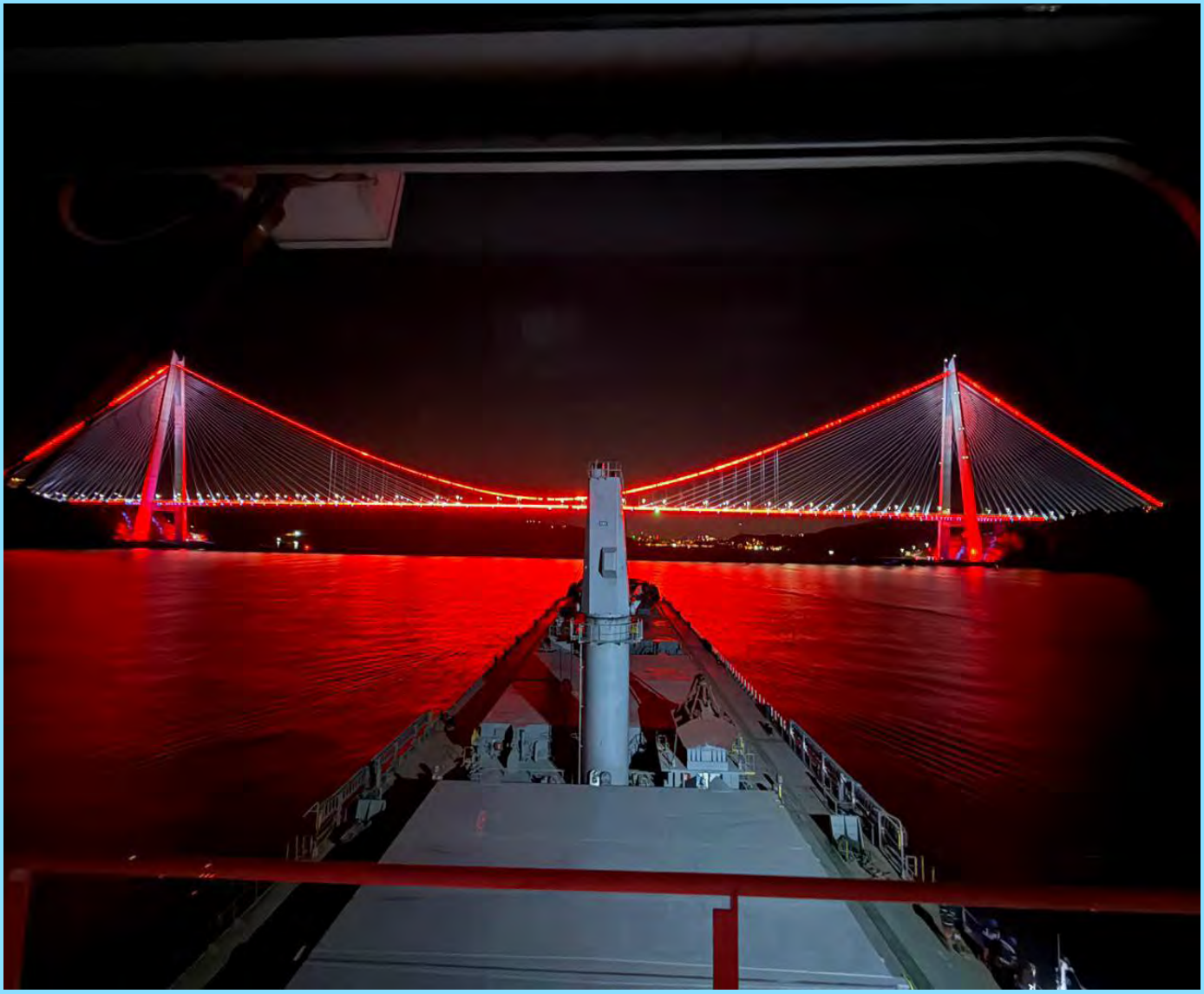

Making waves

IVSS AND TAMAR CAMPAIGN AUG 2025

ISLAND VIEW SHIPPING SERVICES

TAMAR SHIP MANAGEMENT

Table of Contents

1. MPA ADVISORY ON PSC DETENTIONS

We would like to bring to your attention the recent of PSC detentions of Singapore-registered ships (SRS) in Paris MOU (PMOU) due to unsatisfactory emergency drills

Fire drills	Lack of training	SOLAS ch. III - SOLAS 2013 Amend / Chapter III / Reg. 19	17 - To be rectified before departure	21/07/2025	☒	☐	☐	☐	3 x unsatisfactory fire drills witnessed and not as per the requirements due to crew entering the space with firefighting equipment not donned correctly (straps loose on helmets and BA, casulty not identified and recovered), Whistle going off on BA set whilst breathing, no action taken from wearer or crew, crew in the area of fire.
Fire drills	Lack of training	SOLAS ch. III - SOLAS 2013 Amend / Chapter III / Reg. 19	17 - To be rectified before departure	05/06/2025	☒	☐	☐	☒	Poor crew performance during fire drill (fire simulated in galley while ship at sea), e.g. but not limited to : . Spray nozzle not properly connected to the fire hose once fire pump started . Breathing Air bottles not thightly strapped against the back of the fire men . 1 fire fighter did not wear his fire protecting gloves . 1 fire fighter did not perform a pressure check. His manometer showed 0 Bar and was about to participate in the entry. . excessive air leakage via face mask due to the balaclava textile squeezed in between face skin and rubber of the mask . ...

Kindly go through the attached deficiencies, paying attention in detail and take necessary measures to prevent the recurrence of these deficiencies.

Periodic emergency preparedness drills to be thoroughly carried out realistically. Additional training and familiarization to the crew to be provided as necessary.

2. CIC – BALLAST WATER MANAGEMENT

This year's Port State Control Concentrated Inspection Campaign (PSC CIC), taking place from 01 September to 30 November 2025, will focus on ballast water management.
We will send the CIC questionnaire in due course.

