Making waves

IVSS AND TAMAR CAMPAIGN JUN 2025

ISLAND VIEW SHIPPING SERVICES

TAMAR SHIP MANAGEMENT

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1. FLIGHTED SPONGY MOTH COMPLEX

Ships calling at certain Far East ports shall ensure that between May and October, vessels are inspected and certified free from Flighted Spongy Moth Complex (FSMC) prior to departure.

Some destination countries require vessels that have visited high-risk areas during the flight season to be inspected and certified free of FSMC by a designated authority before departure. If no signs of FSMC infestation are found, the authority will issue a certificate stating the vessel is free of FSMCs. This certificate may be titled "**Certificate of Inspection of Freedom from the Flighted Spongy Moth Complex" or "Phytosanitary Certificate,"** depending on the issuing authority.

If multiple ports in the same country or different countries within the high-risk area are visited during the flight seasons, the official inspection should be conducted immediately before departing from the last port in the high-risk area during the applicable flight season.

The countries known to carry out seasonal pest inspection measures are:

- **Canada and United States** (Vessels that are scheduled to call at the FSMC regulated areas during the specified risk periods, as outlined in the attachment, shall be inspected and certified free of FSMC by a recognised certification body. The inspection should ideally be conducted during daylight hours and on the same day as departure. While en-route to North America, the crew are recommended to perform self-inspections and properly dispose of or destroy all egg masses and other life forms of FSMC. At least 96 hours prior to entering in a North American port, vessels are required to provide two-year port of call data to local agents who will ensure that this information is provided to U.S. or Canadian officials.).
- **Australia** (In Australia, the biosecurity programme (including FSMC), is managed by the Department of Agriculture, Fisheries and Forestry (DAFF). The heightened surveillance period for Australian ports is between January and May each year, and the regulated areas include ports in Russia only. Vessels that have called regulated area in the previous two calendar years are required to submit pre-arrival information through the Maritime Arrivals Reporting System (MARS). Upon submission of the pre-arrival report, targeted vessels receive an FSMC questionnaire. The vessel is then assessed by the Australian authorities to determine the need for FSMC inspection and notified if a targeted FSMC inspection is required as part of their first port arrival formalities.

Country	Ports / Prefecture	Specified Risk Period
East Russia	All ports between 40°N and 60°N latitude and west of 147°E longitude	1 July to 30 September

- **New Zealand** (The Ministry for Primary Industries (MPI) is the competent authority dealing with FSMC regulations in New Zealand. Their policy is aligned with that of U.S. and Canada. However, only vessels that have visited regulated areas during the specified risk period in the past 12 months (compared to 24 months elsewhere) are required to present a valid pre-departure FSMC free certificate. A copy of this certificate and the list of ports the ship called at in the last 12 months should be sent to MPI at least 48 hours before arrival. Ships that do not have the FSMC certificate may need to undergo an inspection at the specific port determined by MPI, or potentially 4 nautical miles offshore at an agreed location in cases where the risk is deemed as very high.)
- **Chile** (The Chilean Agriculture and Livestock Service (SAG) is the agency responsible for enforcing the FSMC policy. Their policy is aligned with that of U.S. and Canada. Ships that have visited regulated areas during a specified risk period within the last 24 months are required to provide SAG, at least 24 hours in advance, a list of the ports they visited during that time, together with an FSMC free certificate issued at the last port in the regulated area.)

- **Argentina** (The Argentinian National Service for Health and Agrifood Quality (SENASA) is the competent authority dealing with FSMC regulations. Their policy is partially aligned with that of U.S., Canada and Chile – the specified risk periods are the same; however, their definition of regulated areas in the Far East includes all ports located between 20°N and 60° N latitude. All Chinese ports are included in the regulated areas, and there are some changes in the definition of Japanese prefectures. Ships that have visited regulated areas during a specified risk period in the last 24 months are required to provide SENASA with a list of ports together with a copy of the FSMC free certificate issued by a recognised organisation at the last port in the regulated area. Additionally, ships that visited regulated areas outside of specified risk periods within the last 24 months, are also required to provide a list of ports at least 72 hours before the ship's arrival at an Argentinian port. SENASA may conduct FSMC inspections based on their risk assessment.)

Kindly discuss the attached advisory with all deck officers and ratings and ensure compliance.

2. ECDIS – GOOD PRACTICE

As ECDIS and ENPs are critical components of navigational safety, port State control officers are paying particular attention to the following issues (not exhaustive) when conducting port State inspections:

- Appropriate certification (e.g. inclusion of ECDIS/ENPs in the record of equipment and certificate) to confirm compliance with IMO's performance standards.
- Latest edition and updated folio of electronic charts and ENPs for the intended voyage.
- Latest and updated edition of ECDIS software and software used in the computer for viewing ENPs.
- Appropriate independent back-up arrangements in accordance with SOLAS requirements.
- Documented procedures for using ECDIS/ENPs and regular checks under the ship's safety management system.
- Conformance and alignment with inputs from various sensors (e.g. heading, speed, GPS etc.) and presentation of such information on ECDIS display.
- Documentation relating to ship's officers' generic and familiarisation training.
- Demonstration of operational competency in using ECDIS and ENPs by ship's deck officers (safety contours, safety margins, alarm settings, look ahead functionalities etc)

When it is necessary to immediately use the safety margin outside the planned navigation corridor, a visual check and assessment of the ECDIS should be made by the bridge team and a plan discussed/agreed by all to execute a deviation and return as soon as possible given the circumstances. The use of ECDIS look ahead functionalities in such cases becomes paramount.

AMSA recognizes the need for reasonable use of the safety margins outside the planned navigation corridor. However, unreasonable, and systematic use of the safety margins may indicate the need to reassess the voyage planning practices

A deficiency may be considered where an Australian PSC Officer finds:

- Unreasonable and systemic use of the safety margins outside of the planned navigation corridor.

- No consideration given in voyage planning to the variation in XTD/XTL depending on confined or open waters.

Please discuss the attached AMSA Marine Notice with all deck officers.

3. 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.

4. KARCO TRAINING

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

- **TEN SURE WAYS TO HURT YOUR HANDS AND ARMS – VOL 1**
- **SEEMP**
- **PILOT LADDER**

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 member 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 (support@karcoservices.com) for any queries regarding KARCO.

Records of training to be maintained in form 3.2.3

5. BIOSECURITY INSPECTIONS OF BALLAST WATER MANAGEMENT SYSTEMS

Recent vessel inspections by Australian Biosecurity officers have identified non-compliances in the Operation and maintenance of the installed ballast water management systems (BWMS) and vessels not managing ballast water in accordance with their ballast water management plan (BWMP). System alarms have been ignored; uptake and discharge have occurred whilst in bypass mode and tampering with alarm settings have been detected, resulting in unmanaged or non-neutralized ballast being discharged in Australian ports. This represents a biosecurity risk. Some vessels that have been assessed as non-compliant have been issued directions to stop discharge of ballast resulting in delays to cargo and ballasting operations.

If issues are encountered the vessel should follow the BWMS troubleshooting advice and if further assistance is needed, contact the Ship Manager.

Refer attached AMSA circular on Biosecurity Inspections of Ballast Water Management Systems.

6. MEDITERRANEAN ECA

Please note that the Mediterranean Sea is a Sox ECA from 1 May 2025.

Resolution MEPC.361(79), will prohibit ships operating within the Mediterranean Sea ECA from using fuel oils with a Sulphur content exceeding 0.1% m/m

Please inform operators / charterers and plan for your bunkers accordingly well in time (if transiting this area).

