

Making waves

**CAMPAIGN
MARCH 2024**



TABLE OF CONTENTS

01. SEWAGE CHECKLIST
02. RECEIVING MSI- AUSTRALIAN COAST
03. CYBER SECURITY
04. KARCO TRAINING
05. SEAFARER STRESS AND MENTAL HEALTH
06. MAINTENANCE OF GANGWAY SHEAVES
07. RIGHTSHIP SECTION 2- CERTIFICATE AND
PERSONNEL MANAGEMENT
08. PILOT LADDERS
09. ENCLOSED SPACE ENTRY

1. Sewage checklist

The attached sewage questionnaire should be completed by the Chief engineer paying attention to the details of the questions. The deficiencies mentioned in the last page shall be discussed with all engineering officers. The Chief engineer shall also open the cover of the aeration tank to make sure that there is no hard caking inside the tank and that constant flow of air/bubbling is present.

2. Receiving MSI- Australian coast

The Master shall discuss attached Marine notice with all deck officers and ensure compliance.

Limits of these areas and broadcast times are provided on the AMSA website <https://www.amsa.gov.au/safety-navigation/navigation-systems/maritime-safety-information>

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

Please note that our KARCO Training contract has expired and the Office is still in discussion about renewal.

We will revert after a decision has been made.

For this month , we request all crew to view the below videos uploaded in Network Share in a folder titled "Inspection_ Rightship".

- **Enclosed space entry**
- **Introduction to Rightship inspections**
- **Simple mistake , fatal consequences**

Should you have any questions or require assistance, please do not hesitate to contact Akshay.

Records of training to be maintained in form 3.2.3

5. Seafarer stress and mental health

The Master shall also discuss attached RIGHTSHIP case studies and Lessons Learned with all crew at the next opportunity.

Senior officers have an important role to play in leading by example, to encourage and actively protect good mental health onboard. A supportive and organized environment with open dialogue, respect and recognition for all ranks is essential.

If you think that your crew might be displaying mental health signs, reach out to them. Many of the remedies for minor problems are often in the hands of those who create the working conditions under which seafarers work and live.

6. Maintenance of gangway sheaves

On some of our vessels the accommodation wire parted as 3 sheaves were found frozen and damaged. Refer below photos of the damaged sheaves.

Kindly remove, clean and conduct a thorough inspection of all sheaves for any damage and ensure they are greased and rotating smoothly.

Also inspect all the gangway / accommodation ladder wires for broken strands, corrosion or distortion, with particular attention paid to areas passing through sheaves.

Send pictures to the ship manager using picture submission form as per attached sample.



Damage sheave on accommodation ladder port side A



Damage sheave on accommodation ladder port side B



Dismantle the damage sheaves in portside accommodation ladder.



Damage sheave on accommodation ladder stbd side A (one piece)



Damage sheave on accommodation ladder stbd side B(one piece)



Damage sheave on Pilot assist ladder stbd side(one piece)



Total of three pieces damage sheave in stbdside.



Working on port side - Wire in slack position to check and dismantle the sheave.



Working on port side

7. RIGHTSHIP section 2 – Certificate and personnel management

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded on 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 the attached “Certificate and personnel management” checklist and ensure if vessel is complying with all items.

8. Pilot ladders

The Master shall discuss the attached Marine notice on Pilot Ladder with all crew.

The requirements of the Pilot Ladder shall be strictly complied with.

Henceforth when making requisition for pilot ladders, please order only **PTR HOLLAND** pilot ladders. This will be the preferred pilot ladder onboard our vessels. Should a pilot ladder be supplied, that is not a **PTR HOLLAND** ladder, contact your Ship Manager before accepting it.

9. Enclosed Space Entry

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

The Master shall also discuss attached RIGHTSHIP case studies and Lessons Learned with all crew at the next opportunity.

Enclosed space entry and rescue drills shall be carried out as per the drill schedule.



Marine notice 05-2023
Supersedes 13-2016

Receiving Maritime Safety Information (MSI)

Purpose

All ships transiting METAREA X and NAVAREA X, or navigating the Australian coast, should ensure they can receive all maritime safety information (MSI) necessary for the intended voyage.

Masters should ensure receivers capable¹ of receiving MSI are configured appropriately for their intended voyage, including whilst in port. This may be confirmed by an Australian Maritime Safety Authority (AMSA) Port State Control Officer during a Port State Inspection

Background

Maritime safety information (MSI), as defined in regulation IV/2 of the *International Convention for the Safety of Life at Sea, 1974*, as amended, means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.

Every ship, while at sea, shall be capable of receiving MSI (regulation IV/4) and search and rescue related information through the entire voyage in which the ship is engaged (regulation IV/7)².

Receiving MSI

AMSA as Joint Rescue Coordination Centre (JRCC) Australia and the Australian Bureau of Meteorology (BoM) broadcast MSI through the *International Enhanced Group Call service*, using the *International SafetyNET service* (Inmarsat) and the *International SafetyCast service* (Iridium).

These services are supplemented by HF radiotelephone broadcasts (callsign: VIC).

Navigational warnings are made to NAVAREA X and coastal warning areas A to H.

Meteorological warning and forecasts are made to METAREA X, the high seas (North Eastern, South Eastern, Western, Northern and Southern) and coastal waters (Bass Strait, Torres Strait, Northern Territory, Western Australia and Northern Australia).

Further detail, the limits of these areas and broadcast times are provided on the AMSA (amsa.gov.au/safety-navigation/navigation-systems/maritime-safety-information) and BoM websites (bom.gov.au/marine/radio-sat/marine-radio-sat.shtml).

Australia does not provide a NAVTEX service.

International SafetyNET service

MSI broadcast for NAVAREA X and METAREA X, the high seas and coastal waters are available through the Pacific Ocean Region (POR) and Indian Ocean Region (IOR) satellites. MSI broadcast for coastal warning areas is only available through the POR satellite.

International SafetyCast service

MSI broadcast for NAVAREA X, METAREA X, the high seas and coastal warning areas

¹ Information on configuring MSI receivers for the *International SafetyNET service* and *International SafetyCast service* are available in manufacturers' equipment manuals.

² Refer to *Guidance for the reception of maritime safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS)* (MSC.1/Circ.1645).

is available via the Iridium SafetyCast service.



Lessons Learned:

Seafarer stress, mental health and wellness at sea

Mental health is an important part of physical wellbeing at sea. Depression or serious mood imbalance can jeopardise the safe operation of the vessel, the wellbeing of fellow seafarers, and in the most serious cases can lead to suicide.

Incidents resulting from high levels of stress and poor mental health of seafarers not only occur at a high rate, but can have tragic consequences for those involved. The three cases described below highlight how important proactive and preventative conversations surrounding mental health and wellbeing are, and indicate the need for further training, education and adequate resources to promote wellness at sea

Causes

There are many different triggers for an increase in stress and a decline in the mental health and wellness of seafarers. These can range from personal issues on board the vessel or at home; feelings of fatigue, isolation or loneliness, or existing mental health issues that are exacerbated by the nature of life at sea.

Impact

Case 1

A crew member, who was feeling isolated at sea and bullied by co-workers, approached the ship's Master informing them that their bank and social media accounts had been hacked. The Master gave the crew member a free internet card to regain control of their accounts and to alleviate their agitation and concerns.

Later that day a meeting was requested by the crew member for all the ship's staff. During the meeting, the crew member left and the Master followed him to the Foc'sle. The crew member proceeded to assault the Master with a wooden stick, and the Master requested the accommodation spaces be secured as a result.

