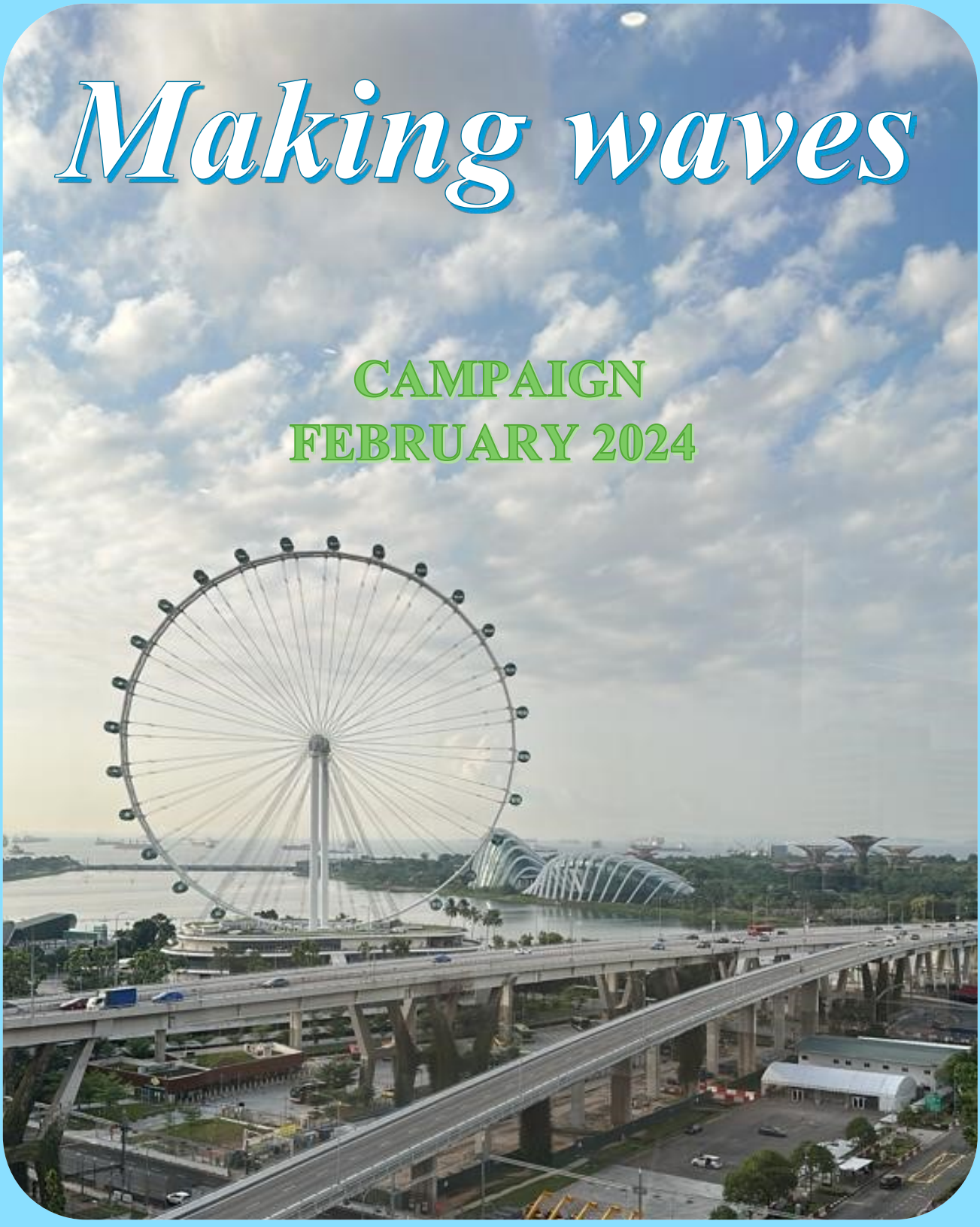
Making waves

CAMPAIGN
FEBRUARY 2024



ISLAND VIEW
SHIPPING SERVICES

TABLE OF CONTENTS

1. USCG Enhanced Examination Program – Immersion Suits

The USCG is conducting an enhanced examination program on immersion suits. Kindly go through attached bulletin.

