Model-GloEn-P800) fitted on board is not yet upgraded to USCG Type approval but it is Alternate Management System (AMS) approved. As AMS doesn't require marking of the name plate on the system, hence BWTS was not marked with the information as required by USCG requirement. • Panasia BWTS fitted on board are not yet fully compliant with USCG Type approved standard. But these units are AMS approved by USCG for period of 5 years from the extended compliant date. • The USCG AMS approval letter for Panasia and USCG letter for the extension of the compliance date should be produced to USCG PSC team if requested during inspection. • The Panasia BWTS require modification and upgrade to fully comply with USCG Type approved standard before marking the BWTS with a name plate. We are in contact with the manufacturer for upgrading the BWTS. • The vessels equipped with BWTS of other than Panasia, please check BWTS for the marking of a name plate and advise your Ship Manager if unit is not marked with following information: (1) Coast Guard approval number assigned to the BWMS in the certificate of approval. (2) Name of the manufacturer. (3) Name and model number of the BWMS. (4) The manufacturer's serial number for the BWMS. (5) The month and year of manufacture completion. (6) The maximum allowable working pressure for the BWMS.

Above has been read and understood

Fleet Advisory 2022-08

PSC deficiencies at San Lorenzo port, Argentina on 09 May 2022

S.No./ Code	Description
1/ 04103	**Some deck lights are out of service**. **Comments:** • One light on accommodation exterior port side and one light on accommodation exterior stbd side were found busted during the inspection. • Carry out proper inspection of all lights (paying attention in detail to each light) during routine inspections and maintenance. • Any light found non-functional, having dead insects, having missing screws, cracked or broken found should be immediately reported & necessary action to be taken. • All emergency lights shall be also checked during boat drill. • As there is a possibility that lights can bust off anytime due to vibrations, lights are to be also checked prior arrival port as per the Company's prearrival checklist and upon berthing and defective lights if any to be renewed. • During cargo operations, deck crew shall check if all the lights are in good order. If any defective light is observed, it shall be informed to the officer in charge and replaced with new one. • Vessel shall have sufficient spare bulbs on board.
2/ 13102	**Refrigeration sea water pump of main engine has leaks.** **Comments:** • The leakage was from Cooling SW Pump (ME) gland packing. • Enhance the inspection and maintenance regime and ensure that ships equipment / machinery are kept in good working order at all times. • All vessels shall strictly comply with the PMS and defect management procedures as per Technical Manual section 7 and to report any defects noted on the vessel in a timely manner. All defects shall be brought to the attention of the Master and the Company. • Ship staff shall pay attention in detail and look out for leaks, malfunctions, unusual noise and other abnormalities while carrying out any maintenance routine or while taking rounds. • Leaks or malfunction on any equipment shall be attended and rectified immediately or entered in the Defects list form for repair at the earliest opportunity. • Master, Chief engineer and Safety officer shall check the maintenance and upkeep of equipment and machinery during their routine rounds and during safety inspections. • Crew is to be warned not to overtighten glands and damage cooling properties in the glands by heat build-up.
3/ 13102	**Refrigeration sea water pump of the Generator 3 has leaks.** **Comments:** • The leakage was from SW service Pump (GE) gland packing. • Enhance the inspection and maintenance regime and ensure that ships equipment / machinery are kept in good working order at all times. • All vessels shall strictly comply with the PMS and defect management procedures as per Technical Manual section 7 and to report any defects noted on the vessel in a timely manner. All defects shall be brought to the attention of the Master and the Company. • Ship staff shall pay attention in detail and look out for leaks, malfunctions, unusual noise and other abnormalities while carrying out any maintenance routine or while taking rounds.

	• Leaks or malfunction on any equipment shall be attended and rectified immediately or entered in the Defects list form for repair at the earliest opportunity. • Master, Chief engineer and Safety officer shall check the maintenance and upkeep of equipment and machinery during their routine rounds and during safety inspections. • Crew is to be warned not to overtighten glands and damage cooling properties in the glands by heat build-up.
4/ 13103	**Electrical panels in the engine room do not have rubber insulation on the floor.** **<u>Comments:</u>** • The panel for engine room lights (stbd side) and panel for ballast pumps did not have rubber insulation on the floor. • This deficiency is not valid as per SOLAS II-1 Reg.45 2. ➢ Where necessary non-conducting mats or gratings shall be provided **at the front and rear of the switchboard**. (SOLAS II-1/45. 2). ➢ Non-conducting deck coverings, such as non-conducting mats or gratings, suitable for the specific switchboard voltage should be installed for personnel protection at the front and rear of the switchboard and should extend the entire length of and be of sufficient width to suit, the operating space. (USCG 46 CFR 111.30-11.) ➢ Insulating matting is only required at the front and rear of switchboards. ➢ Individual machinery **starter boxes** throughout the Machinery space are **NOT considered switchboards** and do not require insulating matting in front or behind them • Be aware of SOLAS II-1 Reg.45 2 which requires non-conducting mats or gratings at the front and rear of the **switchboard** so that PSC inspector can be explained. Individual machinery starter boxes throughout the Machinery space are NOT considered switchboards and do not require insulating matting in front or behind them. • All mats not required by SOLAS are to be removed to prevent tripping hazards.

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Fleet Advisory 2022-09

PSC deficiencies at Port Hedland, Australia on 08th June 2022

S.No./ Code	Description
1/ 03108	**Fore peak ballast tank vents port and stbd defective**. **<u>Comments:</u>** • Nine Air vent heads were dismantled for the internal inspection as required by PSCO. The floats of forepeak tank were found defective. The bush guide piece welded at upper side of the float was found missing. The defective floats were replaced by new spare floats available on board, same was verified by PSCO. • It is suspected that the bush guide piece got dislodged from the floats due to frequent operation of float during shipping seas which is more pronounced at forward part of the vessel. • As per company PMS, the air vent heads were inspected/overhauled internally in June 2021. • The maintenance interval for internal inspection and overhauling of the air vents is being reduced from annual to 6 months in BASSnet to prevent recurrence. • The job on air vent maintenance will show up in BASSnet on monthly basis, dismantle air vent heads of few tanks for internal inspection and overhauling so that all air vents are inspected/overhauled at 6 monthly cycles. Carry out maintenance as per the job description in BASSnet. • Mark the overhauling date on the vent head after maintenance. • Enter maintenance report/comment in the BASSnet identifying the air vents inspected internally, their condition and maintenance carried out. • Ensure that any replacement spare has been ordered so that minimum spares as required are available on board.

Fleet Advisory 2022-10

AMSA PSC deficiencies at New Castle, Australia on 7th July 2022

Code	Description
07115	**Port side engine room ventilation fan fire damper defective**. **(Vessel was detained on this deficiency)** **Comments** • Inspector requested to have the grids beneath the cowling removed. The pneumatic actuator was then used to close the damper. The inspector went inside the vent between the base and the mushroom and observed that flaps were not closed. The linkage affixed to one of the fins (end fin) by welding, had given way which made that fin inoperable. • Monthly test of ventilators and fire damper was last done on 16 June 2022. • The dampers are function tested monthly. The position of the damper cannot be observed from outside as there was no inspection port. While testing the damper was thought to be closed when it wasn't. The fact that the damper was not fully closed was only noticed by removing the protective grating and looking inside**.** • The weld on the stub piece was rewelded, affixed to the damper fin to make the dampers in good working order. The PSC inspector verified the operation and closed the deficiency. • **Ensure a ship specific procedure for testing and ensuring positive closure of the flap is prepared on board your vessel.** • **An inspection port (if not provided) will require to be fabricated to ensure visual confirmation of positive closure of the flap. Please liaise with your Ship Manager in case inspection port is to be installed on the air vent on board your vessel.**
03108	**Float defective at double bottom tank No.2 (Port) Aft air vent.** **Comments:** • Ten air vent heads were opened for inspection as required by AMSA inspector. Nine vents were found in good order. The float of No. 2 (Port) air vent was found defective. • On No 2 (Port) vent, the stub guide piece welded on the floating disk was found broken off. The welding repair was carried out for joining the stub guide piece with the float disk during the last overhauling of the air vent. • All water ballast tanks air vents were internally inspected and overhauled in accordance with the company PMS and welding repairs were carried out for joining the stub piece on some floats as required. • Despite the fact that all ventilators were overhauled, the lack of quality of welding workmanship resulted in the failure of the ballast vent float. • Defective float was replaced by a float which was supplied at Newcastle by a local Engineering Company. The AMSA PSC inspector closed the deficiency after verification of the same. • **During routine inspection and overhauling, pay close attention at the joint of stub guide piece with the float disk. Any defective float detached with stub guide piece is to be replaced by the new. No welding repair should be attempted on board. Henceforth the defective float shall be replaced by the new spare float.** • **Ensure sufficient spare vents and floats are there on board your vessel. Please liaise with your Ship manager for number of floats to be kept as spare and place order as required.**
18408	**Low insulation in 220V feeder panel in emergency generator room.** **Comments:**