The crew member then started a number of fires around the ship, all of which were extinguished, before jumping overboard with all efforts to recover their body unsuccessful.

Case 2

A Ship Master received a letter from a Deck Cadet stating that he was feeling depressed after a month of being onboard the vessel. According to the Master, he was a quiet member of the crew who completed his duties as required.

Three days later the Deck Cadet approached the Master and submitted an early relief form, citing that he was no longer interested in a career at sea. When the Deck Cadet left the conversation, he appeared to be in a normal mood. At this point in time the vessel was at the anchorage awaiting loading, and the repatriation of the Cadet had been arranged in the port.

A few hours later the Deck Cadet did not report for duty and a search of the vessel was conducted. The cadet's body was recovered from the water the next day.

Case 3

A vessel experienced a non-serious incident during arrival mooring operations. The ship managers provided all documentation required for the investigation, including a Root Cause Analysis report.

From the investigation, it was determined that one of the main causes for the mooring incident was a lack of command or management on the forward mooring station. Further investigation revealed that the 2nd Mate who was in charge of this station was having personal issues at home. He felt unhappy, agitated and unfocused following a telephone argument with his girlfriend the day before, and his situational awareness at the time was diminished.

The mooring operations were affected as a result of the poor state of mental health & wellbeing of the crew member.

Taking action

Through greater awareness and a more proactive approach to addressing issues of mental health and stress, these tragic deaths and operational issues could have been avoided. When seafarers are feeling stressed, unhappy or suffering from poor mental health, or notice that their crew mates may be struggling with similar issues, the importance of discussing these issues with a trusted contact is paramount. A trusted contact might be the Master, a fellow crewmember, port chaplain or somebody on board who is empathetic to their colleagues' needs.

Best practise preventative measures

Outside of addressing symptoms of stress and mental health issues with the immediate crew, there are external not-for-profit organisations that not only provide assistance when issues arise, but offer training and resources to proactively address seafarers' mental health issues and high levels of stress while at sea.

The [Sailors' Society](#) run a highly regarded Wellness at Sea program that provides training sessions on seafarer welfare and management of crisis situations. They also have an online resource & seafarer support portal that can be accessed through an app or via the web

[Mission to Seafarers](#) organisations run a number of programmes to aid in seafarer welfare, including:

- **WeCare** programmes that have been developed to help seafarers and their families navigate some of the challenges they may face, including social communication & financial literacy
- **Continuity of SeaCare** programme which aims to support seafarers to tackle issues including:
 - improving crew mental health and wellbeing
 - helping seafarers and their families with any problems or concerns that arise – such as financial, health and relationship issues.

If seafarers require spiritual support, they can connect with a chaplain and get help through the Mission to Seafarers contact <https://www.missiontoseafarers.org/contact-a-chaplain>

If seafarers need help and support on a welfare or justice issue, they can get in touch with the Mission to Seafarers team at crewhelp@mtsmail.org

RightShip strongly encourages vessel managers to connect crew members with these organisations and their resources, and to provide opportunities for awareness and response training when it comes to optimising their own health & wellbeing and that of their fellow seafarers.

Additional resources

<https://www.sailors-society.org/ourprojects/wellness/>

<https://www.mywellnessatsea.com/>

<https://www.sailors-society.org/ourprojects/crisis>

<https://www.missiontoseafarers.org/continuity-of-seacare>

<https://www.missiontoseafarers.org/wecare>

<http://www.gard.no/web/updates/content/28558450/mental-health-and-seafarers-its-time-to-talk>

<https://www.ukpandi.com/knowledge-publications/tmtv/mental-health/>

Article written by:
Vladimir Docekal, Vetting Superintendent



Lessons Learned:

Enclosed Space Entry

This RightShip Insights series provides industry partners with key learnings from industry incidents, identified gaps and leading practices to improve standards and mitigate risk.

This paper discusses issues around Enclosed Space Entry and:

- Observations on preventable fatalities.
- Identified gaps and what good managers do to mitigate risk to seafarers;
- Where to find further information.

Don't be the Next One...



[RightShip Safety Insights – Enclosed Space Entry](#)

In addition to the case studies,

- May 2019, General Cargo Vessel, one crew member fatality inside cargo hold after losing consciousness due to inhaling toxic gases and falling from height.
- July 2019, Chemical/Product Tanker, two crew lost their lives due to poisoning by toxic gases inside cargo tank.
- July 2019, Chemical/Product Tanker, three crew members collapsed inside a cargo tank. Two recovered and one fatality.
- July 2019, Chemical/Product Tanker, one crew member fatality due to unauthorized cargo tank entry.
- September 2019, Bulk Carrier, one fatality inside an enclosed space adjacent to cargo hold.
- September 2019, Bulk Carrier, two crew members lost their lives onboard. The first occurred inside the lower duct and the second occurred due to carbon monoxide poisoning during the search and rescue operation.
- January 2020, Bulk Carrier, one crew member fatality in cargo hold due to gas intoxication.
- February 2020, Crude Oil Tanker, once crew member died due to inhaling poisonous gas and falling from height
- March 2020, Open Hatch Cargo Ship, one crew member lost their life inside cargo hold loaded with wooden logs.
- August 2020, Bulk Carrier, one crew member died inside cargo hold loaded with coal cargo due to asphyxiation.

- September 2020, Bulk Carrier, one fatality inside cargo hold full of scrap metal.
- March 2021, Bulk Carrier, two people died inside cargo hold due to asphyxiation.
- March 2021, Bulk Carrier, one port worker collapsed inside cargo hold due to asphyxiation and was rescued but lost his life at the hospital.
- April 2021, Bulk Carrier, one crew member died inside cargo hold (full of coal cargo) due to toxic gas inhalation.
- June 2021, Chemical/Product Tanker, one crew member lost his life inside an enclosed space (single man entry).
- July 2021, Bulk Carrier, one crew member died due to poisoning by fumigants.
- August 2021, General Cargo Vessel, one fatality inside cargo hold due to hypoxic asphyxia.
- May 2022, Bulk Carrier, two crew members collapsed inside cargo hold due to fumigant gas inhalation. One rescued and one died.
- May 2022, Bulk Carrier, two port workers suffocated inside cargo hold.
- June 2022, Bulk Carrier, three persons died inside cargo hold due to gas asphyxiation.
- June 2022, Chemical/Product Tanker, two fatalities inside cargo tank during tank inspection.
- July 2022, Chemical/Product Tanker, one crew member died inside cargo tank, a second hospitalized.
- July 2022, Chemical/Product Tanker, one crew member lost his life inside cargo tank.
- August 2022, Chemical/Product Tanker, one crew member died inside cargo tank.
- August 2022, Bulk Carrier, one fatality inside cargo hold bilge due to toxic gas inhalation (previous cargo coal).

And it continues....

Observations

RightShip assessed a selection of 360 incidents, resulting in 385 fatalities, that had occurred since 2019. Of these, 31 happened in enclosed spaces resulting in 39 lives lost. These tragic incidents could have been avoided, if certain preventative or mitigating controls had been in place.

Below are three case studies provided to illustrate how rapidly these occur.

Note: RightShip makes no reference to companies or vessels involved in cases described.

Case 1 - H₂S Intoxication within cargo tank

The vessel was loaded with crude degummed soybean oil. After discharging, vessel drifted for 8 days. During this time, all tanks were washed, except cargo tanks 4 Port and Starboard where the residues/slops were accumulated. Once the voyage orders were received, the crew continued tank cleaning.