Please check each immersion suit on board as per job description in BASSNet.

All crew shall demonstrate the donning of the immersion suit and check if the size is appropriate during drills.

The crew shall be aware of whether immersion suit is be donned with or without lifejacket.

2. Bridge curtains

The bridge curtains for the chart table shall be removed as it will impair the keeping of effective lookout. The curtains shall be kept in the pilot cabin locker.

However, the GMDSSS equipment curtain shall be retained and used during hours of darkness.

Refer attached sample photos.

3. Cyber security

Cyber Security – Internal Auditors review the effectiveness of Cyber Security (Knowbe4) onboard the fleet.

Social engineering attacks have become the backbone of cyber security risks and globally accounts for more than 80% of cyber security breaches. Security awareness training changes staff behaviour/culture and is the best defense an organisation has to prevent/limit these breaches.

In 2023 Internal Auditors conducted certain simulated social engineering “attacks” on the business. IA conducted following simulated social engineering attacks:

- **Email Phishing**: deceptive emails with suspicious links that result in theft of information or infiltration of malware. (*As the scope of testing was on a select few/critical individuals on the vessel, IA customised the phishing emails and did not use generic testing templates)*
- Vishing: practice of making phone calls purporting to be from reputable companies/IT staff in order to induce individuals to provide access to systems.

- **BEC (Business e-mail Compromise)/Impersonation:** spoof emails to pose as employees or trusted vendors and clients, requesting to send fraudulent payments or share sensitive information.
- **USB Drop Attacks**: disguised thumb-drives will be directed to/left at critical areas of the vessel.

#	Cyberattack Category	Pretext Scenario	Key Finding
1	**E-mail Phishing**	Email from marine safety regulators (AMSA and ITF) to senior crew members, written in broken English, offering monetary rewards to individuals who clicked on the survey link.	***A reasonable portion (10%) of the senior crew clicked on the e-mail phishing links.***
2	**Vishing**	Voice call to Captain claiming to be new staff member of IT Department and wanting remote access to update security patch.	***A significant portion (50%) of the Captains provided TeamViewer access credentials without confirming the legitimacy of the request.***
3	**BEC/Impersonation**	Gmail to the Captain purporting to be the Ship Manager and requesting sensitive information (i.e. Current Charter Party T&C's)	***A significant portion (54%) of the Captains responded to the Gmail and provided the requested Charter Party Agreement.***
4	**USB Drop Attack**	USB's with BASSNet logo and letter using a BASSNet letterhead sent to the Office for onward transmission to the Vessels in Richards Bay.	***USB's intercepted in the Office and destroyed. USB's did not reach the vessels.***
5	**Reporting**		***Reporting of the above social engineering attacks to the IT Department was very low. This compromises the ability of the business to respond swiftly, protect sensitive data, assess risks, enhance security measures, and maintain a resilient digital environment.***

Conclusion

Based on the key findings from the social engineering simulated cyberattacks conducted, IA concluded that the overall report rating is **Requires Improvement**.

Recommendations

The crew are reminded that they are and will continue to be targets for Cyber Security attacks. They should continue to watch Knowbe4 tutorials about cyber security and always question the authenticity of the emails or telephone calls to the vessel.

4. Karco training

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

- SLIP , TRIP AND FALLS
- BUNKER OVERFLOW – LEARNING FROM INCIDENT
- MOORING ACCIDENTS

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.

5. Hyper Mist operation precautions

Please find attached “HYPER MIST OPERATION PRECAUTIONS.” Kindly discuss attached precautions with all crew and ensure compliance.

6. An Update on the Distribution of Major Fishery Farms along the Coast of China

Please find the attached Huatai Circular SPRO [2024]01 -- An Update on the Distribution of Major Fishery Farms along the Coast of China. The fishery farms mentioned in this Circular are located in the waters off Tianjin Port and Yantai Port

Kindly discuss the circular with all deck officers and ensure appropriate precautions are taken. Also plot the fishery farm areas on ECDIS (if transiting these areas)

7. RIGHTSHIP SECTION 11 – Radio And Communications

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded the landing page 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 in due course.

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 “RADIO AND COMMUNICATIONS” 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.