	• During the load testing of the emergency generator, it was noted that there is a 220V low insulation in the lighting circuit. Recent heavy flooding rain when the vessel was alongside in port resulted in moisture drawn into the light fitting via seals due to light vacuum when light is cooling**.** • The ship staff noticed the 220V low insulation and identified the cause and intended to fix the problem after cargo operations were completed. There was improper sealing of electrical gland connection on emergency light on deck. • Electrical officer was instructed to identify and rectify the low insulation fault immediately after deficiency was pointed out. The lighting fixture was opened and dried by means of a heat gun and gland fittings/glass housing seals refurbished to ensure proper sealing and the low insulation alarm was rectified. • **CEO to brief all engineers to be more vigilant while keeping the engineering watch and attend and rectify any identified electrical faults at the earliest opportunity and also to record any identified electrical defects in the defect log and report the same to the CEO.** • **The routine weekly testing of the emergency generator now requires switching on all decks lights to see if any earth faults appear.** • **Carry out regular checks of the feeder panel and low insulation alarm or defects if any to be properly investigated and rectified at earliest opportunity. If unable to find cause for low insulation, Ship Manager is to be informed.** • **Ensure that electrical fittings are properly maintained and sealed appropriately to avoid moisture/water ingress. Particular emphasis to be given to the inspection and proper sealing of the items like terminal boxes of the deck lights, wipers etc from direct sea spray and rain as it is one of the major causes for low insulation.** • **Class rules require a minimum insulation resistance of 1 mega ohm (1 million ohms). Good practice suggests that a much higher standard, as near to infinity as possible, but not less than 5 mega ohms, should be aimed for.** • **The engineer on watch to check the status of electrical panels during his watch. Chief engineer also to check the status of electrical panels while taking rounds in engine room.**
07199	**Heat insulation defective at auxiliary engine No. 3 exhaust turbo charger manifold.** **Comments:** • During the inspection of the generator engines, the inspector climbed up onto the bedplate to get a better view of the exhaust manifold, he found lagging material to be insufficient. • SOLAS – CH – II - Regulation 4 - Probability of Ignition - 2.2.6 Protection of high-temperature surfaces. 2.2.6.1 Surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated. 2.2.6.2 Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces. • Appropriate lagging was added to the exposed areas of the turbocharger. The ship staff have carried out thorough checks in the engine room and confirmed all other pipes requiring insulation/lagging are in good condition. • Such deficiencies pose a fire hazard and ensure that engine officers and crew follow proper housekeeping and maintenance on the lagging of the machineries. • **CEO to ensure stringent inspection and maintenance as per PMS and report if any lagging is missing from any equipment/ machinery. Laggings shall be adequate, covering the entire surface and not missing at any area and the lagging and insulation shall be in good condition, tight and free from oil. If the laggings are not in good condition, they shall be renewed.** • **Engineering Officers, while doing their watch keeping rounds shall ensure that general inspection of equipment / machineries and housekeeping requirements are being met. Complacency is to be guarded against. Any potential item that**

	can cause hazard/danger to the vessel, crew and environment must be rectified on the spot. • **The ship staff shall also ensure that all PMS routines are completed in a timely manner. If unable to complete the same, the ship manager has to be informed with valid reasons and the job schedule to be postponed to a further date with ship managers comments and approval.**
07106	**Smoke detector defective at forward hydraulic room.** **Comments** • All the detectors were operational on board and there was no alarm. While the AMSA inspector was conducting the bridge inspection, the fault alarm sounded alerting the inspector who enquired about the source of the fault. Upon investigation it was found that the recently replaced Smoke detector was defective in forward hydraulic room. Weekly testing of fire detection and alarm system was last done on 04 July 2022. • Electronic component failure: The fire alarm system was clear of alarms and tests were up to date however the failure occurred during the time of inspection. • The circuit and loop were checked for continuity, loose connection and any other defects. The smoke detector was promptly replaced with new spare. After replacement of the new sensor there has been no further alarm form the system and system tested fully functional. • **Ensure sufficient spares for each type of detector are carried on board in case of unexpected failure of the detectors.**
05110	**INMARSAT-C not set up to receive AUSCOAST warnings for current sea area.** **Comments:** • During the inspection the AMSA inspector wanted to see what regions were selected on the INMARSAT-C for the AUSCOAST Maritime Safety Information. The Australian coast is divided into 8 coastal regions from A-H and the area as per vessels position was region “C”. The INMARSAT -C was only set to receive Maritime Safety Information for areas A and B. The second officer immediately selected the region C in the presence of the PSC inspector and the deficiency was closed. • **The OOW to configure the required Nav areas in EGC / Navtex carefully to ensure that all Maritime Safety Information (MSI) necessary for the intended voyage is received. Country specific requirements like AUSCOAST navigational warnings shall also be complied with referring to the publications. Refer on the job training on AUSCOAST Maritime Safety Information.** • **The areas set in INMARSAT -C to receive Maritime Safety Information by one officer shall also be cross checked by the other navigational officers so as to avoid one man error.**
04114	**Tachometer defective at emergency generator control panel.** **Comments** • During the testing of the emergency generator, the AMSA inspector observed that tachometer on the generator board was faulty. The vessel already had a spare tachometer on board but could not renew the same as it was of wrong specification which was due to inadequate purchasing by office and subsequent inadequate communication by ship staff on wrong supply. • **The ship staff to always check the spares received on board immediately upon receipt or at the earliest opportunity and ensure that they are of the correct specification as per maker manual.** • **If the spares received are not correct, then the supplier and ship manager shall be informed and the spare shall be returned back and new requisition raised if deemed necessary.** • **The vessel shall follow up the requisition with the ship manager until the spare is received.** • **The Ship manager shall also track the requisition and endeavour to supply the items at convenient port.**

	• **The Company has revised the PMS routines to include checking of the tachometer during testing of the emergency generator.**

Fleet Advisory 2022-11

PSC deficiencies at Hirohata (Himeji), Japan on 25th July 2022

Code	Description
04103	**Emergency light for forward life raft broken.** **Regulation:** SOLAS > Chapter III - Life-Saving Appliances- Regulation 9 - Operating Instructions (Posters or signs shall be provided on or in the vicinity of survival craft and their launching controls and shall be easily seen under emergency lighting condition) **Comments:** • The vessel's last cargo was logs and the light was damaged by the stevedores during the discharge of logs in Lanshan, China. The ship staff were aware of this damage which occurred during cargo operations in the last port and there was a spare new fitting on board. The new light was not fitted in a timely manner which resulted in this deficiency. • Upon pointing out the deficiency, emergency light was immediately renewed. The operation of the light was verified and the deficiency was closed by the attending PSC inspector. • **Please comply strictly with the defect management procedures as per SMS and report any defects noted on the vessel in a timely manner. All defects shall be brought to the attention of the Master and the Company. This includes the relevant forms for reporting (Form 6.5.1) and the distribution of them when completed.** • **Any observed safety equipment in sub-standard condition to be attended and rectified at the earliest opportunity. If unable to complete the same, the Ship Manager is to be informed with valid reasons and the job schedule to be postponed to a further date with Ship Managers comments and approval.** • **Please comply with SOLAS Chapter I - General Provisions - Regulation 1 and any defect in safety equipment (if unable to rectify in a timely manner) shall be reported to the flag state authority (Through the Company) and an appropriate dispensation shall be obtained from the flag state and the defect shall also be reported to the appropriate port authorities of the calling ports.** • **The Master, Chief Engineer and Safety officer to check the maintenance and upkeep of equipment and machinery during their routine rounds and during safety inspections.**
04113	**Water ingress alarm for No1 cargo hold activated main alarm although there is no water in the hold.** **Regulation:** SOLAS > Chapter XII - Additional Safety Measures for Bulk Carriers - Regulation 12 - Hold, Ballast and Dry Space Water Ingress Alarms **Comments:** • The alarm had activated on the evening of 24 JULY one day prior to the PSC inspection. The vessel was alongside and loading in other holds except CARGO HOLD NO 1 which was checked and confirmed dry. • The alarm condition was accepted by the ship staff with the intention of further investigation the next morning. At 0830 hrs however the relevant personnel commenced a pre-arranged life and rescue boat launch to make use of the opportunity to launch boats before a long voyage. The PSC boarded the vessel during the drills and the ship staff had not yet had the chance to check the cause of the faulty reading on the Ingress Panel.