After washing and mopping operations were carried out in cargo tank no. 4 Starboard, the 4 Port cargo tank washing water was discharged to the sea. Entry into the cargo tank was scheduled for after discharge and freshwater wash completion. There was no issued instruction to the deck crew regarding tank entry, cleaning, or mopping.

At 5:30 PM, Able Bodied Seaman no. 1 (AB1) notified the Chief Officer that he saw the Bosun and Able-Bodied Seaman no. 2 (AB2) lying on the floor of the 4 Port cargo tank. He added that he suspects they may have fallen into the tank. A general announcement was made, and the Chief Officer arrived at the scene joined by other crew members. The Master arrived few minutes later accompanied by the Chief Engineer.

They witnessed Able Bodied Seaman no. 1 (AB1) lying on the tank floor next to the Bosun and Able-Bodied Seaman no. 2 (AB2). It was evident that he attempted to rescue them without waiting for assistance and/or evaluating the situation. The Master, ignoring the crew's attempt to stop him, rushed into the tank without Personal Protective Equipment (PPE), where he immediately collapsed. The rescue team commenced rescue operation following relevant procedures and lifted the casualties out of the tank.

On their arrival, the shore medical/rescue team completed atmosphere measurement and observed the presence of Hydrogen Sulphide (H₂S) inside the tank. Upon their examination of the casualties, the Master, Bosun, and Able-Bodied Seaman no. 2 (AB2) were pronounced dead. Able Bodied Seaman no. 1 (AB1) was evacuated to a shore hospital.

The autopsy revealed pulmonary oedema in all casualties, a common result of exposure to high concentrations and intoxication of H₂S. Furthermore, toxicology revealed lethal levels of thiosulfate, which resulted from metabolism of H₂S.

Case 2 Asphyxiation within cargo hold

The vessel arrived at her nominated discharging port's outer anchorage area partly loaded with Silver concentrate (Hecla Silver) inside cargo hold 2, and bulk concentrate inside cargo hold no. 1 and cargo hold no. 4.

That morning, the vessel's Chief Mate along with Able Bodied Seaman no. 1 (AB1) conducted daily deck maintenance checks. They started at the Bosun store, before moving to the cargo holds. The Chief Mate intended to enter cargo hold no. 2 to check the hatch cover watertightness. Able Bodied Seaman no. 1 (AB1) was ordered to open the manhole for ventilation. After 30 minutes the Chief Mate went down the ladder through the open manhole while Able Bodied Seaman no. 1 (AB1) remained outside.

A few minutes later, AB1 shouted out to the Chief Mate a couple of times, yet there was no response. Able Bodied Seaman no. 1 (AB1) then decided to enter cargo hold no.2 to check on the Chief Mate. While climbing down the ladder, about two metres into the cargo hold, he realised it was difficult to breathe. He saw the Chief Mate lying unconscious on the second platform. Able Bodied Seaman no. (AB1) exited the cargo hold, went back to the accommodation, and called for assistance.

The Master and crew members gathered on the poop deck to conduct the rescue operation. Crew members commenced opening the cargo hold hatch covers. Which took longer than expected due to the pre-tightened securing cleats. The hatch cover was opened, and the Chief Mate was recovered, however with no pulse. Crew performed CPR close to 1 hour with no response and the Chief Mate was pronounced dead.

Case 3 Three fatalities during cargo hold sampling

This tragic incident took place onboard a bulk carrier berthed at port. The ship arrived with a cargo of wheat bran pellets. The receiver's representative requested the vessel provide samples from all holds. The Chief Mate along with Third Officer and Able-Bodied Seaman no. 1 (AB1) went to collect the requested samples. They took samples from holds no. 1 and no. 2, but not hold 3 as it contained the same cargo as hold no. 1. At this point, the Third Officer went to place the samples at the accommodation ladder.

Upon learning that one of the stevedores was selling phone cards, the Third Officer went to the ship's office. When he returned, he could not find the Chief Mate or Able-Bodied Seaman no. 1 (AB1). Feeling suspicious, he then looked inside the hold no. 4 booby hatch and found both lying unconscious below. He then went back to raise the alarm and seek help.

While the crew were preparing for the rescue operation with both the Third Officer and Chief Engineer in attendance, the Master rushed to the site. Despite advice not to enter the hold, he entered the tank and he too fell unconscious. This incident resulted in all three as fatalities.

What went wrong?

RightShip review of these and other enclosed space related fatalities, has identified the following direct and indirect factors were commonly present:

Poor procedures - Inadequate/inappropriate entry into enclosed space SMS procedures, lack of familiarisation with the existing procedures, lack of training.

Incomplete risk assessment - Failure to evaluate/understand/communicate risks associated with certain types of cargoes, lack of understanding/appreciation to the risks associated with fumigation

Incorrect atmosphere testing - Gases and vapors that are higher in density than air (such as H₂S) sink to the bottom resulting in a higher gas concentration closer to the tank top. Whereas, lighter gases, rise up and result in a higher concentration at the top area of the tank. Gases and vapors also tend to have higher concentration in areas where ventilation is least effective such as corners, and under inspection way/platforms. In one particular case, the investigation revealed that large and dangerous concentrations of H₂S can in specific circumstances be present within tank residues and only manifest themselves when the top "skin" of the residue has been disturbed for example by person stepping into the residues.

Human Factors - Improper decision-making, absence of proper safety culture over-reliance on false sense of safety (ie 'we have always done it this way with no problems'), cultural differences/considerations wherein lower ranks are unable to challenge wrong decisions made by senior officers, crew behavior when commercial pressure is exercised.

Furthermore, our analysis has shown in certain cases, commercial pressure was reportedly felt by crew to complete hold/tank cleaning in a time window that otherwise would not be considered adequate. As a result, crew members knowingly deviated from entry into enclosed spaces requirements and best practices to complete the task on time and meet the deadlines.

What do good managers do?

Our analysis has identified that proactive risk management steps consistently demonstrated can prevent these tragic incidents. These include adherence to regulatory and industry requirements below, and proper consideration human factors.

- SOLAS Chapter III Regulation 19.3.6 (Emergency Drills Training Requirement).
- SOLAS Chapter XI 1, Regulation 7 (Atmosphere Testing Instrument for Enclosed Spaces).
- MSC.1/Circ.1401 (Guidelines on Tank Entry for Tankers Using Nitrogen as an Inerting Medium).
- IMO Resolution A.1050(27), A guide to Bulk Carrier Operations (NI Publication).
- IMO MSC. 1/ Circ.1477 'Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces,' as required by SOLAS' and
- ISGOTT Chapter 10 guidelines.
- ISM requirements.

In addition, good managers have consistently implemented the following:

1. Behavioral safety and 'Stop work authority'

Behavioral safety creates an atmosphere of safety partnership between vessel's crew and shore-based management, "which focuses everyone's attention on not only their actions, but others' actions as well". This process empowers everyone to exercise 'Stop work authority' to prevent their fellow crewmates from getting hurt. This is particularly important to foster onboard amongst junior crew members who may fear retaliation if they raise a safety matter or challenge a senior officer (1).

2. Safety culture approach

Good managers invest in their crew to embrace safety as a lifestyle, rather than just another checklist with tickboxes.

3. Master's overriding authority under International Safety Management (ISM) Code

The ISM code gives the master the ability to exercise his/her overriding authority without fearing from management company's retaliation. Good managers support and educate their masters around the proper use of the overriding authority, where others do not. Good managers Support their masters when they exercise their authority in the face of increased commercial pressure.