Refer LR circular in SHEQ /MEMO / POLLUTION section which clearly specifies the coordinates for change over.

7. OJT - ABANDON SHIP, FIRE DRILL, ENCLOSED SPACE DRILL

We observed that the above-mentioned drills conducted onboard are not in accordance with SOLAS requirements.

When conducting drills, the Master shall ensure that the SOLAS requirements are complied with and recorded in the “RECORD OF EVENTS” section of form 3.2.3.

Please conduct On the job training on ABANDON SHIP, FIRE AND ENCLOSED SPACE DRILLS and record details of training in Company form 3.2.3.

8. RIGHTSHIP SECTION 15 – HEALTH AND WELFARE OF SEAFARERS

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

There are 17 chapters in the RIGHTSHIP questionnaire.

The Company will send guidance for each section as part of the monthly campaign.

For this month, the Master shall go through the attached **“HEALTH AND WELFARE OF SEAFARERS”** checklist with all officers and ensure that the vessel is in compliance with all the items.

Please revert to the Marine Superintendent / Ship Manager with any queries or sections that your vessel does not fully comply with.

9. TAKE OWNERSHIP AND BE VIGILANT

Over the past few months, we have experienced a significant increase in external inspections across the fleet. With more eyes on board, we’ve had opportunities to view our vessels from fresh perspectives and while that brings its advantages, it has also uncovered some concerning trends.

Several serious defects have been identified—not by us, but by third-party personnel:

- Severe damage to crane jibs
- Deep indentations in the shell plating
- Worn-out or damaged winches
- Compromised hatch covers

These are not minor oversights. These are critical issues that directly affect the safety of our vessels, the integrity of our operations, and the well-being of everyone onboard. Most troubling is that these issues were not reported internally. In many cases, we heard the same response: “We didn’t notice.” But the truth is, we should be noticing.

We have a strong Planned Maintenance System in place. Routine rounds are made. Equipment is regularly operated. So how are we still missing major defects?

When an officer walks the jetty to read the drafts, is it not second nature to glance at the side shell?

When a windlass screeches like a train gone off the rails, doesn’t that sound call for action?

We’re a team and like any good team, we depend on each other. If something can’t be addressed onboard, speak up. There is nothing we can´t deal with, but we need to know about it - There is no issue that is too big or too small to bring forward.

This isn’t just about checklists or maintenance, it’s about ownership. It’s about looking out not just for your section or your task, but for the vessel as a whole, and for the safety of everyone on board and reminding each other.

Please discuss this section at your next Safety Meeting.

If you need clarification, want to report something, or simply need to talk, please reach out to any member of our shore-based team.

10. GREASING OF MOORING WINCHES

Recently, two vessels in our fleet experienced issues with the forward mooring winches.

In both cases, the bushings on the winch drums were found severely worn down due to improper lubrication and blocked grease channels leading to improper bearing operation and excessive play.

- **Vessel A – Sale Dispute:**

The vessel was in the process of being handed over to a new owner as part of a sale agreement.

The observer's representatives observed that the bushes of the mooring winches were damaged, and the winch drums were jumping off during mooring operations.

The ship staff failed to report these defects (which were existing for a prolonged time) to the Company.

The new owner raised a formal complaint and filed a lawsuit against the company citing non-disclosure of the machinery condition.

Repairs were carried out at anchorage, but the repairs were not accepted by the buyer.

Legal action led to potential delays in the turnover, financial implications, and damage to company reputation and stakeholder trust.

- **Vessel B – Internal Non-Reporting:**

A similar condition was later discovered on another vessel in our fleet on the forward mooring winches.

The bushes on the hawser drum bearings of the mooring winches were found to be excessively worn, with visible play and misalignment during operation.

Upon investigation, it was discovered that the grease channels were blocked, preventing proper lubrication of the bearing surfaces.

The blockage was attributed to accumulation of hardened grease residues and lack of regular greasing as per maintenance procedures.

The crew reported that greasing was done irregularly, and they had not verified grease flow through the channels.

Since the vessel had a very long port stay, the Company managed to overhaul the winches in port without any off hires.

The worn-out bushes were replaced with new ones, correctly fitted and aligned.

All bearings were lubricated with fresh marine-grade grease, verifying free flow through channels.

Root Causes in both cases:

- Improper greasing practices by the deck crew, failing to ensure proper lubrication of mooring winch components.
- Blockage of grease channels due to hardened or old grease, preventing new grease from reaching bearing surfaces.

- Lack of effective inspection and maintenance procedures to identify and rectify blocked grease channels.
- Insufficient crew training on the importance of proper lubrication techniques and equipment care.

Please note that lack of maintenance of mooring winches can cause failure of equipment which may result in crew injury, property damage, environmental incidents etc,

Also, the failure of winches can result in operational delays, off hires and severe commercial losses.

Preventive action:

- The Chief engineer to review and update of the vessel's lubrication schedule and maintenance procedures of winches.
- The Chief engineer to train the crew on proper greasing techniques and equipment care as per attached guidelines with emphasis on "grease flow verification."
- The Chief engineer shall fabricate a connector on board for attaching with the grease pump (Refer attached sample photos). If unable to fabricate onboard, please send the correct specifications to the Ship Manager so that it can be fabricated ashore and sent to vessel.
- The Chief engineer shall carry out greasing of all winches onboard at the earliest opportunity and submit the picture submission form showing new grease flow to the ship manager (Refer attached sample picture submission form)

Canadian Food Inspection Agency | Agence canadienne d'inspection des aliments

USDA U.S. DEPARTMENT OF AGRICULTURE

Flighted Spongy Moth Complex (FSMC)

(*Lymantria dispar asiatica*, *L. d. japonica*, *L. albescens*, *L. postalba*, and *L. umbrosa*)

February 2025

Due to population outbreaks in regions where FSMC is endemic, North American ports periodically experience a high number of vessels arriving with FSMC egg masses. Data from previous years indicate that populations could potentially reach outbreak levels in 2025. **In addition to obtaining FSMC certification, extra vigilance in conducting self-inspection is requested to prevent a high number of vessels with egg masses arriving in 2025.**

FSMC is a serious pest that can be carried on ships and cargo. FSMC populations are prevalent in some seaport areas in Far East Russia, Japan, Korea, and Northern China. If introduced to North America, FSMC would have significant negative impacts on our forestry and agriculture, the natural environment, the commerce that relies on those plant resources, and market access.

Vessels must arrive in North American ports free of FSMC and should have obtained pre-departure certification. It is vital that the maritime industry and authorities in the United States (U.S.) and Canada collaborate on measures to minimize the risk of FSMC incursion. FSMC risk mitigation and exclusion efforts are a joint effort and a high priority.

Both countries are committed to working with industry partners on measures to reduce FSMC risk at origin. The shipping industry's role in promoting and meeting FSMC requirements has been vital to preventing the introduction of FSMC to North America and maintaining shipping schedules. When vessels arrive without FSMC certification, or when FSMC is detected, significant delays in cargo loading or discharging activities as well as in routine clearance can occur, resulting in loss of revenue to the shipping line and associated parties.