Meanwhile, please go through the following findings which were most recorded for BWM in 2024 and 2025:

Ballast water record book:

- Incorrect or missing entries in the ballast water record book
- Mismatch between entries in the ballast water record book and observed ballast operations
- Mismatch between entries in the ballast water record book and the Ballast Water Management System (BWMS) log entries
- Old version of the ballast water record book is still in use

Ballast Water Management System (BWMS):

• Failure to inform PSC about BWMS malfunction

• Failure to record BWMS issues in the ballast water record book

• The BWMS, or parts of it, is out of order

• Contingency measures in the event of BWMS malfunction/ failure are not followed

Ballast water management plan:

• Inconsistent, missing or outdated information about the BWM method, port of registry, designated person, etc.

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 2**
- **RESCUE BOAT ACCIDENT – CASE STUDY**
- **SHALLOW WATER EFFECTS**

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. UPDATE ON FISHERY FARMS AROUND THE CHINESE COAST

The Master shall discuss the attached article issued by OASIS with all deck officers and ensure that fishing farms are monitored and plotted on ECDIS if the vessel is calling China.

Please note that the above-mentioned locations of fishery farms are not meant to be exhaustive, accurate or permanent, as they are seasonal and can change from time to time without notice. Therefore, ships are strongly suggested to collect the latest fishery farm information from the local agent in advance, check the updated chart and navigation alerts issued by local authorities, and maintain enhanced lookout when navigating in these areas.

It is also strongly recommended that ships navigate in the official recommended channels when accessing these ports. Generally speaking, the chance for fishery farms to exist in the official channels and customary routes is slim, but this possibility cannot be entirely ruled out. Extra caution is still required.

Maintain a proper lookout at all times during navigation, checking AIS and radar while maintaining visual lookout. Many of the fishery farms don't have AIS or radar reflectors; on the other hand, some of the fishing nets are below the water surface and may be difficult to observe visually.

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. INSTRUCTION FOR USING EGLOBE G2 ECDIS IN CASE OF SUSPECTED GPS JAMMING

One of the increasingly critical challenges in modern maritime navigation is dealing with GPS signal interference, including suspected jamming scenarios.

Attached guide is designed to support bridge teams and navigational officers in maintaining the safe operation of the vessel in environments where positional data may be compromised. By leveraging the capabilities of the eGlobe G2 ECDIS, this document outlines practical, step-by-step actions for identifying GPS anomalies and navigating safely using alternate means of position fixing.

Kindly discuss the attached guide with all deck officers.

All decisions regarding position fixing and route adjustments must be made in coordination with the Master, in accordance with the company's Safety Management System (SMS).

8. RIGHTSHIP SECTION 06 – SHIP STRUCTURE

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 **"SHIP STRUCTURE"** checklist with all officers and ensure that the vessel is in compliance with all the items.

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

9. EMERGENCY ESCAPE TRUNK FROM ENGINE ROOM

There were some conflicts with PSC officers mainly in China and Australia regarding the design of emergency escape trunk from engine room.

The attached MSC.1/Circ.1689 issued by MSC 110 is expected to significantly reduce or eliminate the issues with the PSC officers (see para. 4 and 5)

Please keep a copy of this circular on board and to bring it to the attention of parties concerned, including PSC officers.

10. CREW INJURY WHEN HOISTING LIFEBOAT

Please note that we had a crew injury incident which occurred while hoisting the lifeboat.

Attached is the investigation report.

Kindly discuss the root cause and preventive actions and take measures to prevent recurrence.

11. LINE OF FIRE

As part of preventive action for above mentioned injury incident , Kindly discuss attached "**Line of Fire"** campaign with all crew during next safety meeting.

PSC CIC 2025 ON BALLAST WATER MANAGEMENT AND DNV'S PSC TOP 18

Relevant for ship owners and managers.

July 2025

This year's Port State Control Concentrated Inspection Campaign (PSC CIC), taking place from 1 September to 30 November 2025, will focus on ballast water management. This news also shares some updates of DNV's PSC Top 18 detainable deficiencies list.

2025 CIC on ballast water management

Every year, PSC regimes determine a specific focus area during regular inspections. For 2025, the Paris and Tokyo MoUs have agreed to run a CIC on the topic of ballast water management (BWM). It is expected that the majority of PSC MoUs will participate in this year's CIC.

The CIC will be carried out between 1 September and 30 November and be supported by an additional questionnaire highlighting the CIC focus areas, usually published in early August. Once the final questionnaire is published, DNV will issue an update to this news.

Additionally, DNV will offer a complimentary webinar on 2 September 2025. Invitations will be sent out shortly. FAQs on DNV's BWM webpage will also be updated to assist compliance.

DNV's internal statistics show that the following findings were most recorded for BWM in 2024 and 2025:

Ballast water record book:

- Electronic record book used on board, but no flag approval letter is on board
- Incorrect or missing entries in the ballast water record book
- Mismatch between entries in the ballast water record book and observed ballast operations
- Mismatch between entries in the ballast water record book and the Ballast Water Management System (BWMS) log entries
- Old version of the ballast water record book is still in use

Ballast Water Management System (BWMS):

- Failure to inform PSC about BWMS malfunction
- Failure to record BWMS issues in the ballast water record book
- The BWMS, or parts of it, is out of order
- Contingency measures in the event of BWMS malfunction/ failure are not followed

Ballast water management plan:

- Inconsistent, missing or outdated information about the BWM method, port of registry, designated person, etc.

Incorporating these findings into routine on-board maintenance and ongoing crew familiarization is beneficial for ensuring continued compliance. As always, the CIC is part of regular PSC inspections. Inspections will therefore not be limited to BWM; however, during the first PSC inspection in a participating MoU, the CIC topic will be addressed.

Management Systems and PSC

In recent years, the primary focus during PSC inspections has shifted from technical issues to operational aspects, such as crew familiarization, training and ongoing maintenance. As a result, ISM-related deficiencies have consistently ranked as the most common – and detainable – deficiencies in detention statistics. It is in the best interest of shipowners to ensure that management systems for ISM, ISPS and MLC are fully operational and compliant – at all times.

DNV suggests that companies perform root cause analysis, incl. corrective actions of individual PSC deficiencies, and include PSC reports and statistics in the annual management reviews for evaluation of effectiveness. Additionally, companies should consider seeking support from DNV during annual audits, as well as utilizing the tools available on DNV's PSC webpage, such as the PSC Planner, to assist with day-to-day operations.