8. China Port Calls - SPRO Change Of Service Provider

For your information , the Company has changed our SPRO service provider in China from Huatai to Quingdao Ruiwen Ocean Shipping

Quingdao Ruiwen Ocean Shipping contact details are as below:

青岛瑞文海洋船务有限公司
QINGDAO RUIWEN OCEAN SHIPPING Co., LTD

Kevin Han (General Manager)
Mob:+86-18562853633/
18661423033
Email:qdruiwen@163.com

9. Enclosed Space Entry

Recently several enclosed space entry incidents have occurred in the shipping industry. We request ship staff strictly comply with the enclosed space entry procedures and enclosed space entry permit.

The Master shall discuss contents of attached circular with all ship staff at next opportunity. Enclosed space entry and rescue drills shall be carried out as per the drill schedule.

2024 Q1 Enhanced Examination Program

Immersion Suits

Discussion. Enhanced exams focus on specific systems and processes. They encourage implementation of new regulations by ship owners and operators, and/or enable the Coast Guard to monitor implementation trends. In addition, enhanced exams may be initiated by the Coast Guard to focus on systems or components that relate to more serious deficiencies, which otherwise would not be readily identified during a PSC exam. Enhanced exam topics are applicable on a quarterly basis. The scope of the exam depends on the system, components, or processes being examined. Immersion suits are the enhanced exam subject for January - March, 2024. This is a re-circulation of the 2022 Q2 EEP campaign. Re-circulation of prior EEP campaigns are conducted in order to compare results of compliance between separate time periods.

Instructions. The PSCO shall conduct an enhanced exam for every PSC A and PSC B exam. As part of this enhanced exam the PSC team will inspect a minimum of four immersion suits to include the following:

- At least one from the remote stowage location
- At least one from the bridge, engine room or similar locations
- At least two from crew staterooms or common stowage area
- Witness two crewmembers donning their immersion suits

Inspection of the immersion suit should include ensuring serviceable condition of the immersion suit, and proper size for the crewmembers. If deficiencies are identified, the PSCO may expand the exam to include more detailed examination of additional immersion suits and/or review of the ship's SMS regarding immersion suit maintenance and care.

Document in the activity narrative as follows:

> *Conducted enhanced exam for immersion suits. Vessel was found in substantial compliance.*

OR

> *Conducted enhanced exam for immersion suits. Vessel was not found to be in substantial compliance.*

Document deficiencies using the applicable deficiency codes as follows:

- 11119 – Immersion suits

BRIDGE CURTAIN

Curtains to remove (red arrow)

Curtains removed

Curtains during night (only for GMDSS Equipments)

SUGGESTED HYPER MIST OPERATION PRECAUTIONS

(PLEASE REFER TO VESSEL SPECIFIC OPERATING INSTRUCTIONS FOR RELEVANCY AND ACCURACY BEFORE FOLLOWING THESE SUGGESTIONS)

Vessels fitted with hyper mist systems shall conduct the following:

1. The system should always be set in "Auto Mode" at the operating console.

2. The following sign shall be posted permanently near to the equipment control panel:
   "THE HYPER MIST SHALL BE ALWAYS SET IN "AUTO MODE" AND ALWAYS "ON" FOR IMMEDIATE ACTIVATION IN CASE OF EMERGENCY."

3. The suction valve shall be always be kept in "Open" position and secured with a seal.
   Following sign shall be stenciled at the nearest bulkhead from the suction valve:
   "THE VALVE SHALL BE ALWAYS OPEN."

4. The minimum quantity of water in the equipment tank should be properly displayed. In this respect the following sign should be stenciled on the tank.
   "THE MINIMUM QUANTITY OF WATER RETAINED TO THE TANK FOR THE OPERATION OF WATER MIST IS …. M3"
   Note: The minimum quantity required for the operation of water mist can be found at Maker's Manual.