Actions

For vessels that have called on areas regulated for FSMC during the specified risk periods, as outlined in Table 1, the following measures are required:

1. **Vessels should be inspected and certificated free of FSMC** by a recognized certification body. A copy of the certificate, stating that the vessel is free of FSMC life stages, should be forwarded to the vessel's U.S. or Canadian agents. A certificate is valid until the ship calls on another port in a regulated area during the specified risk period.
2. **Vessels must arrive in North American ports free from FSMC.** To avoid facing re-routing, being ordered out of port for cleaning and other potential impacts associated with mitigating the risk of entry of FSMC to North America, crews should perform intensive vessel self-inspections to look for, remove (scrape off) and properly dispose of or destroy all egg masses and other life stages of FSMC prior to entering U.S. and Canadian ports.
3. **Vessels must provide two-year port of call data, at least 96 hours prior to arrival in a North American port, to the vessel's Canadian or U.S. agent.** The agent is to ensure that this information is provided to U.S. or Canadian officials.

Table 1. Regulated Areas and Specified Risk Periods

Country	Port or Prefecture	Specified Risk Period
Russian Far East	Nakhodka, Ol'ga, Plastun, Pos'yet, Russkiy Island, Slavyanka, Vanino, Vladivostok, Vostochny, Zarubino, Kozmino	June 15 to October 15
People's Republic of China	All ports in northern China, including all ports on or north of 31°15´	June 1 to September 30
Republic of Korea	All ports	June 1 to September 30
Japan – Northern	Akita, Aomori, Fukushima, Hokkaido, Iwate, Miyagi, Yamagata	June 15 to October 15
Japan – Central	Aichi, Chiba, Fukui, Ibaraki, Ishikawa, Kanagawa, Mie, Niigata, Shizuoka, Tokyo, Toyama	June 1 to September 30
Japan – Southern	Ehime, Fukuoka, Hiroshima, Hyogo, Kagawa, Kagoshima, Kochi, Kumamoto, Kyoto, Miyazaki, Nagasaki, Oita, Okayama, Osaka, Saga, Shimane, Tokushima, Tottori, Wakayama, Yamaguchi	May 15 to August 31
Japan – Far Southern	Okinawa	May 25 to June 30

*Specified risk period is the time period when there is a risk of FSMC flight and egg mass deposition

We also remind vessel operators to ensure that the vessels are in good repair and decks are clear of debris and unnecessary obstacles in order to allow for thorough inspection both in FSMC regulated areas and upon arrival in North America. While in regulated ports during moth flight periods and where port operations and safety allow, reducing lighting and keeping exterior doors and curtains closed may reduce the number of moths being attracted to the vessel.

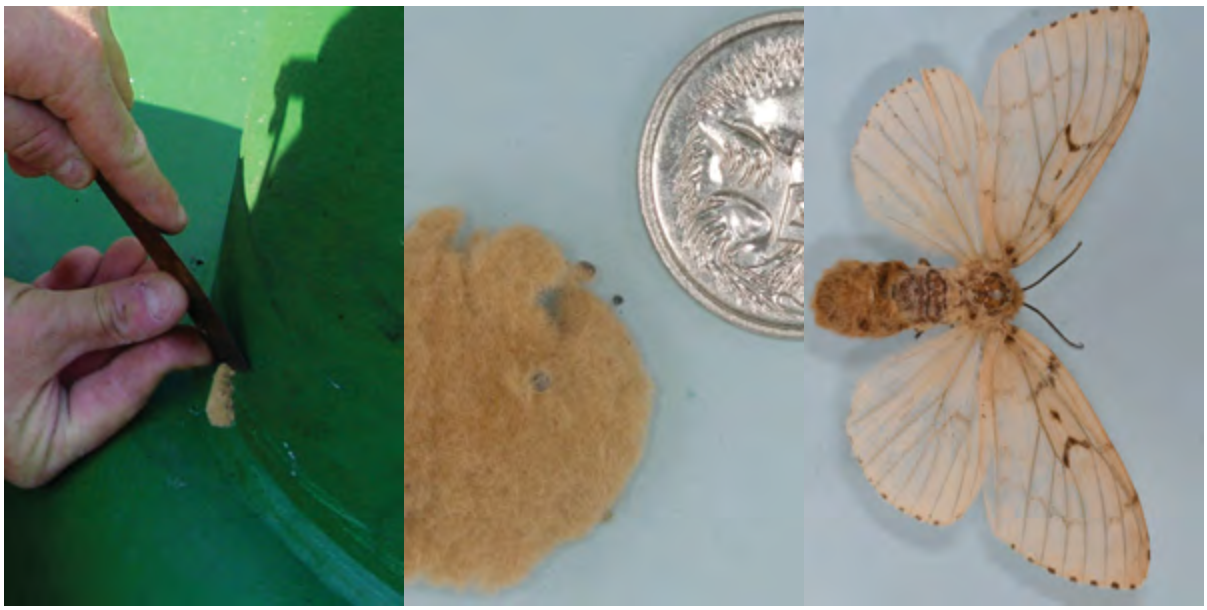
Upon arrival in North America there have been FSMC detections on vessels that obtained pre-departure certification. **During the flight period** inspection should be conducted and certification issued as close to departure as possible — ideally during daylight hours and on the same day as departure. Where vessel departure is delayed post-certification, there is the possibility that moths re-infest the vessel and deposit egg masses. **Arranging for inspection and certification services as far in advance as possible and providing two-year port of call history at the time of that request allows the inspection and certification body to better plan for delivery of the service in a timely manner.**

Although we try to align the requirements for FSMC pre-departure certification and vessels arriving free from all FSMC life forms (egg masses, larvae, pupae, adults) between the U.S. and Canada, there are differences in port-of-entry processes between the two countries due to sovereign regulations and policies.

It is the responsibility of the shipping lines to meet all requirements for entry to the U.S. and Canada, including freedom from FSMC and other pests of concern. We strongly urge maritime interests to take all possible precautions. For further information on the FSMC program, please visit the Canadian Food Inspection Agency and/or USDA Animal and Plant Health Inspection Service's websites.

Flighted Spongy Moth Complex

The Flighted Spongy Moth Complex (FSMC) - (*Lymantria dispar asiatica* formerly known as Asian Gypsy moth) is native to China and Far–East Russia and is commonly found in Korea and Japan.



Note: images are not to size

The risk to Australia

Flighted Spongy moths are a biosecurity risk to Australia because the caterpillars feed on the leaves of more than 600 species of trees, such as oak, birch, aspen, eucalyptus, holly, rose, fruit trees and ornamental plants. The spread of Spongy moth could have devastating effects to our agribusiness and horticultural industries.

What the Flighted Spongy Moth Complex looks like

Adult males are a grey-brown colour with a wingspan of 30 to 40 millimetres. Females are pale yellow with dark brown markings and a wingspan of 40 to 70 millimetres. Adult females can fly up to 40 kilometres which greatly increase the chances of the species spreading.

Flighted Spongy Moth Complex egg masses are covered in yellowish scales, about 40 x 20 millimetres in size and can contain more than 1000 eggs. The freshly hatched hairy larvae can spin silk threads helping them balloon (drift on air currents) for up to eight kilometres if weather conditions are right. Later stages of larvae vary in colour, but have two distinctive rows of large spots along the back – usually five pairs of blue and six pairs of red from head to tail.

What to look for and where

Flighted Spongy Moth Complex egg masses are tolerant of extremes in temperature and moisture. They are commonly found on ship hulls and rigging, cargo containers and vehicles.

SEE. SECURE. REPORT.

If you see this pest or any other pest that you think may have hitchhiked to Australia, contain it where possible and immediately report it to the Department of Agriculture, Fisheries and Forestry on 1800 798 636.