From the end of August until December, the PSC Planner will also include the questionnaire for this year's CIC. Please be reminded that, in addition to this CIC campaign, other unscheduled local focus inspection campaigns may also be conducted at the same time.

Regarding this year's BWM topic, DNV offers detailed guidance through the frequently asked questions (FAQ) on our BWM webpage to assist being in compliance with the requirements.

Updated PSC Top 18 focus items now available

To support thorough preparation for routine PSC inspections, DNV has revised its so-called Top 18 focus items. Newly added items are clearly marked in green for easy reference. This list is regularly updated and highlights the most frequently recorded detainable deficiencies found during inspections on DNV-classed vessels.

We encourage all operators and crew to familiarize themselves with this updated list to always ensure compliance:

DNV Top 18 detainable deficiencies for 2025	
03	**Water/Weathertight Condition**
03108	Ventilators, air pipes, casings
04	**Emergency Systems**
04114	Emergency source of power – Emergency generator
07	**Fire Safety**
07105	Fire doors/openings in fire-resisting divisions
07106	Fire detection
07109	Fixed fire extinguishing installation
07113	Fire pumps and pipes
07114	Means of control (openings, pumps), machinery spaces
07115	Fire-dampers
07120	Means of escape
07126, 18420	Oil accumulation and cleanliness in engine room
10	**Safety of Navigation**
10114	VDR and S-VDR
11	**Life Saving Appliances**
11101	Lifeboats
11104	Rescue boats
11112	Launching arrangements for survival craft
11113	Launching arrangements for rescue boats
13	**Propulsion and auxiliary machinery**
13101	Propulsion main engine
141	**Pollution Prevention – MARPOL Annex I**
14104	Oil filtering equipment;
14108	15 PPM alarm arrangements
146	**Pollution Prevention – MARPOL Annex VI**
14601, 14602, 14606	Engine air pollution and Technical Files
15	**ISM**
15...	All ISM deficiencies

Newly added items

To support a better understanding of the updated focus areas, we have prepared an enhanced presentation with detailed explanations. You can download it directly from our PSC Webpage. The presentation can also serve as a useful starting point for discussions with your account manager or attending surveyors.

Recommendations

- Owners/managers should make sure that all BWM and treatment systems are working correctly. Additionally, it should be ensured that ballast water record books are correctly filled in, incl. the signature of the Master / Chief Officer as required.
- Owners are asked to visit the DNV webpage for Ballast Water Management to stay updated and comply with the latest requirements.
- Masters and crew should be informed about the planned CIC and its focus.
- We also recommend using DNV's PSC Planner and other resources for the preparation of expected PSC inspections. The CIC checklists created within the PSC Planner tool show focus areas to be checked, based on previous deficiencies of the vessel, port-specific focus areas, the DNV Top 18 items and the CIC questions, when applicable.

References

- Paris MoU press release: PARIS MOU 57TH COMMITTEE MEETS IN MADRID, SPAIN
- IMO Res. A.1185(33) Procedures for Port State Control 2023
- DNV PSC webpage
- DNV's homepage on Ballast Water Management (BWM) and biofouling
- PSC Planner, available via Veracity / My Services / Fleet Status

Contact

For customers:
DATE – Direct Access to Technical Experts via My Services on Veracity.

Otherwise:
Use our office locator to find the nearest office.

Guidance for Singapore-Registered Ships Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM)

Ship Name		**Date**	
IMO Number		**Flag**	Singapore

No.	Question	Yes	No	N/A
Documentation				
1	The ship has a valid International Ballast Water Management Certificate (IBWMC) and is it available on board?			
2	The ship has an approved and up-to-date Ballast Water Management Plan (BWMP) in accordance with the Ballast Water Management Convention (BWMC)?			
3	The ship installed Ballast Water Management System (BWMS) has type approval certificate?			
4	Is the ship using the Ballast Water Record Book (BWRB) and meet the requirements in regulation B-2 of the BWMC?			
5	Is the BWRB properly filled and signed by the officer in-charge of the operations?			
6	For ship using electronic BWRB, does the ship have a copy of a declaration of BWMC electronic BWRB issued by the Recognised Organisation (RO)[1]?			
Ballast Water and Sediment Management and Record				
7	The master shall ensure that ballast water and sediment are managed in accordance with the BWMP and properly recorded in the BWRB.			
8	Ship encountered with challenging water quality, the company and Master shall comply with MPA Shipping Circular No.7 of 2024 and Resolution MEPC 387(81).			
Crew familiarization with BWMS				
9	Ship officers and crew must be properly trained and familiar with the Ballast Water Treatment Plant (BWTP) on board? .			
Exemption / Dispensation				
10	Is the BWTP operational? If not, please ensure RO and MPA had been informed.			
11	If any exemptions / dispensations have been granted to the ship under BWMC, the master should ensure all conditions specified in the exemption are strictly adhered/complied with.			

[1] Recognised Organisations – ABS, BV, CCS, ClassNK, DNV, KR, LR and RINA

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Date: 21 July 2025

Oasis Circular No.: 2504

Subject: Update on Fishery Farms around the Chinese Coast

Ships have been reminded to watch out for the fishery farms when calling Chinese ports, especially those where claims for fishery farm damages caused by ships have been frequent.

Coastal map with ports where fishery farm claims occur frequently are marked with

We hereby summarize the latest situation regarding fishery farms at these ports for the reference of the ships that plan to call these ports.