Section 11: RADIO AND COMMUNICATION

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
11.1	Has a qualified person other than the master been designated to handle distress and safety radio communication? (V)	**Guide to Inspection** Every ship shall carry personnel qualified for distress and safety radio communication purposes to the satisfaction of the Administration. The Master is assumed to be qualified for GMDSS operation, but as the captain is not expected to take the primary responsibility for radio communications during distress incidents, a second qualified operator is required.	GMDSS LOG / SECTION B - 3NO having primary responsibility for communications during distress situation 2NO - Responsible for maintaining the log and carry out tests ,checks and making appropriate log entries Ensure section B details are fully completed.	☐
11.2	Is communication equipment, listed in the Record of Equipment attached to the Safety Radio Certificate or Safety Certificate (Form R or Form C), in good condition and has the GMDSS Logbook (the Radio Log) been maintained correctly and are daily, weekly and monthly tests being carried out? (V)	**Guide to Inspection** The master must nominate one or more crew members, normally the person/s qualified for distress and safety radio communications, to maintain the radio log and to carry out the tests and checks of the equipment. **Daily test:** > The proper functioning of the Digital Selective Calling (DSC) facilities without radiation of signals, by the use of the equipment's internal test facility. > Battery voltage checks. Mainly the battery ON LOAD and OFF LOAD voltages should be checked by a voltmeter connected to the charger. > Check that all printers are in a working condition. **Weekly test:** > Proper operation of the DSC facilities by means of a test call when within the communication range of a coast station fitted with DSC equipment. > If batteries are not the reserve source of energy for the GMDSS equipment, the reserve source shall be tested. **Monthly test:** > The EPIRB should be examined by carrying out a self-test function without using the satellite system. > The Search and Rescue Transponder (SART) is equipped with a self-test mechanism to test the operational function of the beacon. The SART to be tested using the ship's X band radar. > Each survival craft should carry two-way VHF equipment to ensure proper operation in case of a distress situation. It should be tested on a frequency other than vhf channel 16 (156.8 MHz). The expiry date of the battery needs to be checked and changed when required. > Battery: The battery connections and compartment should also be checked. The level of the electrolyte and the specific gravity of each cell should be checked and recorded. > All antennas for security of mounting and visible damage to the cables and insulators.	Instructions provided in front section of GMDSS log Also sample completed entries available Ensure daily , weekly , monthly tests are carried out and recorded	☐

Section 11: RADIO AND COMMUNICATION

11.3	Has the Satellite EPIRB been correctly installed, tested and maintained? (V & M)	**Guide to Inspection** Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency, with particular emphasis on frequency stability, signal strength and coding. Satellite EPIRBs are subject to shore-based maintenance at intervals not exceeding five years. (SOLAS74,2020) 406 MHz EPIRBs are to be physically examined and the self-test function checked at least once per month. Check that the EPIRB ID and other information (include call sign and MMSI of the ship) is clearly marked on the outside of the equipment. Check for the presence of beacon operating instructions.	Ensure EPIRB ID , call sign and MMSI is clearly marked outside EPIRB Ensure EPIRB is tested at least once a month by ships officers and recorded in GMDSS LOG. EPIRB annual test will be conducted as part of GMDSS annual survey. Ensure EPIRB operating instructions are available. Ensure retroreflective tape is in good condition	☐
11.4	Is the most current edition and up to date List of Radio Signals available on board? (V)	**Guide to Inspection** The record of Equipment for Cargo Ship Safety (Form E) attached to the Cargo Ship Safety Equipment Certificate should be endorsed, if electronic nautical publications are provided.	ADP /ENP Certificate to be updated to latest Notice to Mariners on bridge and Masters laptop Check if FORM E mentions electronic nautical publications	☐
11.5	Is the vessel equipped with sufficient portable two-way UHF radios, for use in general on-board operations? (V)	**Guide to Inspection** The GMDSS portable survival craft VHF units are designed for emergency use only. These radios are not for use in general on-board operations. Sufficient portable radios with chargers and spare batteries should be available to allow communications between the chief officer, deck officer in charge of cargo operations, the deck watch, and the master.	Vessel is provided with 8 walkie talkies for general use. Vessel is provided with 4 walkie talkies for fire fighting purpose Ensure all walkie talkies , spare batteries and chargers are operational	☐