4. Know your vessel campaigns

To prevent risks associated with entry into enclosed spaces, some managers have launched topic/risk specific safety campaigns. Such targeted campaigns aim to periodically evaluate all spaces on board and to identify, mark, and validate the enclosed spaces list to ensure its continuity and validity.

5. Single entry work permit

No entry into enclosed space is valid for more than one access (even if it is the same work space). The entry permit must be limited by time. Should the crew require a break, a new permit (including all the checks and balances) must be issued.

6. Single purpose/space permit

No entry permit is given to serve more than one space at the same time.

7. Single access at a time

No more than one space entry at the same time. Some exceptions could be made provided that there are enough resources.

8. Resources and controls

Evaluation of the available resources should be a continuous process that is carried out by onboard management. This includes:

- Sufficient trained personnel (Stand by, assisting and rescue)
- Sufficient equipment (PPE, SCBA, evacuation tools/equipment, lighting, ventilation, communication equipment suitable for the risks associated with the particular space, gas detectors, and atmosphere measurement equipment, etc.)
- Application of proper controls will ensure that there are no surprises in a work space. Such controls may include:
 - Understanding the inherent risks. For example, for a cargo hold/tank, understanding the inherent risks associated with the type of current cargo (or previous in case it is empty). Whereas, for a closed store that is adjacent to a cargo hold under fumigation, then understanding the risks associated with the used fumigant become paramount.
- Proper ventilation throughout occupancy
- Atmosphere checks prior to entry and repetitive checks (that corresponds to a pre-established/agreed and recorded time line) throughout the occupancy. Such atmosphere checks should be done on different tank/hold levels. The sampling hose should be lowered to as close as possible (but not touching) the tank bottom. Hose proper length should be marked by utilizing colored tape or such. Special training should also be given to the crew (as per manufacturers instructions) on the use of the aspirator bulb in the case of a manual pump or how long to run the indicators that are provided with powered fans to draw the required air sample. Testing should continue until readings are consistent.
- Proper attention is to be given especially when residues were/are left in the tank for an extended period of time. Especially if/when such residues are covered with a top film 'skin' layer which could release toxic gases when disturbed.
- Establishing proper communication with the authorized officer, standby personnel, and the bridge team.
- Carrying out a complete Task Risk Assessment which should be discussed during a tool box meeting prior to entry (not solely depending on a pre-populated version of a generic risk assessment that is included in the risk register).

- Assigning an authorized, responsible officers and a team leader.
- Entry area to be surrounded with caution tape or markings that are clearly visible when it is not occupied and/or manned.

9. Prior planning and office authorisation

Some managers have implemented the following:

- No entry into enclosed space permitted unless absolutely necessary and when they are, entry into enclosed spaces risk assessments (as minimum) must be reviewed and pre-approved by the office.
- Planned maintenance or otherwise required semi-routine jobs are to be pre-planned, discussed with the office, and all controls to be discussed before carrying out the job. All conditions (including environmental) must be pre-assessed and taken into consideration.

Where to find further information

Dry Bulk vessels and managers can find additional guidance material within our inspections standard [RightShip Inspection Ship Questionnaire](#), under the questions 4.5, 4.6, 4.9, 4.16, 7.5 and 8.35.

Appendix

(1) Dominic Cooper, PhD (Behavioral Safety: A Framework for Success)

Section 2: Certificate and personnel management

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
2.1	Is the latest Class Survey Status available and are all statutory certificates listed in the Class Survey Status valid, and is the vessel free of condition of class or significant recommendations and are all classification and statutory surveys not overdue?	<p align="center">Guide to Inspection</p> <p>The PDF copy of the class survey status that was evaluated during the inspection shall be attached to the inspection report by the inspector. Record Finding if the vessel has any condition of class, significant recommendation, and memorandum.</p> <p>The class survey status shall be available on board and should be dated not more than 14 days prior to the date of the inspection. Record a Finding if an up-to-date class survey status was not available on board.</p> <p>The Inspector should accept electronic certificates containing the features below:</p> <ol style="list-style-type: none"> 1. Validity and consistency with the format and content required by the relevant international convention or instrument, as applicable 2. Protected from edits, modifications, or revisions other than those authorised by the issuer or the Administration 3. A unique tracking number, and 4. A printable and visible symbol that confirms the source of issuance <p align="center">(GUIDELINES FOR THE USE OF ELECTRONIC CERTIFICATES, 2016)</p> <p>The inspector may request the Master to demonstrate the validity of the electronic certificate following the instructions available on board the ship.</p> <p>If the Master fails to demonstrate, to the satisfaction of the inspector, that an electronic certificate meets the requirements, the inspector shall record a Finding.</p> <p>The IMSBC Code fitness certificate in accordance with IMSBC Code (2020 Edition) may be issued upon request from owners/ shipbuilders on voluntary basis from 1 January 2020.</p> <p>For cargoes listed in Table G1 (Cargo newly added and requirements on construction/equipment (IMSBC Code-4th amendment) as 'Group A and B' or 'Group B', IMSBC Code (2020 Edition) a fitness certificate will be issued in cases where ships comply with requirements in Table G1.</p>	<p>Vessel to have latest CLASS survey report prior inspection.</p> <p>Master to demonstrate validity of electronic certificates.</p> <p>SMS REFERENCE - FLEET PROCEDURES MANUAL - 2.0. SHEQ MANAGEMENT SYSTEM</p> <p>MEMO /ELECTRONIC CLEARANCE DOCUMENTS / CLASSNK -E CERTIFICATE / MARSHALL ISLANDS CERTIFICATE</p>	<input type="checkbox"/>
2.2	Has the vessel been provided with certificates of financial security for seafarers? (M)	<p align="center">Guide to Inspection</p> <p>From 18 January 2017, all ships which are subject to MLC have been required to carry and display on board two certificates confirming that financial security is in place for:</p> <ol style="list-style-type: none"> (a) shipowners' liabilities for repatriation of crew, essential needs such as food, accommodation, medical care and up to four months' outstanding contractual wages and entitlements in the event of abandonment (Regulation 2.5, Standard A2.5.2 Paragraph 9) (b) contractual payments for death or long-term disability due to an occupational injury, illness or hazard set out in the employment agreement or collective agreement (Regulation 4.2, Standard A4.2.1 paragraph 1(b)) <p align="center">(FAQs: Maritime Labour Convention 2006 As Amended Financial Security Requirements - The Shipowners' Club, 2020)</p>	<p>Vessel to display both these financial security certificates on notice boards (Latest valid certificate MLC 2.5.2 / 4.2.1)</p> <p>SMS REFERENCE - PERSONNEL MANUAL/11 FINANCIAL SECURITY</p>	<input type="checkbox"/>
2.3	Can all crew communicate effectively in the working language of the ship? (V)	<p align="center">Guide to Inspection</p> <p>Record the common language and the level of English proficiency of the crew on board the vessel.</p> <p>On all ships, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's logbook. The company, as defined in regulation IX/1, or the Master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language. If the working language is not an official language of the State whose Flag the ship is entitled to fly, all plans and lists required to be posted shall include a translation into the working language.</p> <p>On ships to which SOLAS chapter I applies, English must be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel, unless those directly involved in the communication speak a common language other than English. (SOLAS 74, 2020)</p>	<p>STCW - Section A-I/14</p> <p>SOLAS regulation V/14.3/14.4</p> <p>Personnel manual – chapter 3 - CONDITIONS OF EMPLOYMENT – section 2 mentions the working language on board is ENGLISH. Kindly discuss this section with all officers and crew .</p> <p>Company has printed on the deck logbook that English</p>	<input type="checkbox"/>