Dalian

In the map below, we have highlighted in red the area where recent fishery farm claims nearby Dalian occurred, defined by the following eight coordinates:

38°53.513'N, 122°03.333'E
38°53.988'N, 122°02.907'E
38°54.754'N, 122°03.423'E
38°55.787'N, 122°04.449'E
38°57.355'N, 122°11.263'E
38°56.963'N, 122°11.69'E
38°55.507'N, 122°9.512'E
38°53.405'N, 122°5.48'E

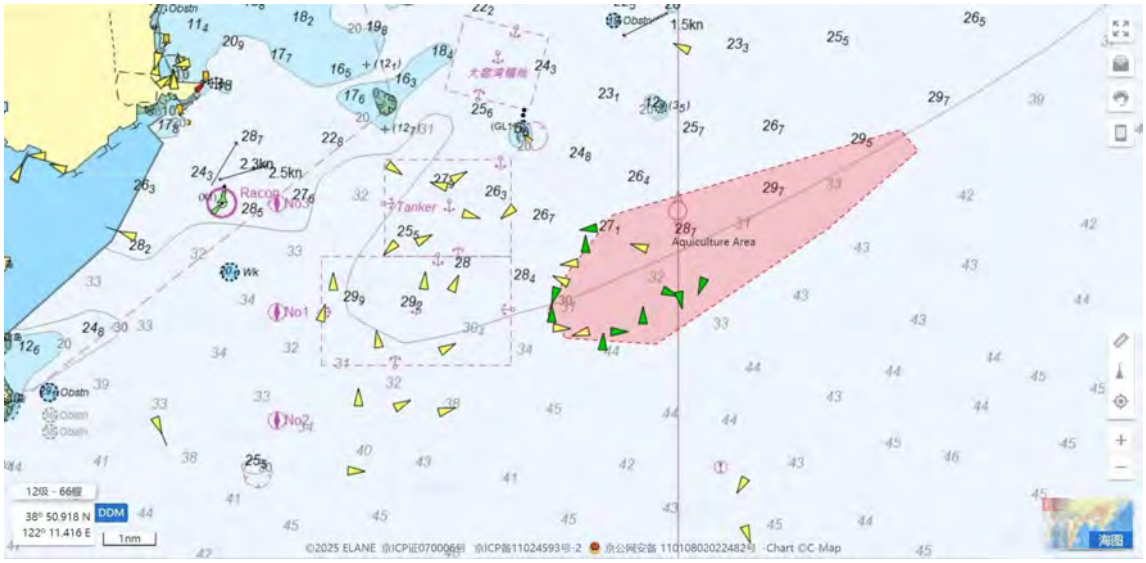


Illustration of fishery farm areas nearby Dalian

This area is located to the east of Dayaowan anchorage, where ships usually anchor before calling Dalian or ports nearby.

From Oct 2024, AIS reflectors indicating “Aquaculture Area **” for those fishery farms in the waters nearby Dayaowan anchorage were installed, in order to alert passing by ships. However, it should be noted that not all fishery farms are installed with such devices.

Tianjin

Most of the fishery farms nearby Tianjin are mudflat aquaculture in shallow water, which have little impact on oceangoing ships. In recent years, a couple of fishery farm claims occurred in the area marked in red in the map below, defined by the following four coordinates:

39° 19.570'N，119° 37.725'E
39° 19.430'N，119° 38.580'E
39° 15.861'N，119° 36.901'E
39° 15.973'N，119° 36.160'E

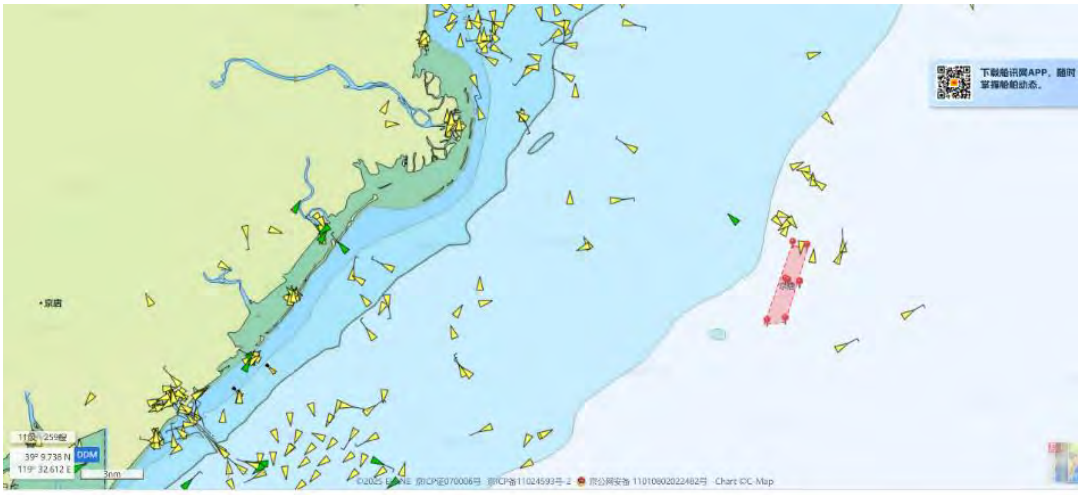


Illustration of fishery farm areas nearby Tianjin

This area is relatively far from the coast and the seawater depth reaches around 20m. Ships proceeding to ports such as Tianjin, Jingtang, Qinhuangdao and Huanghua may pass by this area.

Yantai

According to the navigation alert published by Shandong MSA on 12 Jan 2024, there are numerous fishery farms to the south of the public navigation waterway between Yantai and Weihai, defined by the following four coordinates and highlighted in light green in the map below:

37°38'39" N, 121°38'48" E；

37°39'24" N, 121°56'30" E；

37°34'30" N, 121°45'20" E；

37°33'24" N, 121°38'48" E.

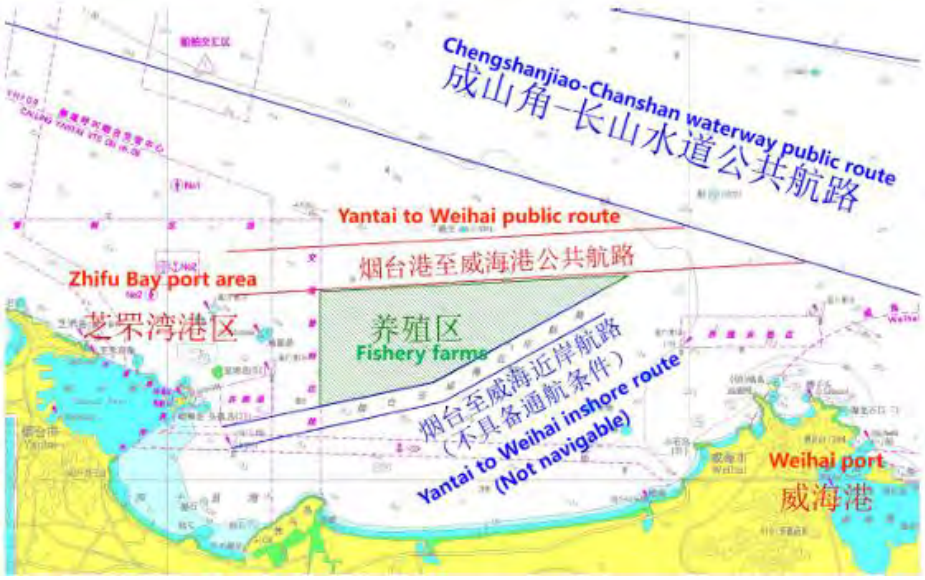


Illustration of fishery farm areas nearby Yantai

Laizhou

A satellite remote sensing monitoring of marine aquaculture for Laizhou ports shows that there are many fishery farms in the area which are very close to the navigation channels and anchorages, as shown in the map below.