For safety consult a Department of Agriculture, Fisheries and Forestry entomologist before handling specimens.

General enquiries

Call 1800 900 090 (tel:1800900090)

Contact us online (/about/contact)

Report a biosecurity concern (/biosecurity-trade/pests-diseases-weeds/report)

Biosecurity New Zealand
Ministry for Primary Industries
Manatū Ahu Matua

Spongy Moth – what you need to know

The new requirements for species of the Flighted Spongy Moth Complex (formerly known as Asian Gypsy Moth) came into force in May 2023. These changes are to align with the North American Plant Protection Organisation's revisions. The new requirements involve an extension of some risk periods and merging of some risk areas. From May 2023, certificates of freedom must be provided by vessels visiting risk areas inside the updated risk periods.

Flighted spongy moth (*Lymantria* spp) complex risk areas and risk periods

Risk area	Requirements apply where a vessel has visited any ports:	Specific risk period
Russian Far East	South of 60º North and West of 147º longitude (excluding those ports on the Kamchatka Peninsula)	June 15 to October 15
China	North of latitude of 31º 15' N	June 1 to September 30
Republic of Korea	In all areas	June 1 to September 30
Japan – Northern	In prefectures of Hokkaido, Aomori, Iwate, Miyagi, Fukushima, Akita, Yamagata	June 15 to October 15
Japan – Central	In prefectures of Niigata, Toyama, Ishikawa, Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	June 1 to September 30
Japan – Southern	In prefectures of Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima	May 15 to August 31
Japan – Far Southern	In prefecture of Okinawa	May 25 to June 30

You can help prevent the spread of hitchhiking pests such as Spongy Moth to New Zealand

Prior to leaving your last port check your vessel for pests (insects and other animals). Pay attention to decks, holds, and galleys or other areas where food is found, as well as warm areas such as near engine rooms. Also check wooden structures and packing for insect damage by wood-borers or termites.

Kill or remove all pests found on board. Use a knock-down insecticide containing permethrin to kill insects and use baited traps for vermin. Also traps could be used for crawling insects such as ants.

Undertake a regular pest management programme and keep a look out for pests during your voyages.

Spongy moth and egg mass

Mosquitoes may breed in water on board such as in saucers under pot plants and in tyre fenders. Remove standing water by drilling drain holes in objects such as tyre fenders. (Add chlorine bleach to water which you suspect may contain larvae).

If you have a pest infestation or something you cannot deal with before arrival, declare this in your Advance Notice of Arrival form and report it to a biosecurity inspector on arrival in New Zealand. They will assist you with removal of the pests or treatment of your vessel.

Certificates of Freedom

If the vessel is high risk and does not have a Certificate of Freedom from a recognised inspection body, a high-level inspection may be required at a specific port as determined by MPI or potentially 4 nautical miles offshore at an agreed location if the risk is very high.

Certificates of Freedom will avoid undue delays on your arrival in New Zealand. If you wish to obtain certification from any of the listed countries, use one of the **approved (recognised) inspection bodies**.

Contact: vessels@mpi.govt.nz

www.biosecurity.govt.nz/importing/border-clearance/vessels

Te Kāwanatanga o Aotearoa
New Zealand Government

May 2024

Australian Government
Department of Agriculture, Fisheries and Forestry

March 2025

Ballast Water Fact sheet #1

Biosecurity Inspections of Ballast Water Management Systems

Since 8 September 2024, all relevant vessels should be compliant with the regulation D-2 discharge standard set by the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention).

Recent vessel inspections by Australian Biosecurity officers have identified non-compliances in the operation and maintenance of the installed ballast water management systems (BWMS) and vessels not managing ballast water in accordance with their ballast water management plan (BWMP). System alarms have been ignored, uptake and discharge has occurred whilst in bypass mode and tampering with alarm settings has been detected, resulting in unmanaged or non-neutralised ballast being discharged in Australian ports. This represents a biosecurity risk. Some vessels that have been assessed as non-compliant have been issued directions to stop discharge of ballast resulting in delays to cargo and ballasting operations.

This fact sheet describes some commonly encountered problems and proactive options to improve the likelihood of complying with Australia's biosecurity requirements. If issues are encountered the vessel should follow the BWMS troubleshooting advice and if further assistance is needed, contact the BWMS manufacturer.

What to expect

- Australian Biosecurity officers will continue to inspect vessels in accordance with the Guidelines for port State control under the BWM Convention[1] moving from initial to detailed inspections if required.
- Biosecurity officers will assess if the ballast water has been managed in accordance with the operations outlined in the vessel's BWMP. Ensure the plan includes a contingency measure and reference to troubleshooting steps for the BWMS.
- Vessels may be directed not to discharge ballast water if essential ship-board procedures set out in the BWMP have not been implemented. See s302(2) of the *Biosecurity Act 2015* and Article 9 of the BWM Convention. This includes ignoring of BWMS alarms related to treatment levels.
- Discharge of ballast water in Australian territorial waters that is not managed in accordance with the BWMP is an offence under s270 of the *Biosecurity Act 2015* and penalties may be applied.

Ballast Water Biosecurity Risks

BWMS that use Active Substances (electro-chlorination & chemical based)

- **Repeated 'low TRO' alarms during uptake**. The Total Residual Oxidant (TRO) sensor is a critical component of a properly installed BWMS as it measures if ballast water is treated within the system design limits. Repeated 'low TRO' or similar alarms during uptake may indicate that the ballast water has not been effectively treated due to an insufficient dose or generation of Active Substance (AS). If ballast water is treated with an AS at a concentration below the lower alarm limit of the system, an increased level of inspection may apply.
- **'High TRO' alarms during discharge**. This alarm could indicate a problem with neutralisation. If the AS in the ballast water is not properly neutralised, the ballast water may cause marine pollution. Commonly encountered issues include seized metering pumps, insufficient or incorrectly mixed

[1] MEPC.252(67) as adopted on 17 October 2014

neutraliser in the neutraliser tank, blocked TRO sensor pipes, expired TRO reagents and valves arranged incorrectly.

- **'TRO Communication' alarm**. During uptake, TRO production by the electrolyser or dosage from the chemical tank is linked to the values obtained by the TRO sensor. If the sensor is not properly reporting the AS concentration to the BWMS, then the treatment may not be effective. Further analysis of the error code on the TRO unit could be required. Common problems include intake valves not opened, intake lines blocked, dirty cuvette, expired reagents or seized TRO pumps

BWMS that use ultra-violet (UV) light

- These systems rely on **UV light** to inactivate or kill organisms in the ballast water and often treat on uptake and discharge. The systems use multiple sensors for UV intensity, temperature, water turbidity and water flow to maintain effective treatment.
- **Alarms** indicate that the system may not be treating the ballast water effectively. Continually operating when there are repeated alarms for low light intensity, high filter differential pressure, low water flow or high temperature may result in a detailed inspection and a direction to stop discharge.