Section 2: Certificate and personnel management

			<p>is the working language on board.</p> <p>Master shall ensure that working language (English) is recorded in MPA Official Logbook , PAGE 19 (APPLICABLE ONLY FOR SINGAPORE FLAG VESSELS).</p> <p>Ensure all bridge-to-bridge and bridge-to-shore communications as well as for communications on board between the pilot and bridge watch keeping personnel are only in English as per SOLAS regulation V/14.3 /14.4</p> <p>Ensure Safety, security and environmentally critical information, procedures and documentation are available / posted ONLY in English language. If any information is posted in any other language on notice board or at any other location , same shall be removed.</p> <p>Ensure all day-to-day communications on board are only in ENGLISH.</p> <p>Ensure the instructions in SOLAS training manual, the fire safety operational booklet are in ENGLISH.</p>	
--	--	--	--	--

Section 2: Certificate and personnel management

2.4	Is the vessel's manning in compliance with the Safe Manning Certificate? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>Record in comments the actual and required manning of the vessel. Minimum safe manning is the level of manning that will ensure that a ship is sufficiently, effectively, and efficiently manned to provide safety and security of the ship, safe navigation and operations at sea, safe operations in port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and property, and to ensure the welfare and health of seafarers through the avoidance of fatigue.</p> <p>Except in ships of limited size or propulsion power (which are not quantified), the determination of the minimum safe manning level should also consider the provision of qualified officers to ensure that it is not necessary for the Master or Chief Engineer to keep regular watches by adopting a three-watch system. (PRINCIPLES OF SAFE MANNING, IMO resolution 1047(27) , 2000)</p> <p>Inspectors should review the crew list and, considering the level of operation at sea and port, assess if there are enough personnel on board to fulfil the following principles of safe manning:</p> <ul style="list-style-type: none"> > Maintain safe navigation by adequate manning of bridge throughout the passage. > Mooring, tending mooring at port and unmooring the ship safely. > Effective performance of cargo operation to ensure safe carriage of cargo during transit. > Performance of on-board functions such as drills, ship security issues, equipment maintenance. > Manning levels should be such as to ensure that the time and place available for taking rest periods are appropriate for achieving a good quality of rest. <p>If it is suspected that the manning levels are low, attention should be paid when answering the following questions where necessary (record Finding under the relevant questions):</p> <ul style="list-style-type: none"> > Navigation bridge, Q 3.8 and Q 3.9 > Moorings Q 10.7 > Engine Control Room Q 13.2, Q 13.5 	Minimum safe manning document PERSONNEL MANUAL - 2.0. MANPOWER - SECTION 5 AND 6	<input type="checkbox"/>
2.5	Do all personnel maintain rest period/work hours and are the rest hours in compliance with STCW or MLC requirements? (V)		STCW - Section A-VIII/1 Fitness for duty OJT -33 – WATCH SCHEDULE OJT 9 – REST HOURS PERSONNEL MANUAL –	<input type="checkbox"/>

Section 2: Certificate and personnel management

Guide to Inspection		
	<p>Record a Finding if:</p> <ul style="list-style-type: none"> > There are two or more consecutive violations by any seafarer on-board in any 30 day period. > The vessel's manager has not been informed at least monthly of compliance levels on board. > The work hour records are not to ILO format - Inspector should refer to the IMO/ILO guideline "Guidelines for the Development of Tables of Seafarers' Shipboard Working Arrangements and Formats of Records of Seafarers' Hours of Work or Hours of Rest". <p>"Hours of rest" means time outside hours of work and does not include short breaks. The minimum requirement for hours of rest provided should be:</p> <ul style="list-style-type: none"> > Minimum 10 hours in any 24-hour period, which may be divided into no more than 2 periods, one of which shall be at least 6 hours in length, and no more than 14 hours between any consecutive periods; and > Minimum 77 hours in any 7-day period. <p>A record must be kept of the seafarers' daily hours of rest, the principal purpose for the record being to allow monitoring and provide documentary evidence of compliance with the minimum hours of rest requirements, and to record any deviations from the requirements.</p> <p>Musters, firefighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.</p> <p>In respect of situations when a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by callouts to work. (Article 5- Seafarers' Hours of Work and the Manning of Ships Convention, 1996 (No. 180))</p> <p>The standard format for the record of daily hours of rest should comply with the ILO Guideline of Rest.</p> <p>Shipowners may develop, or purchase, electronic systems that record the hours of rest for seafarers on their vessels and these systems should be as follows:</p> <ol style="list-style-type: none"> 1. The format must be based on the ILO guidelines. 2. The electronic records must be accessible to all seafarers be secure from unauthorized alterations after entering. 3. There must be a means for the records to be endorsed by the seafarer and the Master. 4. There must be a means for the seafarer to receive a copy of their hour of rest records. <p style="text-align: center;">(IMO/ILO guidelines for the development of tables of seafarers' shipboard working arrangements and formats of records of seafarers' hours of work or hours of rest, 1999)</p>	<p>CHAPTER 3 – CONDITION OF EMPLOYMENT - SECTION 3.1 TO 3.7</p> <p>Form 5.2.1 C – ITEM 12</p> <p>Ensure records of work/rest/overtime is recorded on daily basis by each ship staff using ISF Watchkeeper.</p> <p>Ensure Individual crew, departmental heads and master sign the rest hour form every month.</p> <p>Ensure that the records are properly filed on board. The crew shall receive a copy of the records pertaining to them. The crew should have access to the ISF software.</p> <p>Ensure the rest hour records are accurately recorded by cross-checking other documents, such as deck logbook, engine logbook, GMDSS radio logbook, drill record and oil record book, etc</p> <p>Seafarers shall be compensated with an adequate rest period if the normal period of rest is disturbed by calls , drills, unscheduled work or emergency</p>

Section 2: Certificate and personnel management

2.6	Has the Master been provided with relevant ship handling training? (V)	<p align="center">Guide to Inspection</p> <p>A Master with less than 5 years sea time in rank must have attended a ship handling course.</p> <p>It is important that Masters and chief mates should have had relevant experience and training before assuming the duties of Master or chief mate of large ships or ships having unusual manoeuvring and handling characteristics significantly different from those in which they have recently served. Such characteristics will generally be found in ships which are of considerable deadweight or length or of special design or of high speed.</p> <p align="right">(Section B-V/a, STCW 2010)</p> <p>The Master should have attended an approved ship-handling simulator course on an installation capable of simulating the manoeuvring characteristics of such a ship as per IMO Model course 1.22.</p>	Master shall have the ship handling course certificate as per IMO model course 1.22	<input type="checkbox"/>
2.7	Have officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk undergone formal training (v)	<p align="center">Guide to Inspection</p> <p>Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk.</p> <p>Training should be divided into two parts, a general section on the principles involved and a section on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 14 of section B/V b of STCW.</p> <p>Shipboard application: Class 4.1 - Flammable solids Class 4.2 - Substances liable to spontaneous combustion Class 4.3 - Substances which, in contact with water, emit flammable gases Class 5.1 - Oxidizing substances Class 6.1 - Toxic substances Class 7 – Radioactive Class 8 - Corrosives Class 9 - Miscellaneous dangerous substances and articles</p> <p>RightShip recommends that all officers and ratings responsible for the carriage and care of dangerous and hazardous substances in solid form in bulk, including Material Hazardous Only in Bulk (MHB), have received appropriate training to comply with the STCW Convention and Code's 2010 Manila Amendments.</p>	<p>Officers and ratings responsible for the carriage and care of dangerous and hazardous substances in solid form in bulk, including Material Hazardous Only in Bulk (MHB), have received appropriate training to comply with the STCW Convention and Code's 2010 Manila Amendments.</p> <p>All officers and crew to undergo KARCO training on dangerous goods</p>	<input type="checkbox"/>
2.8	Have officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form undergone formal training (v)	<p align="center">Guide to Inspection</p> <p>This question should be answered N/A if the vessel isn't a general cargo ship, a roll on roll off (Ro-Ro) ship, or a non-cellular ship fitted for the carriage of containers.</p> <p>Training should be divided into two parts, a general section on the principles involved and a section on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 19 of section B-V/c of STCW.</p> <p align="right">(Section B-V/c, STCW 2010)</p> <p>RightShip recommends that all officers and ratings responsible for the carriage and care of dangerous and hazardous substances in packaged form undertake appropriate training to ensure compliance with the STCW Convention and Code's 2010 Manila Amendments.</p>	NA (WE DO NOT LOAD DANGEROUS CARGO IN PACKAGED FORM)	<input type="checkbox"/>