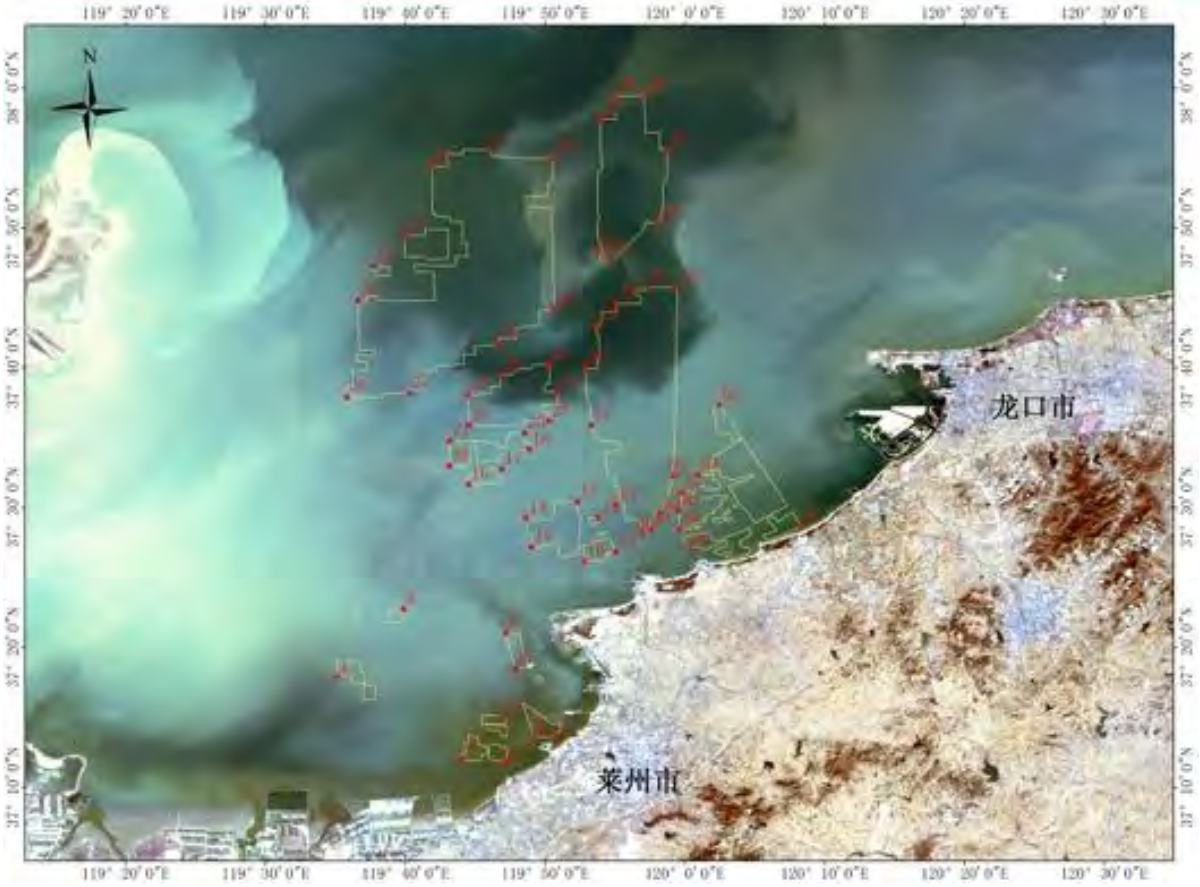


Illustration of fishery farm areas nearby Laizhou

The coordinates for the major fishery farms boundaries are listed as follows:

No.	N（°）	E（°）
1	37.2986	119.5853
2	37.1995	119.7341
3	37.1974	119.7858
4	37.2529	119.7840
5	37.3793	119.6648
6	37.2264	119.8201
7	37.2278	119.8478
8	37.3079	119.7983
9	37.3508	119.7869
10	37.4358	119.8798
11	37.4477	119.9177
12	37.4876	119.8971
13	37.5069	119.8723
14	37.4872	119.8111
15	37.4530	119.8175
16	37.5275	119.7423
17	37.5457	119.7817
18	37.5697	119.8146
20	37.5888	119.8088
21	37.5796	119.7202
22	37.5494	119.7193
23	37.6030	119.8386
24	37.6375	119.8485
25	37.6702	119.8386
26	37.6586	119.7807
27	37.6339	119.7420
28	37.5985	119.7427
29	37.7362	119.8440
30	37.9169	119.8417
31	37.9260	119.7680

32	37.9060	119.6982
33	37.8238	119.6650
34	37.7877	119.6290
35	37.7471	119.6106
36	37.6319	119.5972
37	37.6360	119.6717
38	37.6942	119.7785
39	37.9909	119.9517
40	37.9906	119.9170
41	37.9626	119.8988
42	37.8026	119.8950
43	37.7956	119.9113
44	37.8396	119.9689
45	37.9257	119.9796
46	37.7618	119.9909
47	37.7627	119.9548
48	37.7430	119.9186
49	37.7169	119.8948
50	37.6653	119.8818
51	37.5985	119.8887
52	37.5033	119.9191
53	37.4708	119.9490
54	37.4727	119.9593
55	37.4935	119.9710
56	37.5375	119.9857
57	37.5185	119.9963
58	37.4968	119.9922
59	37.4746	119.9943
60	37.4508	120.0059
61	37.4781	120.1385
62	37.6224	120.0410
63	37.5391	120.0157

Rizhao& Lanshan

In the latest port guide published by local authorities, the areas where most of the fishery farms are located are circled in red in the below map.