General tips

- **Troubleshoot any alarms** using the troubleshooting steps in the BWMS Operation, Maintenance and Safety Manual (OMSM). Contact the manufacturer for advice if alarms cannot be resolved and record all maintenance and repairs (even those conducted outside of scheduled periods). Revert to the contingency method listed in your BWMP if the system is not operational.
- If the alarms relate to **challenging water quality**, the interim guidance[2] provides assistance to troubleshoot the issue and if necessary decontaminate the tanks if BWMS bypass is required.
- **Sediment** accumulation has been linked to D-2 failures so the vessel may consider enacting the at sea flushing procedures from their BWMP to lower this risk.
- **Conduct all maintenance** as per the BWMS OMSM. Consistent with the BWMS Code, all maintenance, repairs and calibration of sensors shall be recorded and should follow the manufacturers schedule
- Ensure **TRO sensor reagents, and any treatment or neutralisation products** are held in sufficient supply on the vessel, are not past their expiry date and have been stored as per manufacturers advice
- Ensure **data and alarm logs** can be easily extracted as .pdf or excel files if required for further analysis.
- **Tank by tank records** are recommended to allow risk assessment on a tank by tank basis.
- **Replacement parts** must be the same as those listed on the TAC.

Further information

Consult the Australian Ballast Water Management Requirements for answers to common questions.
Contact the Marine Pest Unit via pestsmarine@aff.gov.au for all other ballast water related enquiries.

Acknowledgement of Country

We acknowledge the continuous connection of First Nations Traditional Owners and Custodians to the lands, seas and waters of Australia. We recognise their care for and cultivation of Country. We pay respect to Elders past and present, and recognise their knowledge and contribution to the productivity, innovation and sustainability of Australia's agriculture, fisheries and forestry industries.

[2] MEPC.387(81) as adopted on 22 March 2024

ON JOB TRAINING

Training: Abandon ship, Fire and Enclosed space entry and rescue Drills

Dear Captain

Recently there was an Oil Major Observation (not in our fleet vessel) that though fire and boat drills had been conducted every month, there was no evidence that drills had been conducted as per SOLAS requirements.

Please note following SOLAS regulations pertaining to Abandon ship, Fire and Enclosed space entry and rescue drills **(SOLAS, Chapter III, Regulation 19 - Emergency Training and Drills)**

3.4.1 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 announcement on the 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 lifejackets are correctly donned;
.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 liferafts;
.8 a mock search and rescue of passengers trapped in their staterooms; and *(not applicable)*
.9 instruction in the use of radio life-saving appliances.

3.5.2 Each fire drill shall include:
.1 reporting to stations and preparing for the duties described in the muster list required by **regulation 8**;
.2 starting of a fire pump, using at least the two required jets of water to show that the system is in proper working order;
.3 checking of fireman's outfit and other personal rescue equipment;
.4 checking of relevant communication equipment;
.5 checking the operation of watertight doors, fire doors, fire dampers and main inlets and outlets of ventilation systems in the drill area; and
.6 checking the necessary arrangements for subsequent abandoning of the ship.

3.6 Enclosed space entry and rescue drills
3.6.2 Each enclosed space entry and rescue drill shall include:
.1 checking and use of personal protective equipment required for entry;
.2 checking and use of communication equipment and procedures;
.3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
.4 checking and use of rescue equipment and procedures; and
.5 instructions in first aid and resuscitation techniques.

Please ensure above items are covered in respective drills and are recorded in the drill sheet. However, lowering of lifeboat is not to be carried out during sailing but crew is to be briefed on the lifeboat launching instructions and same recorded in the drill sheet. Please keep the laminated copy of the above regulations for your easy reference during drill. Additionally write Abandon ship/Fire/Enclosed space entry and rescue Drill conducted as per SOLAS Chapter III, Reg. 19.3.4.1 (abandon ship), 19.3.5.2 (fire drill), 19.3.6.2 (enclosed space entry and rescue drill) in log book.

Above read and understood:

CNO	2NO	3NO	X3/2NO	D/Cadet
2EO	3EO	4EO	EEO	E/Cadet

Verified by Master / CEO

Vessel: Date:

Flushing out grease channels for the mooring winches and hatch cover wheels using manual hydraulic pump

Hydraulic Flushing kit for Grease Channels

TAMAR SHIP MANAGEMENT

ISLAND VIEW SHIPPING SERVICES

Video of flushing the grease channels

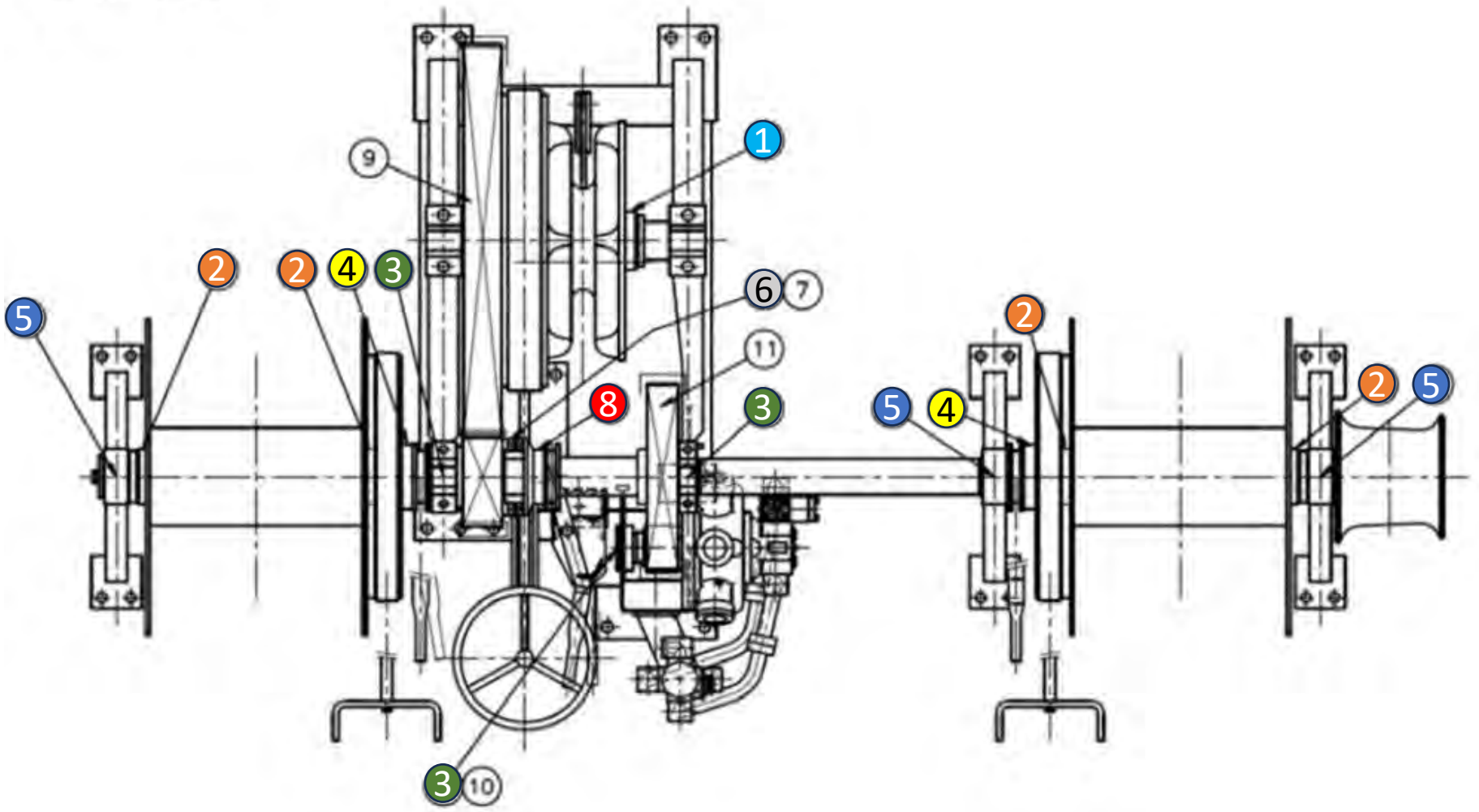
Flushing of the grease channels for mooring winches and Hatch cover wheels