	• Upon pointing out the deficiency, the sensor was immediately changed and the cargo hold alarm condition was rectified. The PSC inspector rechecked the bridge panel and closed the deficiency. • **Any observed safety equipment in sub-standard condition to be attended and rectified at the earliest opportunity. Any safety related defects which are not completed in time prior arrival port are to be reported to the flag state through Ship Manager and dispensation obtained for the same.** • **Please comply with SOLAS Chapter I - General Provisions - Regulation 1 and any defect in safety equipment (if unable to rectify in a timely manner) shall be reported to the flag state authority (Through the Company) and an appropriate dispensation shall be obtained from the flag state and the defect shall also be reported to the appropriate port authorities of the calling ports.** • **Each vessel is required to have spare sensor on board.**

Fleet Advisory 2022-12

PSC deficiencies at Hiroshima (Etajima), Japan on 18 Oct 2022

Code	Description
11104	**Painter for the rescue boat not attached to the release device.** **Comments** • Rescue boat was lowered into the water on 13th Oct 2022. Crew failed to reconnect the painter to the release device after its re-stowage. • Please note following SOLAS regulation (LSA Code 5.1.2.2.5): === a painter of sufficient length and strength, **attached to the release device** complying with the requirements of paragraph 4.4.7.7 and placed at the forward end of the rescue boat; ==== • All officers on board to familiarize themselves with the above regulation and same is to be discussed with all crew on board during next safety training session. • 3NO - PIC of LSA is responsible for ensuring that painter is attached to the release device upon re-stowage after routine lowering of the rescue boat.
03103	**Bulwark and Guard rail (S-side) –** **1. Bulwark on upper deck (S-side, Fr.66) was cracked** **2. The lowest guard rails (S-side) were missing or broken partly** **Comments:** • Please inspect the bulwark and guard rails on board your vessel for any crack/ deformation, broken/missing guard rails and inform your Ship Manager if any repair is required. • Carry out maintenance on Bulwark and Guard rails as and when required.

Fleet Advisory 2022-13

RightShip Inspection at Port Klang on 06 Dec 2022

Reference RightShip Inspection Ship Questionnaire (RISQ) 2.0 – Sept. 2022

RISQ 4.39	**The strength confirmation letter for all hatch covers was issued by shipbuilders but not by class. The size of markings of helideck was not as required by ICS guide to helicopter/ship operations. The access ladder to no.5 hatch cover was not suitable.** **Comments:** • Vessel was in compliance with AMSA Marine Orders Part 57 with the strength confirmation letter issued by shipbuilder. However, RightShip Inspection Ship Questionnaire (RISQ) requires strength confirmation letter from Class. Please contact your Ship Manager for getting this letter. • Ensure helicopter landing/winching area (as applicable) is marked in accordance with the Guide to Helicopter/Ship operations 5th Edition: ➢ Marking a landing area – refer section 4.3.3 in conjunction with section 4.1.2 and figures 4.2 and 4.3 ➢ Marking a winching area – refer section 4.4.3 in conjunction with section 4.1.3 and figure 4.4 • The access from hatch cover to deck should be a fixed height inclined ladder with fixed handrails and front platform with operational load for two persons (150 KG). The steps and platforms should be made of non-slip materials.(AMSA Marine Orders Part 57) For sample photo of the ladder, refer HSE Procedures Manual, 4.14 Helicopter operation / section 3.
4.42	**Lifebuoys on bridge wings (P & S) lifeline were brittled due to UV damage.** **Comments:** • The renewal of grabline (lifeline) around the lifebuoys on bridge wings was in hand, accordingly two new lifebuoys were ordered by Master and same were supplied prior to inspection. However, above observation resulted due to delay in replacing the lifebuoys. • Check the condition of lifebuoys and attachments - grabline/lifeline/lights and markings during routine inspection and take corrective action as required.
5.12	**Fuel oil Centre tanks were fitted adjacent to water ballast tanks, however there were no procedures in place to sampled ballast water before pumping out.** **Comments:** • The fuel oil and adjacent ballast tanks are double bottom tanks, it is impractical to sample the ballast water prior to discharge due to location of the tanks and manholes. • The following procedure has been added in HSE Procedure manual/6.14 Ballast Water management/section 11 which please comply: ==Quote== **Ballast water check for oil contamination** The water ballast tanks adjacent to the fuel oil tanks shall be checked for oil contamination prior to discharge and during voyage. The result shall be entered in the port log prior discharge. It is impractical to sight the surface of the water or sample the water from the double bottom ballast tanks due to their location and construction. In this scenario until practical solution of sampling the water is established, the water ballast adjacent to fuel oil tanks shall be observed as following to establish that water is uncontaminated before discharge: • The adjacent ballast tanks shall be sounded using oil finding paste and by observing the rainbow or black oil around the sounding rod.

	• The adjacent fuel oil tanks shall be sounded using water finding paste Any oil contamination in the ballast tank or water ingress in the fuel tank shall be reported to Chief Officer and ballast from the contaminated tank shall not be discharged ashore. ==
8A.6	**There was no record available on board for approved test condition of loading computer made in the presence of class surveyor during renewal/ special survey in July 2022.** **Comments:** • Refer Cargo Manual/11.0 Stress and Stability/section 1 for loading computer accuracy check: == The accuracy of the loading computer shall be checked at each annual survey by applying at least one approved test loading condition (other than light ship) and endorsed by the class surveyor. At each renewal survey this checking for all approved loading conditions is to be done in the presence of the class surveyor. == • Print the accuracy check conditions as above in the presence of Class surveyor and get these endorsed by Class surveyor during annual and renewal surveys.
8A.16	**The vessel carried steel coils from 19 July to 21 Aug 2022(02 Ports loading and 03 ports discharging). The record of temperature and dew points of all holds and outside area was recorded same figures.** **Comments** • Voyage was from Korean ports to Indonesian ports. As vessel sailed from cold to warm region, no ventilation was required, refer Cargo Manual/12.1 Cargo Ventilation/ sections 4.1 and 4.2. • The wet and dry temperatures were measured inaccurately at the booby hatch entrance without entering inside the cargo holds resulting in the same figures. These temperatures are to be measured of the inside air of the cargo hold. • "The wet/dry temperatures and dew point of the cargo hold atmosphere is not required when Three Degree Rule is to be applied for deciding the ventilation unless there is a specific instruction from the charterer'' has been added in the Cargo Temperature and Ventilation Form 2.3.13.
9A.6	**The rubber washers for Quick acting cleats fitted on no.1 hatch covers were covered with paint. Total 06 pcs.** **Comments:** • The rubber washers, moving joints and pivots, rubber joints/packing, grease nipples, brake band drum etc are not to be painted over. Cover these fittings with the masking tape prior painting the area close to these.
10.1	**The Line Management plan did not include General Ship Particulars as required by INTERTANKO guidelines section 2 Part A.** **Comments:** • Our Line Management Plan is contained in the HSE Procedure Manual, Chapter 4.12/Section 9. Line Management Plan (Maintenance, Inspection, Wear Zone Management, Retirement and Renewal of Mooring Lines) • As per INTERTANKO guidelines section 2, Line Management Plan also requires Part A – General Ship Particulars which is being added for all ships in the shared folder under 9. Manual and Drawings/9.09.11 – Line Management plan.

10.6	**A headline passing from stbd side on forecastle deck and secured on bitts was brittle due to UV damage.** **Comments:** • Inspect the mooring lines on board for any damage and for retirement, refer Line Management Plan in HSE Procedure Manual/chapter 4.12 • UV radiation causes mooring lines' colour to fade and accelerates ageing. Prolonged exposure to the sun causes a rope to lose elasticity and become stiff. Rope abrades and rubs off easier when used. Fibre ropes should not be left exposed to sunlight whilst at sea; they should either be covered by a thick canvas material or stored in forward/aft stores.
10.19	**Anchor (S) was not tightly secured in the hawse pipe. Rectified during inspection.** **Comments:** • Starboard anchor not tightly secured in the hawse pipe. During the inspection, there was a gap of about 20cm from hawse pipe. Loose flukes may cause damage to the hull around hawse pipe mouth area. • The CNO shall inspect the anchor by looking overside and confirm that the anchor is properly housed and secured. Same is to be reported to Master on bridge.
10.20	**Anchor chains (P & S) bitter end were secured inside the chain locker.** **Comments:** • The chain locker was designed in this manner. • All bolts/nuts of the chain lockers are to be kept greased, a dedicated hammer and spanner is to be kept in readiness nearby for opening the chain locker cover so that bitter end can be released in event of an emergency immediately.
14.9	**The forward mast stays were covered with sheathed plastic. Rectified during the inspection.** **Comments:** • Refer Technical Procedure manual – Chapter 12 – TESTING AND EXAMINATION OF EQUIPMENT clearly specifies that wire ropes on board are not to be covered with plastic sheathing, as these covers do not allow for thorough inspections and lubrication of the wires. • Check wires fitted with gangway, lifeboat, mast stays etc and remove if any plastic sheathing is found around wires.
14.14	**The dryers located inside laundry on Captains deck were not free of lint build-up. Rectified during inspection.** **Comments:** • Refer HSE Procedure Manual – 4.22- Fire precautions specifies that dryers shall be kept free of lint as it is a fire hazard. • Post "Clean the filter after and before use" on the dryer. • Ensure compliance through weekly accommodation inspection. Inspection Form (5.2.1A) specifies that laundry equipment shall be kept free of lint.