Section 11: RADIO AND COMMUNICATION

			Ensure the 3 GMDSS walkie talkies are not used for any other purpose	
11.6	Are Search and Rescue Radar Transponders (SARTs) in good order and tested regularly? (V)	**Guide to Inspection** The Search and Rescue Radar Transponder as a part of GMDSS is subject to annual testing (IMO Resolution A.802 (19). One SART is required for ships of between 300 and 500 gross tons. Two SARTs are required for ships 500 gross tons or greater. Each SART should have self-test capability (Resolution A.802 (19) Performance Standards for Survival Craft Radar Transponders for use in Search and Rescue Operations, 1995) Check that the battery expiry label shows sufficient battery life to cover the next routine voyage.	SART annual test will be conducted as part of GMDSS annual survey. Ensure each SART is tested at least once a month by ships officers and recorded in GMDSS log. Check battery expiry date	☐
11.7	Are survival craft portable VHF radios in good order and charged? (V)	**Guide to Inspection** Equipment for which the source of energy is intended to be user-replaceable should be provided with a dedicated primary battery for use in the event of a distress situation. This battery should be equipped with a non-replaceable seal to indicate that it has not been used. (Resolution A.809 (19) Performance Standards for Survival Craft Two-Way Radiotelephone Apparatus, 1995)	Check dedicated battery expiry dates Check if each battery is properly sealed and not used Test all the 3 GMDSS walkie talkies during drills	☐
11.8	Is the AIS static, dynamic and voyage data up to date and has an AIS annual test been performed and the record available on board? (V & M)	**Guide to Inspection** The Automatic Identification System (AIS) shall be subjected to an annual test by an approved surveyor or an approved testing or servicing facility. A copy of the test report shall be retained on board and should be in accordance with a model form set out in the annex to MSC.1/Circ.1252. (SOLAS74,2020) (MSC.1/Circ.1252, Guidelines on Annual Testing of the Automatic Identification System (AIS), 2007) Static data that is set up during equipment installation and includes information such as MMSI, IMO Number, International call sign, beam, and ship type. Dynamic data that is current navigation information including position, course, speed, and navigational status (at anchor, moored, underway or special condition); and Voyage data relates to the specific voyage and include information on draft, destination, ETA and hazardous cargo. It is important that the AIS is operated correctly and that watch keepers are familiar with the equipment, including how to check that all information being transmitted by AIS is both accurate and update. Bridge Procedures Guide, 2022)	Ensure annual test report is available on board. Check if all static information is correct Ensure dynamic data , navigational status and voyage data are updated and checked each watch. Deck officers shall familiarize with operation of	☐

Section 11: RADIO AND COMMUNICATION

		According to IMO guidelines provided by Resolution A.917(22), AIS should always be in operation when ships are underway or at anchor. Only if the master believes that the continual operation of AIS might compromise the safety or security of the ship, the AIS may be switched off. The master should report the switch-off and the reason for doing so to the competent authority. Actions of this nature should always be recorded in the ship's logbook together with the reason for doing so. Rightship recommends that the date and time of switching on (and off as per above) should be recorded in the deck logbook. Deliberately turning off the transmitter signal without legitimate reason represents a breach of SOLAS and puts the ship in breach of flag state regulations.	AIS equipment (NAV B3 - Bridge familiarization) Ensure compliance with Bridge arrival / departure checklists (NAV B6/B7)	
11.9	Is there a Shore-Based Maintenance Agreement in place to fulfil the maintenance requirements? (M)	**Guide to Inspection** A shore-based maintenance agreement / certificate is needed on board to fulfil the maintenance requirements as mentioned in the "SOLAS GMDSS" regulations (CHAPTER IV Reg. 15) and the Radio Maintenance Guidelines (RES. A702-17), for GMDSS equipment sailing in Sea Area A2-A3-A4.	SOFIO MARINE is the Shore-Based Maintenance Agreement company Certificate to be posted on bridge Entry to be made in the front section of GMDSS log	☐

HUATAI MARINE

CIRCULAR

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SPRO[2024] 01

18 January 2024

An Update on the Distribution of Major Fishery Farms along the Coast of China

Dear Sir/Madam,

Following the publication of Huatai Circular on the Summary of the Distribution of Major Fishery Farms along the Coast of China (PNI[2023]04) in May 2023 and Huatai Circular for updating the distribution of fishery farms near Rizhao/Lanshan and Dalian port (PNI[2023]09) in October 2023, we are issuing this Circular to continue updating the distribution of fishery farms along the coast of China.