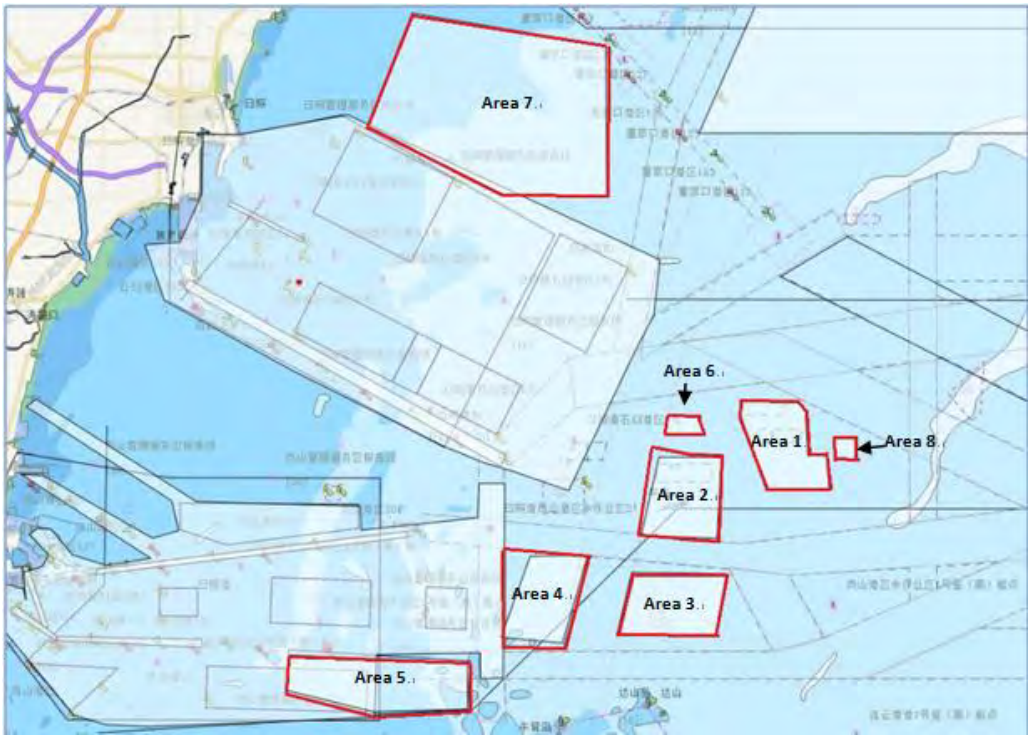


Illustration of fishery farm areas nearby Rizhao & Lanshan

The eight areas are defined by the following coordinates:
(1) Area 1 is bounded by the line joining following eight points:
35°12'31 "N, 119°57'59" E;
35°12'31 "N, 120°00'43" E;
35°12'05 "N, 120°01'08" E;
35°10'23 "N, 120°01'15" E;
35°10'25 "N, 120°02'08" E;
35°09'02 "N, 120°02'16" E;
35°08'59 "N, 119°59'15" E;
35°11'57 "N, 119°57'59" E.

(2) Area 2 is bounded by the line joining following four points:
35°10'18 "N, 119°54'04" E;
35°10'07 "N, 119°57'05" E;
35°07'07 "N, 119°56'52" E;
35°07'12 "N, 119°53'12" E.

(3) Area 3 is bounded by the line joining following four points:
35°05'46 "N, 119°52'46" E;
35°05'42 "N, 119°57'19" E;

35°03'20 "N, 119°56'48" E;
35°03'20 "N, 119°52'04" E.

(4) Area 4 is bounded by the line joining following four points:
35°06'24 "N, 119°47'53" E;
35°06'26 "N, 119°50'39" E;
35°03'00 "N, 119°49'26" E;
35°03'13 "N, 119°46'29" E.

(5) Area 5 is bounded by the line joining following five points:
35°02'31 "N, 119°36'19" E;
35°02'12 "N, 119°44'51" E;
35°00'23 "N, 119°44'52" E;
35°00'18 "N, 119°40'19" E;
35°01'08 "N, 119°36'08" E.

(6) Area 6 is bounded by the line joining following four points:
35°11'56.896 "N, 119°54'32.466" E;
35°11'56.954 "N, 119°56'01.152" E;
35°11'12.346 "N, 119°56'13.709" E;
35°11'12.272 "N, 119°54'19.914 "E.

(7) Area 7 is bounded by the line joining following five points:
35°27'42"N, 119°42'12" E;
35°23'12"N, 119°40'00" E;
35°20'33 "N,119°46'32" E;
35°20'31"N, 119°51'33"E;
35°26'25"N, 119°51'31" E.

(8) Area 8 is bounded by the line joining following four points:
35°11'06"N, 120°02'30" E;
35°11'06"N,120°03'30" E;
35°10'12 "N,120°03'30" E;
35°10'12"N, 120°02'30"E.

Penglai

According to the navigation alert published by local MSA in 2022, there are fishery farms to the west of the outer anchorage of the port, an area defined by the following coordinates:
37°57'54"N， 120°48'48"E；
37°58'00"N， 120°51'48"E；
37°57'42"N， 120°52'42"E；
37°55'24"N， 120°52'42"E；

37°52'48"N， 120°49'30"E；
37°52'56"N， 120°46'42"E；
37°55'00"N， 120°46'22"E；
37°55'53"N， 120°46'22"E；
37°55'54"N， 120°48'43"E.

Longkou

According to the navigation alert published by local MSA in 2022, there are fishery farms to the west of the outer anchorage of the port, an area defined by the following coordinates:
37°41'30"N， 120°12'20"E；
37°50'00"N， 120°12'20"E；
37°50'00"N， 120°23'42"E；
37°43'50"N， 120°25'16"E.

Weihai

Fishery farm claims also occur from time to time in Weihai. Local MSA issued a navigation alert; however, the coordinates of the farm area were not identified.

Ningde & Kemen

In recent years, more and more fishery farm claims occurred in Ningde and Kemen. The map below shows the locations of the fishery farms which we have collected from local sources as well as from cases we have handled in these areas.