14.18	**The ship hospital was used for storage of covid related PPE. Rectified during inspection.** **Comments:** • A large amount of Covid PPE was stored in the hospital instead of storing in a locker. • The Company's weekly accommodation form clearly specifies that hospital shall not be used as a storage space for stores/spares. This was not complied and resulted in this nonconformity • The 2NO is responsible for proper housekeeping of the hospital and for ensuring that the hospital is clean, hygienic and not used as a storage space for any stores/spares. • Master to cross check the house keeping of the hospital as part of weekly inspection of crew accommodation (Form 5.2.1 A) and ensure compliance.

Fleet Advisory 2021-01

PSC deficiencies at Constanta, Romania on 25th Nav 2021

S.No./ Code	Description
10129	The official logbook found with incomplete records. (e.g. incomplete details as such courses steered, speed and distance sailed, position fixing **during the ship's manoeuvrings**). Master instructed to keep proper records from now on. **<u>Comments:</u>** • The incomplete records of courses and speed as pointed out pertain to various courses and speeds which were steered during manoeuvring arrival/berthing when pilot was on board at port of inspection. As there are numerous courses and speeds during such period, it is customary recorded as ''various courses and speeds as per pilot's advice'' in the deck logbook. It is not practical to record frequent course/speed changes during manoeuvring within the limited time frame and space of the deck logbook. The extra recording during watch also distracts the OOW from his other essential duties when voyage records containing course/speed/position are available in the ECDIS/VDR/EU MRV & IMO data collection program. The engine movements are recorded in telegraph printer and various other records such as position at EOSP/POB/Breakwater & buoys transits etc are recorded in the bell book. • However, initial pages of the company deck logbook require some information from the bell book to be transferred to deck logbook and this information was missing for one watch duration from 'End of Sea Passage' to 'All lines fast.' • Please ensure that **the deck logbook entries are completed immediately after the watch as required by the instructions provided in the initial pages of the book. Refer column 23 with regard to the entries which are to be transferred from the bell book.** • Refer SOLAS-Chapter V – Reg. 28.1 === All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the Organization.* When such information is not maintained in the ship's log-book, it shall be maintained in another form approved by the Administration. ===
14503	Insufficient storage capacity available on board for the Plastic (Cat. A), Operational Waste (Cat. F), E-Waste (Cat. I) and Cargo Residues (Cat. K and J). **<u>Comments:</u>** • This deficiency resulted due to the disposal quantity of the garbage at last few shore reception facilities was more than the storing capacity provided on board. • The existing garbage compactors provided on board our fleet vessels will be replaced in due course with the better performing compactors which we have already tried on board our two vessels with good feedback. Compactor will bring down the volume of few categories of the garbage considerably. • Please plan garbage disposal ashore as and when vessel visits ports provided with the shore reception facilities. • Incinerate garbage as permissible.
10129	In the coastal waters there is no evidence that the ship's position was checked by an independent means of position fixing at required period. Master instructed to check the ship's position as per requirements from now on.

	Comments: • Company SMS requires verification of the GPS position accuracy in ECDIS at the interval not more than 12 minutes in confined waters, not more than 30 minutes during coastal navigation and not more than 2 hours during ocean passage. The topic is well covered in the company SMS. • All deck officers to familiarize with the Nautical Manual/Chapter 7B ECDIS / section 3.2 – Monitoring Accuracy of GNSS Position in ECDIS • The frequency and method of position verification is required by passage plan which should be complied. • Master shall ensure compliance on board • We will be carrying out at random checks on the GPS position verification on vessels by requiring submitting us the voyage ECDIS record/screenshots. Messages will be sent in this regard.
18315	Rotten vegetables were found in the provision room during the PSC inspection. **Comments:** • Rotten vegetables were the remnants of the last provision which was picked up a month before. The replenishment of the provisions at the port of inspection was due and was in process. • Master to brief Cooks to remove as and when any rotten vegetables is noticed. • Master to ensure the removal of any rotten vegetable by his weekly inspection checklist for crew accommodation, food and water.
01214	The endorsement by flag state for several ship's officers were missing. (the Certificate of receipt application were expired during the last voyage) **Comments:** • The missing endorsement by flag state were immediately sent by email attachment and same were verified by the PSCO. • Please inform Crewing if any crew certificate is approaching expiry date. • We will strengthen our monitoring of the crew certificates in office.
04109 / Fire drills	Rescue procedures not properly followed and the mask of one breathing apparatus was found malfunctioning. The two-way portable radiotelephone apparatus for fire-fighter's communication not used during exercise. **Comments:** • The drill scenario was to extinguish the fire in the galley where there was lack of oxygen and a person to rescue. • The drill as required was conducted. The crew members donned with fireman outfit and fire hose entered in the galley along with the stretcher for rescuing the person. Inspector was not satisfied with the stretcher carrying it in the galley as it delayed the entry to galley. • The clip from one of the fastening straps of SCBA face mask had come off during tightening. Ensure face mask is checked after donning. • The SCBA donning is to be practiced during trainings and drills. • Ensure a drill is conducted covering all points as required by SOLAS-III, Reg.19/3.5.2, refer OJT003 in SHEQ/Crew Training.
15150 / ISM	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report. **Comments:** For your information, this deficiency was pointed out based on the nature and number of the deficiencies.

Above has been read and understood

CNO	2NO	3NO	X2NO/X3NO	D/C
2EO	3EO	4EO	EEO	E/C

Verified by: Master/CEO

Please file duly signed last page of fleet advisory 2024-01 in OneDrive/ 3.2.3 Training folder

December 2023 Port State Control Inspection Update as Registered in the Paris MoU for BWMS

Technical Newsletter on 2nd January 2024

Introduction

The Paris MoU on Port State Control (PSC) consists of 27 participating maritime Administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe. **Their Mission is to eliminate the operation of sub-standard ships through a harmonized system of Port State Control.** Annually more than 17,000 inspections take place on board foreign ships in the Paris MoU ports, ensuring that these ships meet international safety, security and environmental standards.

This monthly Newsletter update, brought to you by Maritec, primarily focuses on the PSC Inspection results of Paris MoU related to the Ballast Water Pollution Prevention Risk Area, by showcasing the recorded findings of deficiencies of detained vessels.

PSC Paris MoU Pollution Prevention Month-on-month Data in 2023:

Month	No. Of Ships Inspected	No. Of Ships DETAINED with BWMS Deficiencies	Total No. of Non-ISM Deficiencies
2023-01	51	5	64
2023-02	47	4	55
2023-03	67	5	82
2023-04	35	1	41
2023-05	52	2	61
2023-06	61	4	72
2023-07	56	6	69
2023-08	49	4	59
2023-09	40	1	49
2023-10	60	2	77
2023-11	56	1	78
2023-12	**39**	3	**42**

A Closer Look at Deficiencies identified in December 2023 inspections:

December 2023 inspection results reported **3 ships detained with 3 deficiencies** identified related to the vessels' Ballast Water Management Systems (BWMS) and Procedures. **The following BWMS Deficiencies were reported:**

Area	Defective Item	Nature of Defect
Pollution prevention - Ballast Water	14802 - Ballast Water Record Book	Not Properly Filled
Pollution prevention - Ballast Water	14801 - Ballast Water Management Plan	Missing
Pollution prevention - Ballast Water	14801 - Ballast Water Management Plan	Not Approved

(Source: https://www.parismou.org/)

Prevent your vessels from being in this situation.

For more information on Discharge Water Compliance Services Click Here to visit our website or keep intouch with us at admin@maritec.com.sg. Thank You & Have a Great Day.