The fishery farms mentioned in this Circular are located in the waters off Tianjin Port and Yantai Port.

Fishery Farms in the Waters off Tianjin Port

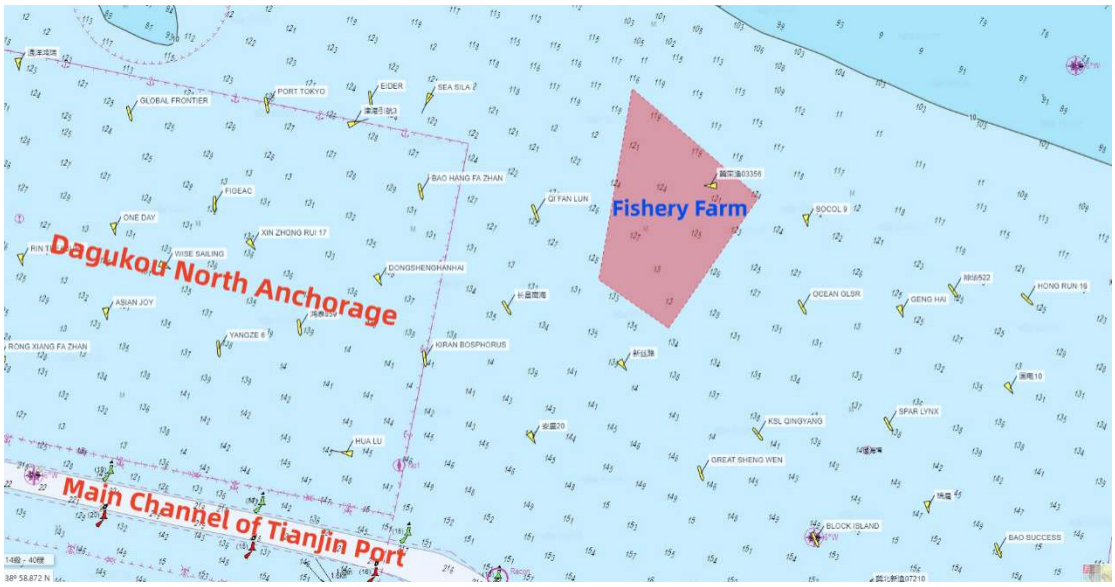
The case materials obtained by us indicate that there are fishery farms in the waters connecting the following 4 coordinates:

38°56’48.4800”N 118°08’48.7133”E

38°57’40.6367”N 118°09’34.7977”E

38°58’23.9148”N 118°08’30.1613”E

38°57’07.8551”N 118°08’13.3396”E



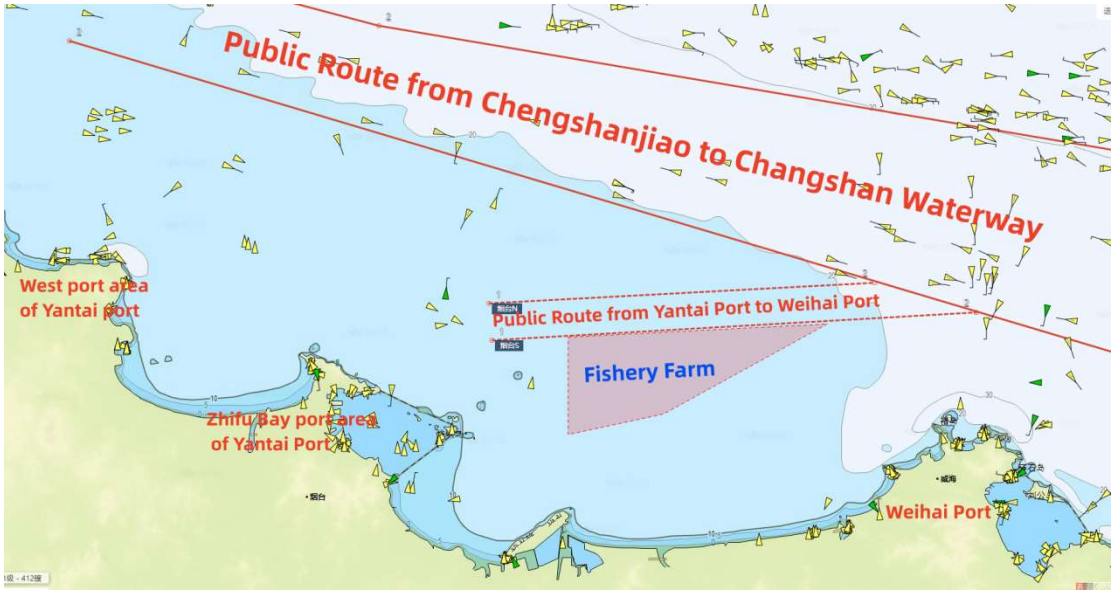
The above water area is located in the north of the main channel of Tianjin Port and east of Dagukou North Anchorage, around 2 nautical miles from the main channel and around 1 nautical mile from the northeast corner of Dagukou North Anchorage.