Section 2: Certificate and personnel management

2.9	Has an SMS policy and procedure been established to enforce the STCW Convention and Code requirements for the purpose of preventing drug and alcohol abuse? (V & M)	<p style="text-align: center;">Guide to Inspection</p> <p>Record a Finding if the testing requirements are not included in the company's drug and alcohol policy or if the vessel has failed to conduct the tests in line with the company's policy.</p> <p>Companies should consider the implementation of a clearly written policy of drug and alcohol abuse prevention, including prohibition to consume alcohol within four hours prior to serving as a member of a watch either by inclusion in the company's quality-management system or by means of providing adequate information and education to the seafarers.</p> <p>Those involved in establishing drug and alcohol abuse-prevention programmes should take into account the guidance contained in the ILO publication Drug and Alcohol Prevention Programmes in the Maritime Industry (A Manual for Planners), as may be amended. (Section B-VIII/1, Guidance regarding fitness for duty, STCW 2010)</p> <p>RightShip urges vessel managers to adopt a clear written policy prohibiting seafarers from abusing drugs or alcohol. To carry out their policy, vessel managers should establish codes of conduct and controls aimed at preventing seafarers from engaging in activities while impaired by drugs or alcohol. It is recommended that seafarers be subjected to random drug and alcohol testing and screening, as well as routine medical examinations. These tests should include an unannounced alcohol test initiated by the vessel's manager, routine on-board tests conducted by the Master or Master nominees, and an unannounced drug test conducted by an independent agency. The testing procedure should detail the manner in which these tests are to be performed. The frequency with which these tests are administered should be sufficient to deter such abuse.</p> <p>If alcohol consumption is permitted on board, the policy should regulate the distribution, consumption, and administration of alcohol on board.</p>	<p>Company drug and alcohol policy</p> <p>Unannounced shore tests</p> <p>Pre-joining medical tests</p> <p>Monthly onboard test by Master – FORM 3.2.15</p> <p>PERSONNEL MANUAL - 7.0. Drug Alcohol Policy</p> <p>Unannounced tests for Master carried out by CEO.</p> <p>Records to be filed in sharepoint.</p>	<input type="checkbox"/>
2.10	Are the limits of blood and breath alcohol contents in the drug and alcohol policy equal to, or less than the STCW mandatory alcohol limit? (V&M)	<p style="text-align: center;">Guide to Inspection</p> <p>Each Administration shall establish, for the purpose of preventing alcohol abuse, a limit of not greater than 0.05% blood alcohol concentration (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security, and marine environmental duties.</p> <p style="text-align: center;">(Section B-VIII/1, Guidance regarding fitness for duty, STCW 2010)</p>	<p>Company drug and alcohol policy</p> <p>PERSONNEL MANUAL - 7.0. Drug Alcohol Policy</p> <p>Company requirements 0.04% BAC</p> <p>Ensure alcohol meter is operational and vessel has spare sensor onboard</p>	<input type="checkbox"/>
2.11	When was the date of the last recorded unannounced on-board group alcohol test? (M) Record the date		<p>Monthly onboard test by Master - – FORM 3.2.15</p> <p>Unannounced tests for Master carried out by CEO</p> <p>PERSONNEL MANUAL - 7.0. Drug Alcohol Policy</p> <p>Records to be filed in sharepoint.</p>	<input type="checkbox"/>

Section 2: Certificate and personnel management

2.12	When was the date of the last unannounced drug test undertaken by an external agency? (M) Record the date		Unannounced shore tests (Company will decide on the vessel on random basis) PERSONNEL MANUAL - 7.0. Drug Alcohol Policy	<input type="checkbox"/>
2.13	Is the officer matrix accurately completed and does it reflect the information on officers and engineers on board the vessel at the time of inspection? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>Inspector must not record a Finding when crew change(s) took place within seven days before the date of the inspection.</p> <p>The vessel's manager shall provide sufficient overlap for Master / Chief Officer and Chief Engineer / Second Engineer to ensure that they are familiar with the vessel's operation before taking charge, and both senior officers and senior engineers are not changed at the same time.</p> <p>The vessel's manager is responsible to maintain up-to-date records relating to the officers and engineers on board the vessel at the time of inspection. The inspector should have a copy of the updated officer matrix and check the tour on board, qualifications and experience of officers and engineers against the crew list and seaman books. The actual details of Master, Chief Engineer, Chief Officer and Second Engineer / First Engineer must be checked against the data contained in the matrix and a Finding shall be recorded for inaccurate updates.</p> <p>Random checks must be made of the actual records applicable to junior officers and junior engineers.</p> <p>A seafarer may hold a Certificate of Receipt of Application (CRA) and a valid national STCW Certificate, for a period not exceeding three (3) months while an application for the STCW Endorsement Certificate is being processed. The inspector shall check the validity of CRAs.</p>	<p>PERSONNEL MANUAL - 4.0. PROCEDURE FOR CREW SIGNING ON AND OFF VESSELS -SECTION 7</p> <p>Obtain officer matrix from crewing department (prior RIGHT SHIP inspection)</p> <p>Master to crosscheck the contents of the matrix</p> <p>Ensure COE /ROA are valid</p>	<input type="checkbox"/>