Keep intouch with us!

admin@maritec.com.sg +65 62718622 www.maritec.com.sg

Section 12: Security

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
12.1	Is access to the ship being controlled by an adequate deck watch? (V)	**Guide to Inspection** Even if it is not applicable under local regulations for some vessels to comply with the ISPS Code, it must be borne in mind that it is good practice to have a member of the vessel's crew permanently stationed at the gangway for safety purposes. They will be able to assist persons transiting the gangway as required and to monitor any dangerous practices. The watchman must keep in mind that he is the first point of contact on the vessel for the person boarding. If a vessel is alongside a berth affected by tidal conditions, constant reassessment of the situation should be carried out. In addition, the watchman must have access to the times of high and low waters and be aware of any cargo operations which may affect the vessel's trim. If a watchman is not present at the gangway and an incident occurs, the vessel's crew may carry on with their duties unaware of the situation. (Gangways, 2014) **The deck watch has a responsibility to make all visitors aware of any specific hazards of the cargo or operations onboard the vessel and point out instructions to visitors what to do in the event of an emergency.**	Visitor log to be updated (SSP FORM APPX 6) Positive checking of the identity, issue visitor's card Visitors card back side contains action to be taken in event of emergency and other information Body / baggage search (SSP APPX 6) Gangway to be manned 24 hrs in port (HSE 4.17) High and low tide timings to be kept at gangway (HSE 4.17) Gangway / moorings to be adjusted based on draft / trim / tide (HSE 4.17) Hazard of cargo to be kept at gangway (IMSBC CODE PAGE / MSDS ETC) (HSE 4.17 – safe access) Conduct OJT 031 – Security Duties in Port and Anchorage	☐

12.2	Has a Ship Security Officer (SSO) been appointed and trained adequately to perform the duties of SSO and have all crew received security-related training and instructions? (V)	**Guide to Inspection** The duties and responsibilities of the SSO shall include, but are not limited to: > Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained > Maintaining and supervising the implementation of the SSP, including any amendments to the plan > Coordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant PFSOs > Proposing modifications to the SSP > Reporting to the company's security officer (CSO) any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions > Enhancing security awareness and vigilance on board > Ensuring that adequate training has been provided to shipboard personnel, as appropriate > Reporting all security incidents > Coordinating implementation of the SSP with the CSO and the relevant Port Facility Security Officer (PFSO) > Ensuring that security equipment is properly operated, tested, and calibrated, and ensuring the occurrence of ship security drills and exercises. > Ensuring the proper maintenance of all records pertaining to the ship's security > Notifying the CSO of ship security incidents and any breaches of this regulation. In the absence of a CSO, notify law enforcement agencies and other law enforcement respondents of ship security incidents and any breaches of this regulation, and > Ensuring that all security measures set forth in this regulation are implemented and enforced. (ISPS Code, 2003) In accordance to the revised STCW 2010 Code as of 1st January 2014 all seafarers must receive approved security awareness training. (STCW code Reg A-VI/6-1)	(CNO designated as SSO – HSE 5.1/SHIP SECURITY) should hold SSO training certificate. All seafarers shall have security awareness training certificate SSO should be familiar with his duties as provided in SSP and chapter 5.1 Ship Security in HSE Procedure Manual. Ensure all ship security related records are filed in the Shared folder. Conduct training and drills as per bassnet	☐
12.3	Are deck officers familiar with the function and use of the Ship Security Alert System and is the Ship Security Alert System being tested regularly? (V)	**Guide to Inspection** **The inspector shall not ask for the details and location of the ship's Security Alert System.** All ships constructed after 1st July 2004 shall be fitted with a ship security alert system. The ship security alert system shall, when activated, initiate, and transmit a ship-to-shore security alert to a competent authority, which in these circumstances may include the Company, identifying the ship, its location and indicating that the security of the ship is under threat or it has been compromised. It shall not send the security alert to other ships or raise the alarm on board, and it shall continue until deactivated or reset. The ship security alert system shall be capable of being activated from the navigation bridge, and in at least one other location. (SOLAS74, 2020)	Deck officers should be aware of the 2 SSAS locations. Ensure SSAS test records are filed in Onedrive / G drive Deck Officers should be aware that SSAS is tested with office and flag state MPA on annual basis. Annual test with MI flag is not required	☐

Section 12: Security

12.4	If the vessel transits or may transit a Piracy High Risk Area (HRA), are updated security charts and publications being provided? (V)	**Guide to Inspection** ADMIRALTY Maritime Security Charts contain safety-critical information to assist bridge crews in the planning of safe passages through high-risk areas. All information has been gathered by the UKHO through work with NATO and other government organisations, ensuring each chart has the most accurate, up-to-date, and verified information available. Each Maritime Security Chart includes: > Information about dangers to the security of navigation including piracy, terrorism, embargoes, mine warfare, exclusion zones, blockades, and illegal fishing. This information, when used alongside official navigational charts, can help to ensure the safety of ships, crew, and cargo. > General security advice, self-protective measures, security procedures and regional contacts, as well as routeing and reporting requirements implemented by military or security forces. > Weekly updates and new editions to help maintain high levels of accuracy and safety. Guides also include ADMIRALTY Quick Response (QR) codes for quick access to a list of all Notices to Mariners (NMs) that affect the specific chart or publication. > Maritime Security Charts should be kept up to date with the latest security-critical navigational information. The Security Related Information to Mariners (SRIM) service provides all the data needed to maintain your charts from official government sources. (Admiralty.co.uk, 2018)	Somalia / West coast BMP and other anti-piracy publications are available in Regs4ships (Antipiracy section) Following latest edition of security charts to be available on board as per library list: Q6099 Q6110 Q6111 Q6112 Q6113 Q6114	☐
12.5	If the vessel transited or may transit an area with a high risk of piracy, has a voyage risk assessment been produced? (V)	**Guide to Inspection** The company's security officer (CSO) and the vessel's master have the combined responsibility to produce a voyage risk assessment. The procedure for this should be outlined in the vessels SMS. The risk assessment should include: > Highlighting areas of increased threat to the vessel. Identify the high-risk areas for that region > Identifying methods often used by pirates in these areas, and vulnerable areas where pirates could board > The ships own characteristics including handling, freeboard, speed, and general arrangement > Military or official organisation cooperation and reporting requirements > Existing guidelines and information sources > Ship and company procedures, communication, and chain of command. The vessel's manager should implement appropriate measures to meet the threat of piracy by adopting IMO and other industry-recommended practices suitable for the circumstances of the voyage and ship type. (Maritime Security – General Recommendations, 2017)	RA to be prepared when in HRA for piracy. Refer template in bassnet Company form SSP 10.2.2 to be completed and filed HSE Procedure Manual/5.1 Ship Security/section , 7.3 Risk Assessment	☐
12.6	Have preventive measures been taken by the master and crew during the stay in port and prior to departure to prevent stowaways? (V)	**Guide to Inspection** The issue of stowaways is one which has existed ever since vessels began to trade. Procedures for the prevention of stowaways should be incorporated in the Safety Management System and should be effectively implemented by the master and the crew on board the ship.	HSE 5.1-SECTION 12 Prior departure port , stowaway search to be carried out and entered in deck log book. Contingency plan – section 47 - STOWAWAY	☐