Tianjin port is a busy port in northern China, there are numerous ships navigating, anchoring and operating in the port and the water area for safe anchoring in the

anchorage, especially in Dagukou North Anchorage is limited. When a suitable anchor position is unavailable within the anchorage, ships planning to anchor at the Dagukou North Anchorage may choose to drop anchor outside the anchorage (east of the Anchorage) if permitted by VTS. In this case, the risk of ships accidentally entering the fishery farm will be increased.

Fishery Farms in the Waters off Yantai Port

On January 12, 2024, Shandong Maritime Safety Administration issued Navigation Notice “Luhangtong[2024]0029”, announcing the public route from Chengshanjiao to Changshan waterway, the public route from Yantai port to Weihai port and the latest geographical scope of the fishery farms on the south side of the route. We have noticed that the latest geographical scope of the fishery farms has been expanded compared to the scope of the fishery farms described in the Circular PNI[2023]04.



1. Distribution of the Fishery Farms

Around 200 meters to the south of the public route from Yantai Port to Weihai Port, there are fishery farms in the waters connecting the following 4 coordinates:

37°38′39″N 121°38′48″E

37°39′24″N 121°56′30″E

37°34′30″N 121°45′20″E

37°33′24″N 121°38′48″E

2. Public Routes

(1) Public Route from Chengshanjiao to Changshan Waterway

North Boundary of the Public Route:

37°44′02″N 122°51′32″E

37°55′30″N 121°25′54″E

37°59′23″N 121°07′23″E

South Boundary of the Public Route:

37°32′49″N 122°37′09″E

37°54′41″N 121°04′49″E

(2) Public Route from Yantai Port to Weihai Port

North Boundary of the Public Route:

37°40′30″N 121°33′24″E

37°41′36″N 121°59′42″E

South Boundary of the Public Route:

37°38′30″N 121°33′36″E

37°40′00″N 122°06′36″E

3. Precautions Mentioned in the Navigation Notice Issued by the MSA

(1) Ships below 100,000 DWT sailing from Chengshanjiao to Zhifu Bay port area of Yantai Port are recommended to navigate along the public route from Yantai Port to

Weihai Port.

(2) Ships with 100,000 DWT or above sailing from Chengshanjiao to the Zhifu Bay port area or ships sailing to the West port area of Yantai port are recommended to navigate along the public route from Chengshanjiao to Changshan waterway and choose appropriate waters to turn to the port area.

Our Suggestions

When navigating in the above waters, ships are suggested to navigate with caution and consider taking appropriate actions and preventive measures as suggested in Huatai Circular PNI[2023]04, which are quoted as follows for your easy reference:

(1) Please note that the geographical scope of the fishery farm is changing constantly, and the coordinates of the fishery farm mentioned in this Circular are for reference only.

(2) If there is a route recommended by the MSA, ships are advised to follow such recommended routes with great caution.

(3) When sailing in the waters near the fishery farms, ships should use visual, hearing and any other available means to maintain a proper lookout, keep close contact with the vessel traffic service center and pilot station, and consider following their suggestions after confirming that the surrounding environment and target waters are safe.