TAMAR SHIP MANAGEMENT

ISLAND VIEW SHIPPING SERVICES

Proper greasing of the Mooring Winch bushes

■ Windlass



Greasing points of the Windlass

5 - Side Frame Bushes
(Top side, 3 greasing point)

2 - Hawsing drums bush
(4 greasing point each drum)
(Total 8 greasing points)

3 - Bed Frame Bush (2 greasing points)
1 greasing point for the support bearing

4 - Clutch for the Hawsing Drum
(2 Greasing points)

8 - Clutch for the Chain Drum,
1 greasing point

6 - Bush for the Pinion gear
1 greasing point

1 - Bush for chain drum
1 greasing point

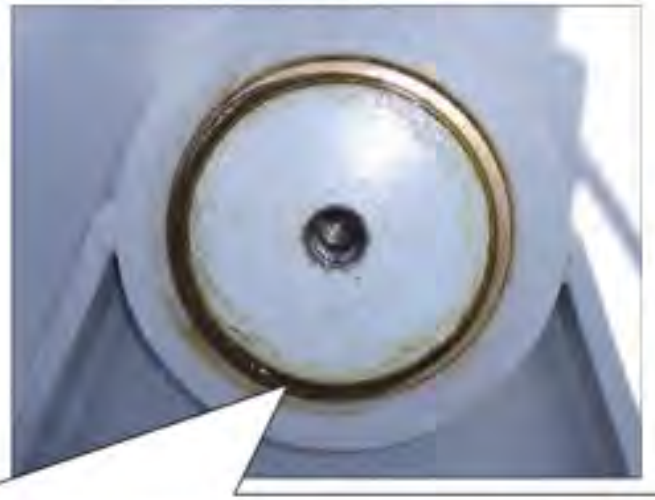
During operation of deck machineries, wear down of bearing bush (sliding bearing) for rotation shaft may progress, and insufficient greasing leads serious damage in early stage that will result rapid wear down of bearing bush and /or shaft, stick or cracking or uneven wear of bearing and/or shaft.

< Bad Practice1 >

Insufficient greasing leads uneven wear of bearing

< Bad Practice2 >

< Good Practice >



Good greasing condition: grease is pushed out from inside

Video of greasing channels

Greasing points of a new mooring winch bush, new bush normally have 4 greasing channels with 2 greasing points

Video of Correct Greasing

When greasing, turn the shaft at slow speed-off load to spread the grease evenly and old grease are out.

Before greasing of the Bed Frame Bush

After greasing of the Bed Frame Bush

Before greasing of the Outer Side Frame

After greasing of the Outer Side Frame

Before greasing of the Inner Hawser Drum Bush

After greasing of the Inner Hawser drum bush

Before greasing of the Inner Hawser Drum Bush

After greasing of the Inner Hawser drum bush

Before greasing of the outer Hawser Drum Bush

After greasing of the outer Hawser drum bush

Before greasing of the outer Hawser Drum Bush

After greasing of the outer Hawser drum bush

Before greasing of the Clutch for Hawser Drum Bush

After greasing of the Clutch for Hawser drum bush

Clogged Grease Channel: Cause and effect

Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

Effect of Clogged Grease Channel

VESSEL : _____ DATE : Click or tap to enter a date.

AREA / LOCATION : Forward portside mooring winch drum

15 May- Before greasing : Pinion bush

15 May- During greasing : Pinion bush

15 May- After greasing : Pinion bush

15 May- Before greasing: bushing for side frame outer

15 May- during greasing: bushing for side frame outer

15 May- After greasing: bushing for side frame outer

15 May- Before greasing: Bush for hawser drum outer point 1

15 May- during greasing: Bush for hawser drum outer point 1

15 May- After greasing: Bush for hawser drum outer point 1

15 May- Before greasing: Bush for hawser drum outer point 2

15 May- during greasing: Bush for hawser drum outer point 2

15 May- After greasing: Bush for hawser drum outer point 2

15 May- Before greasing: Bush for hawser drum inner point 1

15 May- during greasing: Bush for hawser drum inner point 1

15 May- After greasing: Bush for hawser drum inner point 1

15 May- Before greasing: Bush for hawser drum inner point 2

15 May- during greasing: Bush for hawser drum inner point 2

15 May- after greasing: Bush for hawser drum inner point 2

15 May- Before greasing: Clutch of hawser drum 1

15 May- during greasing: Clutch of hawser drum 1

15 May- After greasing: Clutch of hawser drum 1

15 May- Before greasing: Clutch of hawser drum 2

15 May- during greasing: Clutch of hawser drum 2

15 May- After greasing: Clutch of hawser drum 2

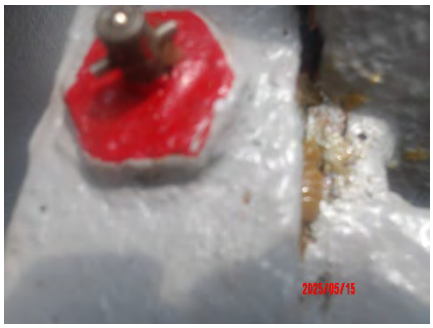
15 May- Before greasing: Bush for side frame inner