Section 12: Security

			STOWAWAY search checklist – NAV B9 SSP - STOWAWAY	
12.7	Are cyber security policies and procedures being incorporated in the safety management system and has the cyber security management system been evaluated and verified?	**Guide to Inspection** **Record Finding if cyber security management has not been incorporated into the vessel's SMS by the company's first annual verification of the DOC after January 1, 2021.** The cyber security management shall: > Identify the roles and responsibilities of users, key personnel, and management both ashore and on board > Identify the systems, assets, data and capabilities, which if disrupted, could pose risks to the ship's operations and safety > Implement technical measures to protect against a cyber-incident and ensure continuity of operations. This may include configuration of networks, access control to networks and systems, communication and boundary defence and the use of protection and detection software > Implement activities and plans (procedural protection measures) to provide resilience against cyber incidents. This may include training and awareness, software maintenance, remote and local access, access privileges, use of removable media and equipment disposal > Implement activities to prepare for and respond to cyber incidents. (The Guidelines on Cyber Security On board Ships, 2017) The IMO have urged the maritime industry to refer to the requirements of Member Governments and Flag Administrations, as well as applicable international and industry standards and best practices, for detailed guidelines on cyber risk management. Additional guidance and standards may include, but are not limited to: 1. The Guidelines on Cyber Security Onboard Ships produced and supported by ICS, IUMI, BIMCO, OCIMF, INTERTANKO, INTERCARGO, InterManager, WSC and SYBAss. 2. Consolidated IACS Recommendation on cyber resilience (Rec 166). 3. ISO/IEC 27001 standard on Information technology – Security techniques –Information security management systems – Requirements. Published jointly by the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC). 4. United States National Institute of Standards and Technology's Framework for Improving Critical Infrastructure Cybersecurity (the NIST Framework). Reference should be made to the most current version of any guidance or standards utilized. (The additional guidance and standards are listed as a non-exhaustive reference to further detailed information for users of these Guidelines. The referenced guidance and standards have not been issued by the Organization and their use remains at the discretion of individual users of these Guidelines.) (IMO Guidelines on Maritime Cyber Risk Management 2021) As computer technology advances, the nature of digital attacks will continue to evolve. To secure the safety of the digital infrastructure, shipping companies are strongly encouraged to go above and beyond regulatory compliance and implement a more proactive cyber-risk management approach. RightShip urges vessel managers to create a robust cyber security management system to avoid and reduce cyber threats to their ships. This system should undergo an operational, technical, and physical review in accordance with industry standards, with an official document attesting a state or level of accomplishment.	Refer Office Procedure Manual/ 4.3 Cyber Security Responsibility – refer section 1.1 , Master is responsible. Office PIC – Brett . Refer Communication chart Designated Company Cyber Security Officer. Refer contingency plan no. 42 & 43 for response to the cyber incidents. Detailed on the job training OJT 68 and risk assessment for cyber security and has promulgated the same to all vessels MEMO/ CYBER SECURITY CAMPAIGNS	☐

Section 12: Security

12.8	Are measures in place for controlling the use of removable media such as USB memory sticks, CDs, DVDs, and diskettes on shipboard computers? (V)	**Guide to Inspection** Removable media is a collective term for all methods of storing and transferring data between computers. This includes laptops, USB memory sticks, CDs, DVDs, and diskettes. Transferring data from uncontrolled systems to controlled systems represents a major risk of introducing malware. Removable media can be used to bypass layers of defences and can be used to attack systems that are otherwise not connected to the internet. A clear policy for the use of such media devices is essential; it must ensure that media devices are not normally used to transfer information between un-controlled and controlled systems. To avoid unauthorised access, removable media blockers should be used on all physically accessible computers and network ports. (The Guidelines on Cyber Security on board Ships, 2017) Critical equipment such as ECDIS should be protected from malware and virus attack. Access to USB and RJ-45 ports shall be controlled – i.e., disable or lock the ports.	Refer Office Procedure Manual/ 4.3 - Cyber Security Refer section 3.3 Protection and Detection Measures Inactivation of all USB port except Master's Laptop and Bridge PC. Dedicated USB for use in ECDIS/Bridge PC. Visitor's USB not allowed in the ship board computers. Monthly training on cyber security . Ensure RISK ASSESSMENT for ECDIS has been completed and filed in NP 133C. USB for use in bridge PC & ECDIS is under 2NO custody. Conduct OJT 068 – Cyber Security to crew	☐

Marine Incidents for the month of October and November 2023
Port of Port Hedland

Issue Date: 6 December 2023

In a proactive move towards more transparency and safety enhancement, the Port of Port Hedland is pleased to introduce its inaugural monthly summary report on incidents within our maritime domain. This initiative aims to keep all port users well-informed, fostering a culture of shared knowledge and continuous improvement.

By presenting incidents as a valuable source of information, we prioritize the collective effort to uphold the highest standards of safety and operational excellence for the entire port community.

Your feedback on this initiative is most welcome.

Main Engine related incident during berthing

Vessel inbound proceeding from pilot boarding ground to enter the channel at buoys 30/31 at 0630,

The main engine was on full ahead. At 0640 pilot noted that the main engine stopped (not initially noticed by other bridge team). The vessel was doing approximately 10kts and pilot had decided to return back to sea for further assessment and checks. 0642 VTS and tugs informed. At 0643 the main engine returned to full ahead RPM. At 0644 pilot was informed by master that seawater pump lost suction and that pump had been changed over. 0647 Harbour Master approved to continue inbound passage.
However, later it was identified that ship crew had carried out renewal of one of the main engine exhaust valve while at anchorage.
These valves are operated by hydraulic pressurized system operated by lube oil pump. Apparent air pockets trapped in the system post overhaul was the probable cause of momentary drop in exhaust valve drive oil pressure.
Unfortunately, the crew missed changing the standby pump from manual to auto mode as well which resulted in laps in main engine operation.
The importance of proper procedures and checking on boxing up the main engine after any overhaul at port Hedland anchorage is extremely crucial.

Parted mooring line.

During port stay (loading) at Port Hedland, aft breast mooring line parted.
Wind at the time of occurrence was 18 kts east southeast, calm sea. Current was at the beginning of ebb tide. Loading was suspended, tug and pilot attended the vessel and parted mooring line was replaced.
Mooring winch brake was noted to be tightened to maximum regardless of brake render setting mark.
It was also identified that the winch brake render test was done incorrectly.

Main Engine related incident during inbound and berthing cancellation

Pilot boarded the vessel as scheduled around 1400lt, Master reduced the engine to dead slow ahead, Main engine slow down alarm activated, several attempts were made, the alarm could not be rectified and engine RPM could not be increased, berthing cancelled consequently.
After re-anchoring, the vessel identified that no 6 high pressure oil pump was defective. Repair and overhaul conducted, and rest of fuel pumps checked, main engine tested before vessel can be scheduled for berthing.

Main Engine related incident during berthing

During inbound passage Hydraulic Control Unit lube oil leak alarm in drip pan of Main Engine Hydraulic was activated which resulted in slow down of main engine. The vessel crew successfully restored the alarm after a few minutes and the vessel continued her inward passage and berthing operation without further incident. For the period that the alarm was activated (1.5minute) vessel was proceeding safely with her own means at reduced speed.

Immediately after the activation of alarm, crew had inspected the lube oil leakage alarm sensor and noted a loose cable, most probably from vessel's vibration during the inward passage. The cabling condition of the leaking sensor alarm was restored, and relevant alarm reset. As soon as vessel was safely berthed, vessel's crew continued the onboard assessment to verify that Main engine was in good condition and fully operational.

Main Engine related incident during berthing

Capsize vessel inbound to berth, vessel entered Port Hedland swing basin and began to manoeuver with tug's assistance toward its berth. Main engine stopped; Pilot ordered dead slow astern, main engine failed to fire astern. (Master initially unaware that main engine did not operate astern). Vessel maintained position in swing basin with tugs. Ship's crew fault finding / investigate immediately.

Master advised problem identified as faulty sensor for No. 3 main engine cylinder, shortly after the issue was fixed. Main engine tested satisfactorily in swing basin ahead & astern.

Harbour master approved the berthing. Upon final approach to berth, the main engine was in stop position and telegraph order dead slow ahead failed to fire ahead. Communication took place between Master and ship's crew via radio during this time of failure, Pilot observed bridge wing's main engine RPM indicator showing the main engine had begun operating astern. The pilot ordered stop engine and requested dead slow ahead. Main engine was ordered ahead, followed by slow ahead.

Berthing completed and VTS advised of further main engine issues.

The initial investigation by managers identified that one of solenoid valve was loose and which the crew also did not observe during their initial checking.

Having the details and measured pre-berthing checklists for both deck and engine is highlighted.

Main Engine Failure during departure resulting in emergency anchoring.

Vessel departed a berth at 1721 proceeded outbound, all tugs dismissed passing buoys 15/16 at 1854. The pilot ordered full ahead and vessel achieved 9.7kts at 68 RPM. Master informed pilot that further RPM increase is only possible "slowly slowly". The vessel approached buoy C8 and at 1936, Master informed the pilot that the main engine had a problem with a leaking fuel injector and the main engine would need to be slowed down. Main engine was put to half ahead and consequently slow ahead. Then the pilot informed VTS about the development and the main engine slowed down. There were no alarms sounding on the bridge and all conversations between the engine control room and the bridge took place in different language (not in English). Master informed the pilot that due to serious issue of main engine, vessel had to be stopped in the emergency anchorage position adjacent to buoy C7. At this time pilot declared a vessel emergency and towage assets were requested to make best speed towards buoy C7. Tugs arrival ETAs were 30 & 40 mins. Main engine was maintained at dead slow, the vessel heading towards the emergency anchorage position. The pilot requested crew to standby in forward station for anchor's operation. As the vessel exited the channel, the main engine was stopped. Due to the vessel speed, the main engine was unable to fire astern. A few minutes later, another attempt was made to run the main engine astern, this time successfully. By sequence, the pilot ordered Slow, Half, Full and then Emergency Full Astern. The engine has only achieved half astern RPM. The starboard anchor was dropped at 1955 and the vessel was brought up to 4 shackles in the water at 2018. Under keel clearance was confirmed by echo sounder as approximately 5-6 meters. Debrief was held with the Master who reported that the jacket water cooling system had failed on the main engine and that repair would require approximately 5 hours. The pilot disembarked by helicopter at 2036 lt. Later it was identified that main engine no 3-cylinder head cooling water jacket cracked possibly due to thermal stresses, consequently no 3-cylinder head cooling water jacket was replaced, after repair confirmation received from vessel, VTS scheduled the vessel departure for next morning with pilot and tugs to buoy C1.