Section 2: Certificate and personnel management

<p>2.14</p>	<p>If ECDIS was fitted on board, have the Master and Deck Officers completed Generic training and type-specific familiarisation? (V)</p>	<p style="text-align: center;">Guide to Inspection</p> <p>Inspector to record how the familiarisation training was carried out. ECDIS familiarisation should be provided to all on-signing deck officers before they take an independent navigation watch, and each time they join any vessel. (Recommendations on Usage of ECDIS and Preventing Incident, 2020) The STCW Code contains requirements for approved training on ECDIS. In cases where the approved training has not been completed, a limitation shall be included on the certificate and endorsements issued to the seafarer.</p> <p>Where such a limitation is not specified, the certificate and endorsements are evidence of having successfully completed the required approved training and that the standard of competence has been achieved.</p> <p>No requirement exists for the approved training on ECDIS equipment to be type specific. The knowledge, understanding and proficiency required to be demonstrated is generalized to ensure seafarers have the necessary skills for basic operation of all types of equipment.</p> <p>In accordance with regulation, I/14, companies are responsible for ensuring that seafarers employed on their ships are familiarized with the installed equipment, including ECDIS. It is agreed that seafarers required to have training in the use of ECDIS:</p> <ol style="list-style-type: none"> 1. Should not be required to provide documentation of training in ECDIS that is specific to the installed equipment; and 2. Are required to be familiarised with the ECDIS equipment installed on board. <p style="text-align: right;">(STCW.7/Circ.24/Rev.1, 2017)</p> <p>Deck officers who hold a Certificate of Competency with validity over 01 January 2017, in accordance to regulations II/1 and II/2 of the annex to the STCW-Convention and without an ECDIS limitation, fulfil the requirement of generic ECDIS-training.</p> <p>The vessel's manager can consider a wide variety of options for achieving familiarisation both on-board and ashore. These include but are not limited to:</p> <ul style="list-style-type: none"> > Shore based manufacturer training followed by installation-specific training. > Familiarisation on-board. > Independent training on specific systems followed by installation specific familiarisation. > Computer Based Training (CBT), followed by installation-specific familiarisation on-board. > Internet / Intranet Based Training (eLearning) followed by installation specific Familiarisation on-board. > On-board training by appropriately trained crew or training personnel. > Manufacturer provided training mode on the ECDIS, followed by installation-specific familiarisation on-board. > Company bridge procedures and manuals. <p>Regardless of the method(s) used, it is essential that all watch keeping officers are competent in the use of the on-board ECDIS prior to taking charge of a navigational watch and remain so thereafter. (Industry Recommendations for ECDIS Familiarisation, 2012)</p>	<p>STCW certificate shall specify ecdis training</p> <p>Company ECDIS familiarization form – NAV B4 – Completed prior taking over first watch</p> <p>CHARTWORLD / CBT to be completed by all deck officers including MASTER</p> <p>All deck officers shall be competent in the use of onboard ECDIS.</p>	<p><input type="checkbox"/></p>
<p>2.15</p>	<p>Does the ship's manager provide value-added training courses beyond the STCW to its on-board engineers? (V)</p>	<p style="text-align: center;">Guide to Inspection</p> <p>Record any recent additional training conducted. he vessel's management is responsible for identifying additional training needs, whether they apply to a specific individual or vessel or to the entire fleet. The training technique may involve classroom training or computer-based training. However, a course's content shall address and comply to industry requirements. Trainings listed in section B of the STCW, Bridge Resource Management, Engine Room Resource Management, operation and maintenance of engine-specific types, injectors, exhaust valves, electronic fuel valves, electronic governors, dual fuel systems, fuel pump maintenance, boiler automation, plan maintenance system, and hydraulic machinery are examples of additional training.</p>	<p>Electronic engine training</p> <p>Makers technical bulletins..</p> <p>On MAN engines we have remote monitoring by MAN</p>	<p><input type="checkbox"/></p>

Port of Dampier - Requirements for the safe use, care and maintenance of pilot ladders and associated equipment

Number: D07/2024

Date: 21/02/2024

Date of Effect:	21/02/2024
Details:	Requirements for the safe use, care and maintenance of pilot ladders and associated equipment
Former Notice:	D02/2023
Charts & Publications:	N/A
Further Notice:	N/A
Attachments:	NIL

Pilbara Ports has become aware of several recent incidents related to the failure of pilot ladders or their associated equipment caused by poor condition or improper rigging.

Investigations show that these incidents were caused by a lack of supervision, awareness of safety requirements and inadequate maintenance.

Incorrectly rigged pilot ladders or pilot ladders that are in poor condition can have serious consequences, including the possibility of severe injuries or the loss of life for personnel using pilot ladders.

From 1st May 2023, all vessels calling the Port of Dampier must comply with the following requirements:

- 1) All pilot ladders, manropes and associated equipment are to be used only for marine transfers (pilots and other personnel) and must not be used for any other operations onboard the vessel such as for draught readings or any maintenance work.
- 2) **Pilot ladders must not be used for pilot transfers beyond 30 months from the date of manufacture.**
- 3) **Manropes must not be used for pilot transfers beyond 12 months from the date of manufacture.**
- 4) Associated ropes used to secure the pilot ladder to a strong point on deck must be of sufficient strength, construction and certified. These ropes should be renewed no later than **12 months** from the date of first use and records to be maintained in the vessel's PMS
- 5) To use a pilot ladder beyond 30 months from the date of manufacture the following requirements must be complied with:
 - 5.1) The ladder must pass a ladder and step attachment strength test as per ISO -799-1:2019

All current local Marine Notices are available on our website: <http://www.pilbaraports.com.au/#marine-notice>

Dampier Vessel Traffic Service | Phone: (08) 9159 6556 | dampier.vts@pilbaraports.com.au

Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

5.2) Any ladder repairs and testing must be carried out by the manufacturer or by a manufacturer-approved repair facility, or a facility approved by the Flag State or Classification Society and the updated certificate must be provided to Pilbara Ports upon request.

Additionally, Vessel operators, Masters and Crew should ensure that:

- Pilot ladders must be certified by the manufacturer / Classification Society as complying with requirements as mentioned under either IMO Resolution A.1045(27) or International Standard ISO 799-1:2019. Proof of certification MUST be kept on board and produced when requested by Pilbara Ports Authority.
- Vessels are required to maintain certificates of Manropes and associated ropes, shackles, thimbles used in the rigging of pilot ladder.
- Vessel operators are required to ensure that the rigging of pilot ladders must be carried out by properly trained and competent crew and the rigging must be inspected by a suitably trained officer prior to the pilot embarking or disembarking the vessel.
- Adequate training and guidance should be provided by the vessel operator for the crew to competently carry out proper inspections and remove pilot ladders from service when defects are identified.
- Maintenance and inspection routines for the pilot ladders and all associated equipment like stanchions, shackles, manropes, deck fittings, securing ropes etc., should be included in the vessel's PMS system.

Any vessel which has a poorly rigged or damaged pilot ladder will not be permitted to berth at Port of Dampier until a compliant pilot ladder, meeting the above requirements, is available and installed.

For additional guidance for rigging and maintenance of pilot ladders, manropes, and associated equipment, the following documents should be referred to:

- 2.1 ISO 799 -1 Pilot Ladders - Design and Specification
- 2.2 ISO 799 -2 Pilot Ladders - Maintenance, Use, Survey, and Inspection
- 2.3 ISO 799 -3 Pilot Ladders: Attachments and associated equipment
- 2.4 AMSA Marine Notice 03/2022—Pilot transfer arrangements
- 2.5 IMO Circulars MSC.1/Circ.1428 and MSC.1/Circ.1495
- 2.6 IMO Resolution A.1108(29) and IMO Resolution A.1045(27)
- 2.7 AMSA Marine Notice - [04/2023 - Pilot transfer arrangements](#)



Captain Mike Minogue
Harbour Master

Annex 1

Examples of **incorrect securing** methods of pilot ladders in practice



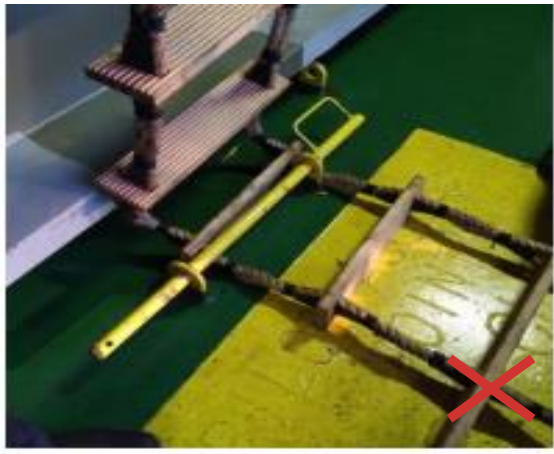
Secured using shackles, risk of damage to the chocks