15 May- during greasing: Bush for side frame inner

15 May- After greasing: Bush for side frame inner

15 May – Before greasing: Clutch handle point

15 May – during greasing: Clutch handle point



15 May – After greasing: Clutch handle point

15 May – Before greasing: brake spindle greasing point

15 May –during greasing: brake spindle greasing point

15 May – After greasing: brake spindle greasing point

15 May – Before greasing: brake spindle greasing point

15 May –during greasing: brake spindle greasing point

15 May – After greasing: brake spindle greasing point

15 May – Before greasing: brake band joint 1

15 May – during greasing: brake band joint 1

15 May – After greasing: brake band joint 1

15 May – Before greasing: brake band joint 2

15 May – during greasing: brake band joint 2

15 May – After greasing: brake band joint 2

15 May – Before greasing: brake band joint 3

15 May – during greasing: brake band joint 3

15 May – After greasing: brake band joint 3

15 May – Before greasing: brake band joint 4

15 May – during greasing: brake band joint 4

15 May – After greasing: brake band joint 4

Section 15: Health and Welfare of seafarers

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
15.1	Do the Seafarer Employment Agreements (SEA) comply with the requirements of MLC 2006 and do the crew salaries meet or exceed the current ILO Minimum Wage Scale? (V & M)	**Guide to Inspection** **Record in the comment the duration of the seafarers' employment agreement for the key personnel (Master, Chief Officers, Chief Engineer, and Second Engineers), other Officers, and crew on board.** **Collective agreements established by the ITF can prescribe the salary and working conditions for all crew of Flag of Convenience (FOC) vessels, regardless of their nationality. All vessels covered by an ITF-approved agreement receive a certificate denoting the agreed-upon salaries and working conditions. If the vessel is covered by any form of ITF agreement (Green Card, Blue Card, or Collective Bargaining Agreement), the inspector is not required to assess the crew contract for conformity with ILO pay rates.** **When the vessel is not covered by any form of ITF agreement, inspectors shall randomly check to verify if the seafarer's pay is in accordance with the ILO's minimum recommended wage scale.** **The ILO minimum wage scale is published annually. Click Here for the ILO rates applicable from January 1, 2024.** **Original copies of the SEA shall be provided to all mariners.** > If the 'employer' is a 3rd party manning agent, then the shipowner must guarantee to meet the employer's obligations if the employer fails to do so > Must be paid at least monthly in full > Late payments incur 20% p.a. interest > Schedule of duties, with hours of work/rest prominently posted > Payment in lieu cannot replace leave entitlement > Shore leave must be granted where consistent with operational requirements > Duty to repatriate at no cost to seafarer > Insurance in place to cover liabilities relating to repatriation (Crew Health and Welfare 3, 2016) All seafarers are entitled to repatriation: > After a maximum 12 month period > As stated in the SEA > In case of termination for justified reasons (by the shipowner or seafarer) > When they are not able to carry out their duties on board due to illness, injury, etc. (ILO MLC Pocket Checklist,2012)	Seafarer Employment Agreements (SEA) – **Original to be onboard for each crew** Watch arrangement form 4.1.11 updated and posted CSM - Rest hour form Personnel Manual/ 03 Conditions of Employment - 6.4 – Shore leave Office Forms /4.10.08 MLC Contract of Employment. Personnel Manual/11 Financial Security (certificates to be posted in noticeboards) SHEQ/MEMO /MLC section CBA Personnel Manual/10 Remuneration	☐ MASTER

15.2	Are the accommodation spaces safe, provided to a respectable level of health and hygiene and regularly inspected, including checks of ventilation, noise, heating, lighting, and sanitation? (V)	**Guide to Inspection** **Record a Finding if records of the weekly Master's inspections of the vessel's accommodation are not available. The inspector shall conduct a random check of cabins to ensure they are clean and fully functional.** The Master or Master's representative shall conduct a weekly accommodation/cabin inspection with due diligence to ensure a respectable level of health and hygiene. > Accommodation spaces shall be kept clean and free of dirt and dust > All cabin portholes shall be checked for water tightness > Hot and cold water in the washrooms of cabins must be in working condition > The bed must be checked for clean sheets, washed linen and overall tidiness > The laundry equipment should be in working order. Separate washing machines for civil clothes and boiler suits shall be provided. Sufficient detergent shall be provided. > The heating and ventilation ducts inside the cabins and common accommodation spaces should be in working condition > Adequate natural and artificial light shall be available > Private / common toilets and shower rooms shall be in good order. Soap, detergents, and other cleaning material to keep the space clean should be supplied to the ship's staff regularly. > Food store handling areas, refrigerated areas, galley, and pantries should be well illuminated, clean, tidy, hygienic, and free of obstructions > The condition of portable electrical equipment located within the cabins, whether ship-owned or personal items, should be inspected.	Form 5.2.1 A Weekly inspections of crew accommodation, food and water HSE Procedures Manual/3 Health and Hygiene , Section 13 Crew Accommodation Fleet Procedures Manual/15.1 Accommodation and Recreational Spaces Fleet Procedures Manual/ 15.0 Catering Department General, Section 4	☐ MASTER CEO
15.3	Are the ship's staff provided with adequate recreation facilities on board the ship? (V)	**Guide to Inspection** **Record the most recent group social activities that were** Document was last saved: Just now **RightShip strongly encourages the provision of free internet access to the crew providing them with the opportunity to communicate with their families and friends while away from home.** **It is however crucial to implement mitigation measures and controls to ensure that such access does not compromise the safety of navigation or the operational efficiency of the ship.** **The measures and controls should consider issues such as access restricted rest periods, workplace distractions, offensive posts, internet piracy and cyber security.** The following recreational facilities shall be provided on board: > Separate smoking room and bars > TV, radio, video, CD, DVD and PC equipment > Sports facilities > Table and deck games > Library, and > Communication facilities including email and internet access. (Crew Health and Welfare 3, 2016)	Personnel Manual/01 Personnel Policy , Section.13.2 Rights Of Employees Fleet Procedures Manual/15.1 Accommodation and Recreational Spaces, Section 2 Recreational Areas HSE procedure manual - 5.3 – Cyber security	☐ MASTER

Section 15: Health and Welfare of seafarers

15.4	Has the Master been provided with a monthly welfare budget? (V)	As per SMS, the company contributes a fixed amount monthly (presently US$ 150) to the Welfare Fund aboard.	Fleet procedures manual , 13.1 welfare fund	☐ MASTER
15.5	Are seafarers being provided with sufficient food and water free of charge and does the cook hold appropriate qualifications? (V)	**Guide to Inspection** **Record in comments the food budget of the vessel per person/day. Record a Finding if the only water offered free of charge for human consumption on board the ship was non-potable.** Potable water is fresh water that is intended for human consumption, drinking, washing, teeth brushing, bathing or showering; for use in fresh-water recreational water environments; for use in the ship's hospital; for handling, preparing or cooking food; and for cleaning food storage and preparation areas, utensils and equipment. Potable water, as defined by the WHO Guidelines for drinking-water quality (2008) does not represent any significant risk to health over a lifetime of consumption, including different sensitivities that may occur between life stages. Ships may be equipped with two or three different water systems: potable water, non-potable water used for other operational procedures and water for firefighting. Whenever practicable, only one water system should be installed to supply potable water for drinking, personal hygiene, culinary purposes, dishwashing, and hospital and laundry purposes. Non-potable water, if used on the ship, needs to be loaded and distributed through a completely different piping system, which should be colour coded according to existing international standards. (Handbook for the inspection of Ships and issuance of ship sanitation certificates 2005) Food and catering preparation standards should include, but are not limited to: > Sufficient quantities of good quality food including fresh fruit, vegetables and drinking water should be supplied free of charge > Food is to be nutritious, varied and prepared and served in hygienic conditions > Religious and cultural considerations should be considered > The cook is over 18 years of age and holds appropriate qualifications, in accordance with the flag state's laws and regulations > All other catering staff are adequately trained (a training programme, posters, etc. may be available) > For ships with less than 10 crew, no cook is required, but the crew handling food are to be trained in food hygiene. (ILO MLC Pocket Checklist, 2012) The Merchant Shipping Notice, MSN 1845(M), "Maritime Labour Convention, 2006: Food and Catering: Provision of Food and Fresh Water" provides further guidance. EU Directive 98/83/EC of 3 November 1998 on the quality of drinking water defines drinking water as all water, whether in its original state or after treatment, that is intended for drinking, cooking, food preparation, or other domestic purposes, regardless of its source or whether it is supplied via a distribution network, a tanker, or in bottles or containers. Notably, this term includes water used for other domestic uses, such as personal hygiene – tooth brushing, showering, etc.	Form 5.2.1 A - Weekly inspections of crew accommodation, food and water HSE Procedures Manual/chapter 3 Health and Hygiene , section 12 Fleet Procedures Manual/14.2 / SECTION 7.1 Food free of charge to crew and Victualing rate – 8.75 usd/person/day Fleet Procedures Manual/ 15.0 Catering Department General, Section 6 – Cook qualifications Fleet Procedures Manual/ 15.2 Catering and Victualing- section 6 – No cost to seafarer Ensure drinking water filters are inspected/ renewed as per PMS	☐ MASTER CEO