Any questions or feedback regarding this Marine Safety Bulletin should be addressed to the Port Hedland Marine team.

Behrouz Daei Zadeh
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SPRO [2023] 12

28 December 2023

Tianjin, Liaoning, Hebei and Shandong MSA Jointly Published the Main Public Routes in the Bohai Sea and its Eastern Waters

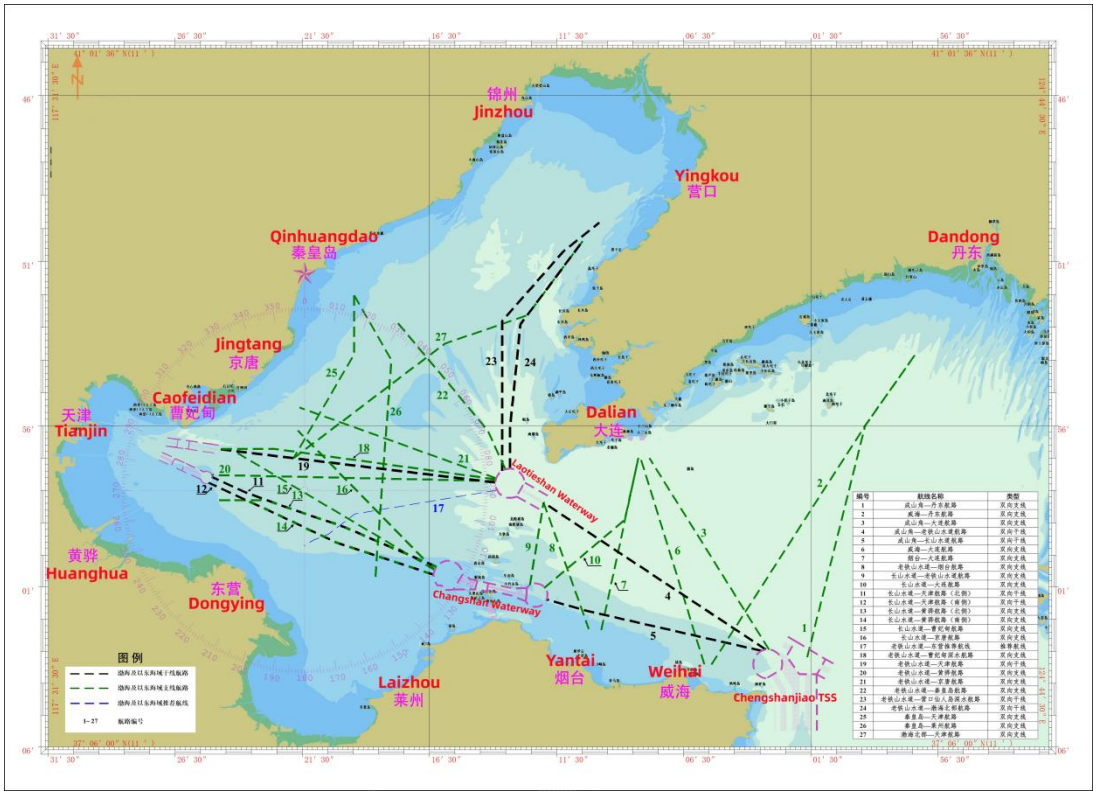
Dear Sir/Madam,

Recently, the Tianjin, Liaoning, Hebei and Shandong MSA jointly published a total of 27 main public routes in the Bohai Sea and its eastern waters, which has been implemented since December 18, 2023. These public routes sort out the traffic flow

of merchant ships in the Bohai Sea and its eastern waters, and provide the route planning basis for ships when entering or leaving the Bohai Sea and navigating between ports in the Bohai Sea and its eastern waters, which shall contribute to the improvement on the navigation safety of ships in this sea area.

Main Public Routes in the Bohai Sea and its Eastern Waters

Totally 27 public routes are published and implemented and all of them are two-way routes, these public routes are divided into three types: two-way main routes, two-way feeder routes and recommended routes. Please refer to Attachment for specific details.



Sketch map of the main public routes (center line) in the Bohai Sea and its eastern waters

Brief Explanation of the Main Public Routes by MSA

The MSA has provided a brief explanation of the public routes and the key points are extracted and summarized as follows:

1. All the public routes published and implemented are two-way routes, the routes are divided into three types: two-way main routes, two-way feeder routes and recommended routes. Among them, the No.4 route "Chengshanjiao - Laotieshan Waterway" and the No.5 route "Chengshanjiao - Changshan Waterway" are the main routes for ships entering or leaving the Bohai Sea.

2. The turning point on the center line described in the route list is for the purpose of indicating the route position and direction only, and is not the route and course that recommended for ships to use. In addition, the route width in the list is the theoretical width, the width of a route restricted by natural environment or navigation conditions shall be limited to the width of the navigable waters.

3. The ships shall strictly comply with the COLREGS and the special provisions published by the MSA (if any). When a ship is navigating in the route, attention should be paid to the change of the sounding depth to prevent the ship from grounding accidents. The ship shall navigate with extreme caution when entering, leaving or crossing the route, passing through the dense traffic waters or the intersection waters of the route. In addition, when a ship crosses the route, it is recommended that, as far as practicable, cross at right angles to the route or to the traffic flow without impeding the safe navigation of other ships.

4. Ships shall as far as possible, navigate to the right of center line of the route. The ship shall reasonably formulate her route according to her characteristics and the real environment of the sea area through which she is navigating, and with reference to the latest nautical charts and publications.

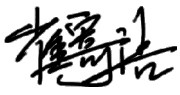
5. In any case, the public route is only used as the recommended passage for ships navigating in the Bohai Sea and its eastern waters, it is only for the reference of the master or crew, and does not exempt the master or crew from their responsibility for the safe navigation of the ship.

Our Suggestions

Our case handling data shows that several ships have been investigated or punished by the MSA for accidentally entering the Miaodao Archipelago navigation prohibited area. The publication and implementation of public routes will effectively avoid the recurrence of such cases. Therefore, if the conditions permit, it is recommended that ships should give priority to using public routes when navigating in the Bohai Sea and its eastern waters.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,



CUI Jiyu

Head of Marine Team

Attachment

List of Main Public Routes in Bohai Sea and its Eastern Waters

No.	Route Name	Coordinates of Turning Points on the Center Line	Width (*nm*)	Course (°)	Distance (*nm*)	Type	Remark
1	Chengshanjiao-Dandong	A:123°00′00″E /37°37′00″N	3.0	—	0	Two-way feeder Route	
		B:123°25′00″E /38°56′00″N	3.0	014/194	81.3		
		C:123°47′19″E /39°20′37″N	3.0	035/215	30.1		
2	Weihai-Dandong	A:122°18′30″E /37°34′28″N	2.0	—	0	Two-way feeder Route	
		B:123°25′00″E /38°56′00″N	2.0/3.0	032/212	96.8		
		C:123°47′19″E /39°20′37″N	3.0	035/215	30.1		
3	Chengshanjiao-Dalian	A:122°43′25″E /37°39′35″N	15.0	—	0	Two-way feeder Route	
		B:121°51′41″E /38°45′00″N	3.0	328/148	77.0		
4	Chengshanjiao-Laotieshan Waterway	A:122°42′08″E /37°39′35″N	15.0	—	0	Two-way Main Route	
		B:121°05′52″E /38°29′52″N	5.6	304/124	91.1		
5	Chengshanjiao-Changshan Waterway	A:122°40′15″E /37°39′10″N	13.0	—	0	Two-way Main Route	
		B:121°24′53″E /37°52′50″N	5.6	283/103	61.2		
		C:121°07′14″E /37°56′46″N	5.2	286/106	14.4		
6	Weihai-Dalian	A:122°15′30″E /37°34′31″N	3.0	—	0	Two-way feeder Route	
		B:121°47′53″E /38°45′00″N	3.0	343/163	73.6		
7	Yantai-Dalian	A:121°30′53″E /37°46′19″N	3.0	—	0	Two-way feeder Route	
		B:121°46′53″E /38°45′02″N	3.0	012/192	60.0		