Secured using deck tongue, weight on the step



Distance of combination ladder from water line less than 5 metres



Secured using steel bar, weight on the step



Spreader used for securing & tripping line secured (must be over the 1st spreader from bottom and leading in the forward direction)

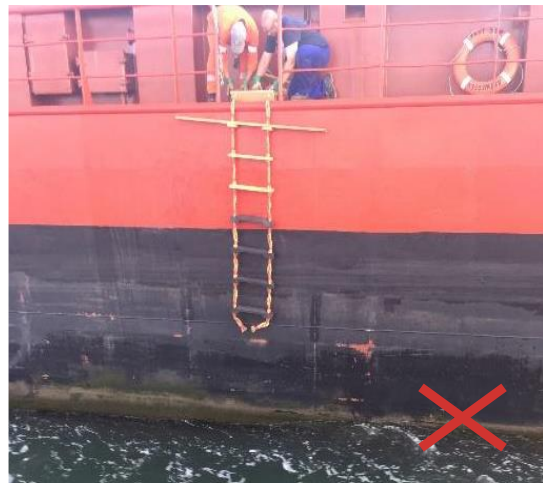


Ladder on the reel & not secured incorrectly rigged

Examples of non-compliant construction



Last four steps must be rubber, incorrect positioning of tripping line



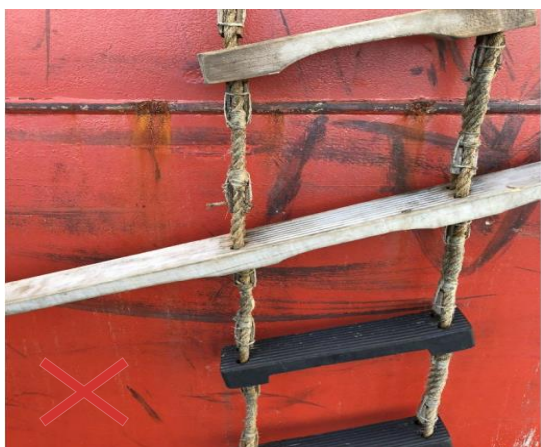
5th step must be a spreader



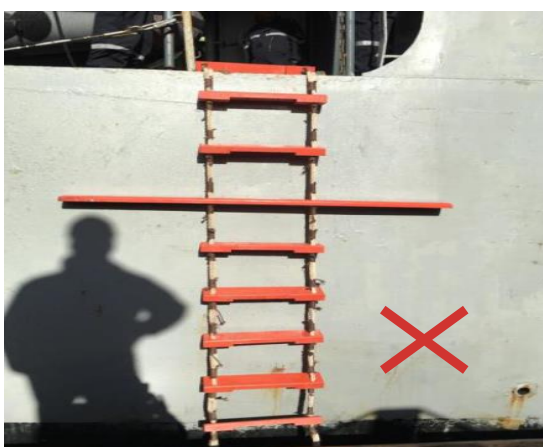
Bull Dog Grips: Not Permitted



Spreader not made from a single piece of wood



Loose ladder steps & not horizontal



Painted steps



Office of the
Maritime Administrator

REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

2210 HARBOUR CENTRE, 25 HARBOUR ROAD, WANCHAI, HONG KONG
 TELEPHONE: +852 25266641 FAX: +852 28450172
 EMAIL: INSPECTIONS-HK@REGISTER-IRI.COM WEBSITE: www.register-iri.com

MARPOL Annex IV – Prevention of Pollution by Sewage from Ships - Questionnaire

QUESTIONNAIRE TO BE COMPLETED BY SHIP'S ENGINEER!!

Ship information	
Date:	
Port:	
Ship name:	
Official Number:	
Year Built:	
RO/Class:	
Make / Type sewage treatment plant (STP):	

1	Is Sewage Treatment system operational and in use?	
2	Are the air blowers working properly/Service air line air reducer set correctly? (Is air supply to aeration nozzles sufficient? No temp. ship's compressed air used?) (If a pressure gauge is available, it should be reading 0.2 – 0.4 bar. In case of doubt or unclear, the aeration chamber is to be opened. The air compressor/ pump can be checked by carefully touching the discharge line- this should be warm/ hot.)	
3	Discharge pump/ pumps working properly? (Verify by manual start / operation. Pump(s) and e-motor not noisy, vibrating.)	
4	Are the chemical dosing pumps working properly/Chemical tube in order with sufficient tablets/UV lamp operational?	
5	Are all lights / switches / indications in good working order? Is the electrical cabinet in good condition?	
6	Is the visual indication pipe for returned activated sludge clear? (Use a flashlight to determine if pipe is suitable for visual indication)	
7	Is the sewage treatment tank without any holes, deteriorations or temporary (hidden) repairs? (Pipes/ bends / branches and topside of sewage treatment tank)	
8	Is high level alarm working accordingly? (To actually test the high-level alarm (float switch) engineers can either fill up using the back-flushing line, or may physically lift up the float for testing)	
9	Are checks (weekly/monthly etc.) being performed as per PMS?	
10	Are checks in PMS in accordance with manufacturer's manual (or even more strict)?	

11	Maximum rate of discharge of untreated sewage from holding tanks available?	
12	Is the sewage overboard valve/3-way valve operable?	
13	Are placards with disposal requirements available?	
14	Is crew aware of any special local sewage requirements or prohibitions of any discharge? Checked with local agent?	
15	Does the vessel have certified additional holding capacity? If so, how many m3?	m3
16	If no additional sewage holding capacity, Is the tank/piping temporarily used for holding sewage approved by Class/RO/ temporary authorization obtained?	

EXAMPLES OF DEFICIENCIES (MSA 25-13):

The Marine Safety Inspection deficiencies identified were as follows:

- Sewage plant found by-passed while in port, inlet valve seized.
- Sewage plant dosing system replaced by alternative means.
- Sewage treatment plant not in use.
- Sewage treatment plant, components missing.
- Sewage treatment plant, electrical wiring tampered with to indicate "ON", while off.
- Disinfecting system, no chemicals on board.
- Sewage tank found with holes in top of tank.
- Sewage discharge pipe found leaking.
- Sight glasses, inspection windows and tubes deteriorated, not clear and/or painted.

The PSC deficiencies identified were as follows:

- Sewage treatment plant not in use while in port.
- Sewage treatment plant extensively corroded and holed.
- Sewage treatment plant found malfunctioning due to clogged return line.
- Sewage treatment plant not in use.
- Sewage treatment plant found not functional, inability to demonstrate and/or test.
- Sewage treatment plant not as required.

*If one of the questions needs to be answered with "NO", an inspection cover shall be opened for visual inspection and pictures. If possible, please include a few (max 3) pictures supporting your answers on the questionnaire

**The discharge of sewage into the sea is prohibited, except when the ship has in operation an approved sewage treatment plant or when the ship is discharging comminuted and disinfected sewage using an approved system at a distance of more than three nautical miles from the nearest land. Sewage which is not comminuted or disinfected has to be discharged at a distance of more than 12 nautical miles from the nearest land.

The MEPC also adopted a standard for the maximum rate of discharge of untreated sewage from holding tanks when at a distance equal or greater than 12 nautical miles from the nearest land (see resolution MEPC.157(55)).

If deviations of MI or International Regulations are found, the regional office or contacts below are to be informed instantly.

Email: INSPECTIONS-HK@REGISTER-IRI.COM