Section 15: Health and Welfare of seafarers

15.6	Are ship's staff provided with appropriate medical care and health promotion programmes? (V)	**Guide to Inspection** **Record in comments the method of health promotion and related education programs on board the ship.** > The medical care should be provided free of charge and be comparable to workers ashore > Include health promotion and education programmes > An up-to-date list of radio contacts where medical advice can be obtained should be readily available (ILO MLC Pocket Checklist, 2012) Health promotion might include: > Health Awareness Material displayed in crew rest rooms/ mess rooms > Training films shown to crew > Working in hot and sunny environments -Heat Stroke/Sunburn. > Dangers of dehydration > Healthy lifestyle - balanced diet, adequate sleep and regular exercise > Protection from Mosquito/insect bites	SHEQ / Crew wellness / Health bulletin Personnel Manual/03 Conditions of Employment , Section 7 HSE Procedure Manual/03 Health and Hygiene/ Section 2 – Every crew member signed onto a vessel has the right to visit a Doctor or Dentist in ports where practicable. This treatment will be at no cost to the crewmember Medical advice through Company doctor. Refer communication sheet in Emergency Contingency Plans Post CIRM contacts on bridge - HSE Procedure Manual/03 Health and Hygiene/ Section 5 Post latest health bulletins in noticeboards KARCO VIDEO ON MENTAL HEALTH to be completed by each crew member	☐ MASTER

Section 15: Health and Welfare of seafarers

15.7	Is there evidence to confirm that visits to a qualified medical doctor or dentist have been arranged without delay in ports of call, where required? (V)	**Guide to Inspection** Health protection and medical care, including essential dental care should be available and free of charge to all seafarers. The medical log and visit reports are kept up to date. A standard medical report form is used for both onshore and on-board medical personnel and the completed forms are kept confidential. (ILO MLC pocket checklist, 2012)	4.1.8 A Medical Treatment Form. Company medical logbook. (Please update medical log as per instructions provided in the front of the logbook. Also, **weekly inventory** to be updated) HSE Procedure Manual/03 Health and Hygiene/ Section 2 – 11	☐ MASTER
15.8	Are individual monthly statements provided to all seafarers on board, detailing their monthly wage and any authorised deductions such as allotments? (V)	To be distributed monthly to all crew, scanned and filed on G drive	Form. 8.01.09 - MPA.	☐ MASTER
15.9	Is there a complaints procedure on board and are seafarers aware of this procedure? (V)	**Guide to Inspection** Each seafarer should be given a copy of this procedure. The complaints should be handled in a timely, fair and effective manner. The contact details of the flag state and the competent authority in the seafarer's country of residence for complaints should be available on board and posted in the seafarer's recreation rooms. A complaints log shall be maintained on board.	HSEQ Manual/Personnel Manual/09 Conduct and Discipline, Section 4 Upward Communication and Grievance Procedure HSEQ Manual/Personnel Manual/01 Personnel Policy, Section 4 Contracts Form 4.1.19 Onboard Complaint Form. Copy of latest complaint procedure / and form 4.1.19 from SHEQ to be	☐ MASTER

			downloaded and posted on each crew room and notice boards	
15.10	Is the vessel provided with adequate policies on mental health and mental disorders? (V)	**Guide to Inspection** The aim of mental health and mental disorders policy shall be: > To promote the health, safety, and welfare of seafarers > To foster a company culture that is conducive to improving the mental health of seafarers > To ensure awareness of the importance of good mental health among company managers > To provide support for staff who are identified as having mental health problems, ensuring that they are treated with sympathy and respect and in confidence > To increase awareness among all staff of the potential signs of mental health problems > To provide training to staff in having conversations with others about their mental health. (Guidelines to shipping companies on mental health awareness, 2018)	Personnel manual – 12.0 – Crew Health , section 6	☐ MASTER
15.11	Are seafarers provided with free access to external sources of support, whom they can contact in confidence while on board? (V)	**Guide to Inspection** The company should consider providing free access to external sources of support for seafarers, whom they can contact in confidence. These may include maritime trade unions, seafarer welfare organisations or organisations specialising in the provision of support to those with mental health problems. (Guidelines to shipping companies on mental health awareness, 2018)	Personnel manual – 12.0 – Crew Health, section 6.6 WE TEAM /HOPE LINE poster displayed on notice boards Big yellow fish App (Recognised by RIGHTSHIP) provided to crew	☐ MASTER
15.12	Has company provided training for on-board key personnel in recognising signs of mental health problems? (V)	**Guide to Inspection** Key personnel including the Master, Chief Engineer, Chief Officer and Second Engineer. The company should provide, or arrange training for management-level personnel on-board ships and ashore in recognising signs of mental health problems, facilitating discussions in staff meetings about mental health and having sensitive and supportive conversations with sufferers of mental health problems. (Guidelines to shipping companies on mental health awareness, 2018)	Personnel manual – 12.0 – Crew Health , section 6.5 KARCO – EMODULE ON MENTAL HEALTH to be completed by all officers and crew SHEQ / Crew wellness / Health bulletin WE TEAM / HELPLINE /POLAND	☐ MASTER

			POSTER displayed on notice boards Topic discussed during each crew Conference. Shore staff have also attended training on Mental health	
15.13	Is there onboard management of materials containing asbestos fibers?	**Guide to Inspection** Ships constructed after 2011 or certified as asbestos-free (regardless of the date of construction) should have SMS provisions that prohibit the supply of spare parts or other materials that may contain asbestos. Where the ship does not have asbestos free certification and/or does not have SMS provisions that prohibit the supply of spare parts that may contain asbestos then it should have an Asbestos Management Plan. Where a ship does not comply with either of the foregoing issue a Finding. > In accordance with SOLAS, ships built before 1 July 2002 may contain asbestos, but it should be managed properly - further guidance is available in MSC/Circ.1045 Guidelines for Maintenance and Monitoring of On-Board Materials Containing Asbestos. > New installations of Asbestos Containing Material (AMC) on board ships were only permitted under exceptional circumstances as of July 1, 2002. > On January 1, 2011, the installation of new ACM on board all ships were prohibited without exception. In many nations, spare parts containing asbestos are still available. If such new parts are placed during maintenance, a ship that was formerly asbestos-free may suddenly contain asbestos.	All vessels have Builders certificate (Nonuse of materials containing asbestos) certifying that asbestos containing materials were not used in any part of the vessel during construction at shipyard. Check if vessel has asbestos free certification. HSE – 4.11.8 – HANDLING HAZARDOUS SUBSTANCES – SECTION 2 – ASBESTOS SHEQ/MEMO SECTION CONTAINS SUPPLIERS ASBESTOS FREE DECLARATION IHM manual shall specify that there is no asbestos onboard	☐ CEO

Section 15: Health and Welfare of seafarers

15.14	Does the Air Handling Unit (AHU) maintain a comfortable temperature and is there recorded evidence of regular maintenance and cleaning of AHU available?	**Guide to Inspection** Certain forms of bacteria flourish in a ship's air conditioning system. These organisms or bacteria grow or multiply in stagnant water or moist slime or sludge formations. If these germs are not eliminated, they impact negatively on the ship's living conditions, making them dangerous for the crew. The primary hazard areas are the air input systems, filter, cooler unit (dehumidifier), humidifier, and plenum insulation. The system should be inspected and cleaned on a regular basis not exceeding three months. For additional information, please refer to MGN 38 (M+F) Legionella Bacteria Contamination of Ships' Air Conditioning Systems by Clicking Here mgn038.pdf	Please confirm if maintenance routines for AHU as per maker manual and attached MGN guidelines (as applicable) are in MESPAS schedule. If there are any maker maintenance guidelines which are not in MESPAS, please inform us and we will add the same. Ensure inspection is carried and records updated in MESPAS	☐ CEO