(4) Despite the above suggestions, we remind the Master that the resources and information provided by the vessel traffic service center, pilot station, agent, etc. might be inadequate, the Master has the responsibility and absolute right to decide whether to follow the suggestions provided according to his professional judgment.

(5) It is suggested that the Master, after considering the information provided by the agent and this Circular, plot the geographical scope of the fishery farms on the electronic or paper chart for reference, and develop a comprehensive voyage plan, in order to prevent accidentally entering into the fishery farms.

(6) Try to avoid entering and leaving the above-mentioned ports during night time or under restricted visibility circumstances as far as practicable in view of the shipping schedule, commercial considerations and other relevant conditions.

(7) When ships enter or leave the above ports, prepare engine and both anchors in advance, adopt safe speed, take into due consideration of enhancing bridge manpower, posting additional lookouts on the bridge and forecastle.

(8) In the event of an unfortunate accident relating to fishery farms, please report to the vessel traffic service center, the local agent and the ship management company in time and contact Huatai as soon as possible. Our timely intervention will be more conducive to fixing relevant favorable evidence and safeguarding the rights and interests of Owners.

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

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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MARINE SAFETY ADVISORY No. 03-24

To: **Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations**

Subject: **ENCLOSED SPACE ENTRY INCIDENTS**

Date: **8 February 2024**

The Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") reminds vessel managers of the need for continued vigilance regarding enclosed space entry and rescue training.

Since 2020, seven enclosed space entry incidents on RMI-flagged vessels have occurred, resulting in the loss of 11 lives.

A recent incident, currently being investigated, resulted in the loss of three seafarers. The continued loss of life due to improper enclosed space entry and rescue serves as a reminder of the dangers associated with the improper entry into shipboard enclosed spaces.

1.0 Incident Similarities

1.1 The Administrator has noted some similarities between these enclosed space entry incidents, including:

.1 blatant disregard of the risks that exist with enclosed spaces;

.2 lack of awareness of the hazards associated with enclosed space entry without taking proper precautions;

.3 failure to notify senior crewmembers of the need/intention to enter an enclosed space;

.4 Stop-Work Authority not properly exercised on board; and

.5 entry into enclosed spaces by shore personnel without prior notification and without permission or assistance from the ship's crew.

2.0 Recommendations

2.1 The Administrator strongly recommends that ship managers review and amend, as necessary, their enclosed space entry procedures to ensure they comply with the requirements outlined in RMI Marine Notice 7-041-1.

This MSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

2.2 The Administrator strongly recommends that ship managers review existing procedures and where necessary, update them while considering:

.1 the dangers of entering an enclosed space;

.2 every entry to an enclosed space, other than for an enclosed space rescue, requires an enclosed space entry permit;

.3 establishing a physical barrier by controlling access to prevent unauthorized entry to an enclosed space;

.4 reviewing and, as necessary, revising the enclosed space entry permit to ensure that pre-entry checks are completed before finalizing an enclosed space entry permit;

.5 implementing and enforcing an effective zero-tolerance policy for breaches in enclosed space entry procedures;

.6 how to recognize an enclosed space and examples of the different types that a seafarer might encounter while performing their day-to-day shipboard tasks;

.7 the actions that must be taken by crewmembers when it is necessary for shore personnel to enter enclosed spaces on board;

.8 who is authorized to permit enclosed space entry on board; and

.9 the actions that must be taken by crewmembers when shore personnel refuse to comply with the Company's enclosed space entry procedures.

2.3 The Administrator also strongly recommends that Masters:

.1 hold a special safety meeting to review the notice or bulletin issued by ship management and share the information provided in this MSA, with particular emphasis on enforcing the responsibility that all seafarers have to prevent unauthorized entry into enclosed spaces by crew and shore personnel;

.2 conduct periodic enclosed space entry and rescue drills in varying locations and not in the same space to reduce any potential for complacency;

.3 remind all seafarers that the Stop-Work Authority applies to all persons on board regardless of rank, rate, or seniority;

.4 review the ship's enclosed space entry procedures with the ship's officers and crew; and

.5 conduct the next enclosed space entry and rescue drill emphasizing the interaction with shore personnel.