8	Laotieshan Waterway-Yantai	A:121°05′52″E /38°29′52″N	3.0	—	0	Two-way feeder Route	
		B: 121°25′27″E/37°46′37″N	3.0	160/340	45.9		
9	Changshan Waterway-Laotieshan Waterway	A:120°59′58″E /38°01′42″N	1.5	—	0	Two-way feeder Route	
		B:121°01′01″E /38°06′52″N	1.5	09/189	5.2		
		C:121°05′52″E /38°29′52″N	1.5	09/189	23.3		
		D:121°46′53″E /38°45′02″N	3.0	012/192	13.5		
10	Changshan Waterway-Dalian	A:121°06′05″E /38°00′42″N	3.0	—	0	Two-way feeder Route	
		B:121°41′00″E /38°24′00″N	3.0	050/230	36.0		
		C:121°46′53″E /38°45′02″N	3.0	012/192	21.5		
11	Changshan Waterway-Tianjin (North)	A:120°19′35″E /38°07′59″N	2.8	—	0	Two-way Main Route	Ships should be aware of the offshore oil platform at position 119°03′56″E/38°33′03″N and 118°57′19″E/38°34′47″N when navigating along the route
		B:119°39′48″E /38°21′28″N	2.8	280/100	79.8		
		C:119°12′08″E /38°28′59″N	2.8	289/109	23.0		
		D:118°56′47″E /38°33′24″N	2.3	290/110	12.8		
		E:118°42′29″E /38°38′36″N	2.3	295/115	12.4		
12	Changshan Waterway-Tianjin (South)	A:120°18′20″E /38°05′19″N	2.8	—	0	Two-way Main Route	Ships shall pay attention to avoid the wreck at position 118°51′18″E/38°33′06″N when navigating along the route
		B:119°36′04″E /38°16′21″N	2.8	288/108	35.1		
		C:119°09′39″E /38°26′13″N	2.8	295/115	23.0		
		D:118°41′02″E /38°36′37″N	2.3	295/115	24.7		
13	Changshan Waterway-Huanghua (North)	A:120°19′35″E /38°07′59″N	2.8	—	0	Two-way feeder Route	
		B:119°39′48″E /38°21′28″N	2.8	293/113	34.1		
		C:119°12′08″E /38°28′59″N	2.8	289/109	23.0		

		D:119°06′17″E /38°30′40″N	2.8/4.3	291/111	4.8		
		E:118°45′31″E /38°30′39″N	4.3	270/090	16.5		
14	Changshan Waterway-Huanghua (South)	A:120°18′20″E /38°05′19″N	2.8	—	0	Two-way feeder Route	
		B:119°36′04″E /38°16′21″N	2.8	288/108	35.1		
		C:119°09′39″E /38°26′13″N	2.8	295/115	23.0		
		D:118°57′25″E /38°30′40″N	2.8/4.3	295/115	10.5		
		E:118°45′31″E /38°30′39″N	4.3	270/090	9.3		
15	Changshan Waterway-Caofeidian	A:120°18′43″E /38°06′51″N	4.4	—	0	Two-way feeder Route	Join the route of “Laotieshan waterway - Tianjin” from point C
		B:19°00′00″E/ 38°43′38″N	4.4/3.0	301/121	72.0		
		C:118°51′53″E /38°47′25″N	3.0	301/121	7.4		
16	Changshan Waterway-Jingtang	A:120°18′46″E /38°06′53''N	2.0	—	0	Two-way feeder Route	
		B:119°19′34"′E /38°54′17″N	2.0	316/136	66.3		
17	Laotieshan Waterway-Dongying	A:120°45′48″E /38°34′08″N	—	—	0	Recommended Route	Ships should be aware of the offshore oil platform at position 119°37′01″E/38°19′39″N when navigating along the route
		B:119°44′13″E /38°26′00″N	—	229/049	80.5		
		C:119°32′52″E /38°19′10″N	—	233/053	11.2		
		D:119°26′21″E /38°17′05″N	—	250/070	5.5		
		E:119°22′12″E /38°15′08″N	—	239/059	3.8		
18	Laotieshan Waterway-Caofeidian Deep Water Route	A:120°45′13″E /38°37′47″N	0.5	—	0	Two-way feeder Route	Ships should be aware of the wreck at position 119°06′26″E/38°48′26″N when navigating along the route
		B:119°10′00″E /38°48′00″N	0.5	278/098	75.2		
		C:118°45′12″E /38°48′00″N	0.5	270/090	19.4		

19	Laotieshan Waterway-Tianjin	A:120°44′59″E /38°36′41″N	6.0	—	0	Two-way Main Route	1.Ships should pay attention to avoid the wrecks at position 119°29′36″E /38°43′18″N and 119°06′26″E /38°48′26″N when navigating along the route 2.Ships should be aware of the offshore oil platform at position 118°53′28″E /38°44′35″N when navigating along the route
		B:119°00′00″E /38°46′36″N	6.0/4.8	277/097	82.8		
		C:118°45′12″E /38°48′00″N	4.8	277/097	11.7		
20	Laotieshan Waterway-Huanghua	A:120°45′03″E /38°37′09″N	2.5	—	0	Two-way feeder Route	Ships should be aware of the offshore oil platform at position 118°53′56″E /38°37′35″N when navigating along the route
		B:118°42′16″E /38°39′13″N	2.5	271/091	96.2		
21	Laotieshan Waterway-Jingtang	A:120°45′25″E /38°38′06″N	3.0	—	0	Two-way feeder Route	Ships should pay attention to avoid the wrecks at position 120°28′51″E/38°43′06″N when navigating along the route
		B:119°20′16″E /39°02′04″N	3.0	290/110	70.7		
22	Laotieshan Waterway-Qinhuangdao	A:120°49′26″E /38°41′08″N	6.0	—	0	Two-way feeder Route	Ships should be aware of the offshore oil platforms at position 120°25′07″E/39°14′59″N and 120°19′31″E/39°10′22″N
		B:120°41′36″E /38°54′30″N	6.0	335/155	14.7		
		C:120°01′49″E /39°31′23″N	6.0	320/140	48.1		

							when navigating along the route
23	Laotieshan Waterway-Yingkou Xianren Island Deep Water Route	A:120°48′00″E /38°40′37″N	0.54	—	0	Two-way Main Route	
		B:120°48′00″E /39°31′12″N	0.54	000/180	50.6		
		C:121°14′42″E /39°54′36″N	0.54	041/221	31.2		
		D:121°30′00″E /40°04′03″N	0.54	051/231	15.1		
24	Laotieshan Waterway-North part of Bohai Sea	A:120°51′25″E /38°41′21″N	4.6	—	0	Two-way Main Route	
		B:120°51′25″E /38°56′01″N	4.6	000/180	14.7		
		C:120°52′31″E /39°04′25″N	4.6/6	005/185	8.4		
		D:120°55′53″E /39°30′00″N	6.0	006/186	25.7		
		E:121°22′45″E /39°57′49″N	6.0	037/217	34.7		
25	Qinhuangdao-Tianjin	A:119°44′00″E /39°39′45″N	2.5	—	0	Two-way feeder Route	Join the route of ‘Laotieshan waterway - Tianjin” from point C
		B:119°44′00″E /39°20′00″N	2.5	180/000	19.8		
		C:119°17′40″E /38°44′54″N	2.5	210/030	40.6		
26	Qinhuangdao-Laizhou	A:119°44′00″E /39°39′45″N	2.0	—	0	Two-way feeder Route	Ships should pay attention to avoid the wreck at position 119°54'38"E/38°35'45"N when navigating along the route
		B:120°00′00″E /39°18′00″N	2.0	150/230	25.0		
		C:119°53′05″E /38°03′56″N	2.0	184/004	74.2		
27	North part of Bohai Sea -Tianjin	A:121°22′45″E /39°57′49″N	6.0	—	0	Two-way feeder Route	1.Join the route of “Laotieshan waterway - Tianjin” from point D 2.Ships should pay attention to avoid the wreck at position 120°11′47.55″E/39°15′23.79″N when navigating along the route
		B:120°58′48″E /39°33′02″N	6.0/3.0	217/037	30.9		
		C:120°23′17″E /39°23′35″N	3.0	251/071	29.1		
		D:119°17′40″E /38°44′54″N	3.0	233/053	64.1		