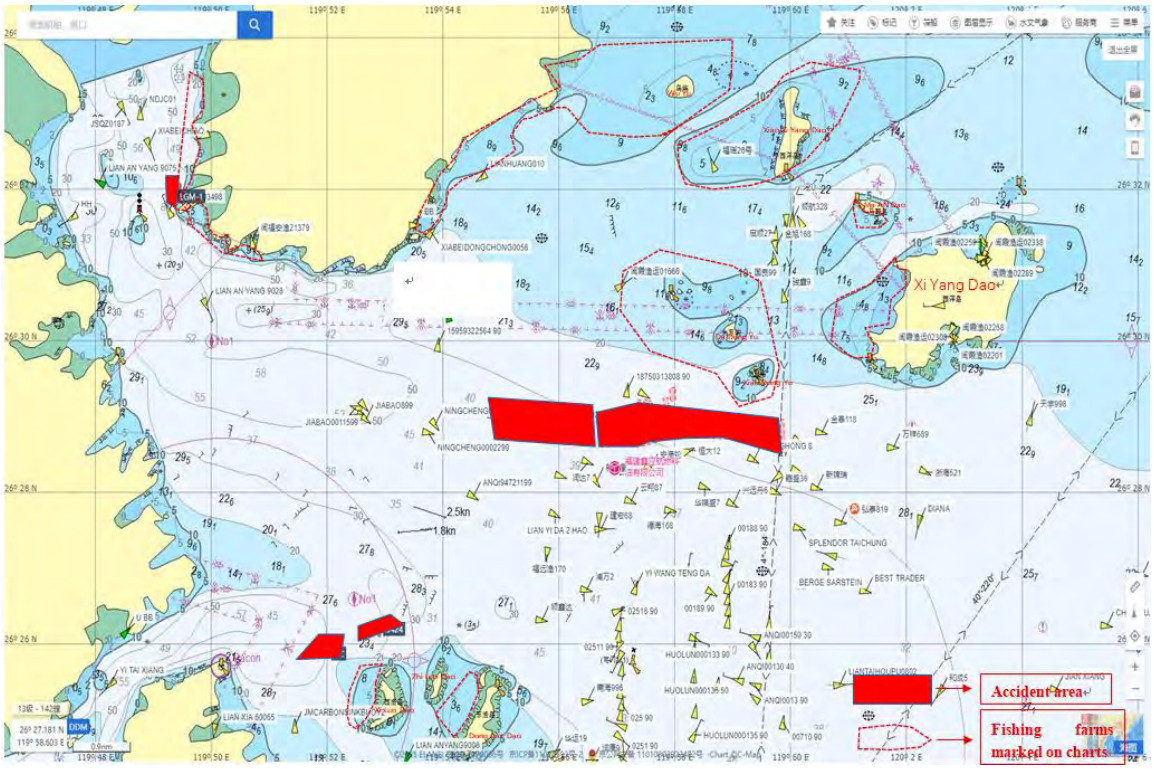


Illustration of fishery farm areas nearby Ningde & Kemen

Recommendations to ships:

1. **Please note that the above-mentioned locations of fishery farms are not meant to be exhaustive, accurate or permanent, as they are seasonal and can change from time to time without notice.** Therefore, ships are strongly suggested to collect the latest fishery farm information from the local agent in advance, check the updated chart and navigation alerts issued by local authorities, and maintain enhanced lookout when navigating in these areas.

2. It is also strongly recommended that ships navigate in the official recommended channels when accessing these ports. Generally speaking, the chance for fishery farms to exist in the official channels and customary routes is slim, but this possibility cannot be entirely ruled out. Extra caution is still required.

3. If possible, avoid entering into or departing from these ports or anchorages during nighttime or periods of poor visibility.

4. Maintain a proper lookout at all times during navigation, checking AIS and radar while maintaining visual lookout. Many of the fishery farms don't have AIS or radar reflectors; on the other hand, some of the fishing nets are below the water surface and may be difficult to observe visually.

We hope the above guidance will be of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

Best regards,

Oasis P&I Services Company Limited

Solution

Name: Instruction for Using eGlobe G2 ECDIS in Case of Suspected GPS Jamming

Category: eGlobe G2

Description: Ensure the safe navigation of the vessel in conditions of GPS signal loss or distortion, including cases of deliberate jamming.

Objective:

To ensure the safe navigation of the vessel in conditions of GPS signal loss or distortion, including cases of deliberate jamming.

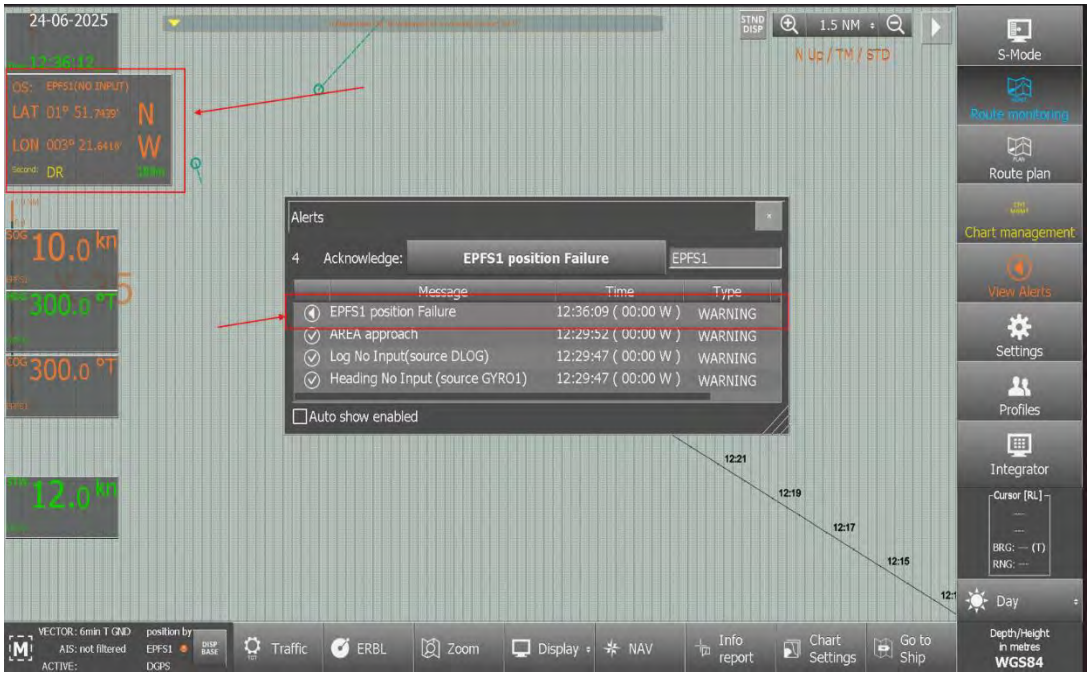
Background and Rationale:

Due to the rapidly increasing number of GPS jamming incidents observed in recent weeks, there is an urgent need to ensure that all bridge teams are fully equipped to respond effectively using the tools available in the eGlobe G2 ECDIS. This instruction has been developed to provide clear, step-by-step guidance on how to maintain safe navigation using alternative position-fixing methods such as Echo Reference, Dead Reckoning (DR), Fix + Line of Position (LOP), and Position Difference Alerts. The aim is to enhance situational awareness and support timely decision-making in the event of GPS signal loss or distortion

Important Notice

ECDIS is a navigational aid and must not be used as the sole source of position information. In the event of GPS loss, always use **visual observations**, **radar**, **manual plotting**, and **all available navigational tools**.
All decisions regarding position fixing and route adjustments must be made **in coordination with the Master, in accordance with the company's Safety Management System (SMS).**

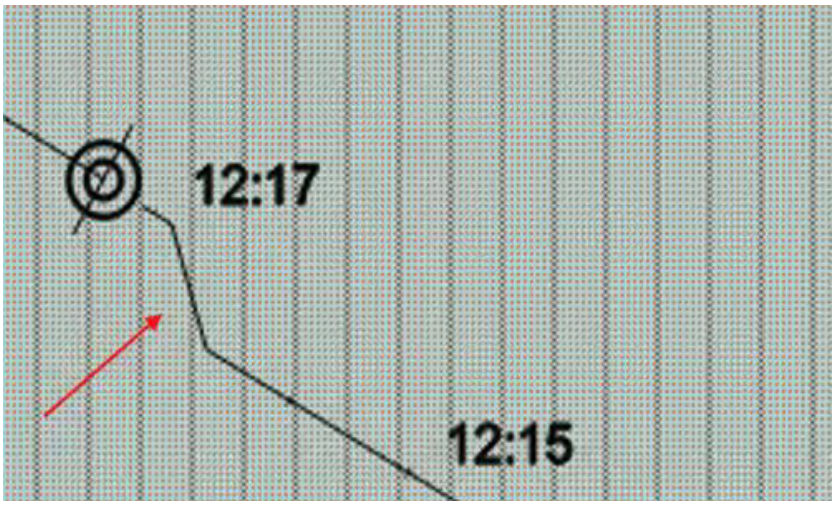
GPS Jamming and Spoofing Detection



In the event of GPS signal jamming, when the coordinates in the information window change color to orange or red, the "View Alerts" window may display alerts such as:

- **No Valid Position**: This alert is triggered when the received position data is invalid.
- **Positions Difference**: This alert indicates a significant discrepancy between the positions reported by different sensors selected as Primary and Secondary position in eGlobe G2.

Alternatively, if the vessel's position suddenly jumps to a different location and the past track shows a significant deviation graphically, this may also indicate potential **GPS jamming** or **GPS spoofing**.



In case any of the above alerts or similar indications occur, it is recommended to use the following tools in **eGlobe G2** to verify and control the vessel's position:

- **Dead Reckoning (DR)**
- **Line of Position + Fix (LOP + FIX)**
- **Echo reference (ER)**
- **ARPA ERBL**

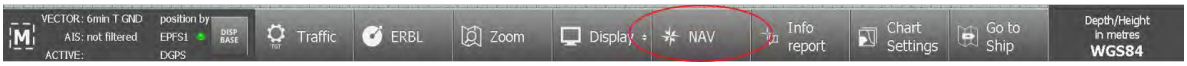
These tools help ensure navigational accuracy and enhance situational awareness during GPS anomalies.

Dead Reckoning (DR)

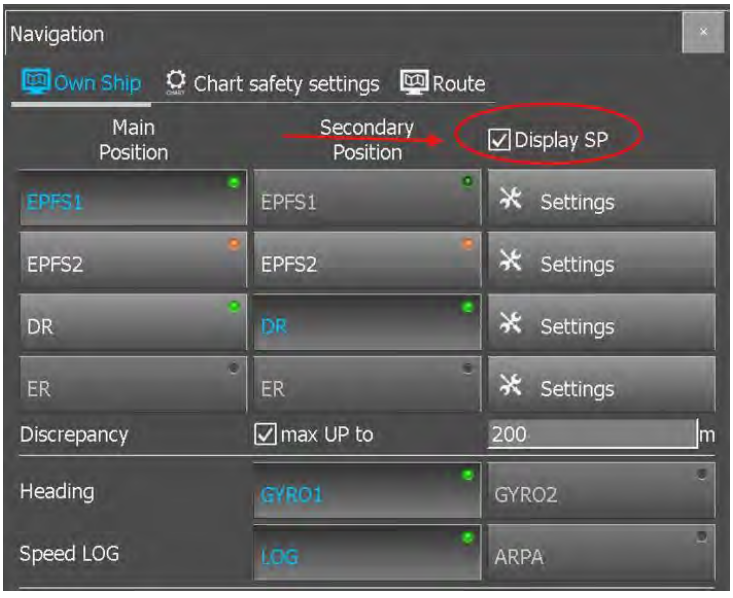
In areas where GPS signal may be unreliable or unavailable, it is recommended to select **Dead Reckoning (DR)** as the source for the **secondary position**. This allows you to rely on the DR position to monitor and control your vessel's approximate location. Additionally, make sure to **check the box for "Discrepancy"** and set the required distance according to your **SMS**. This ensures the system will notify you in case of a significant deviation between the DR position and the GPS position.

<u>HOW TO SET IT UP</u>

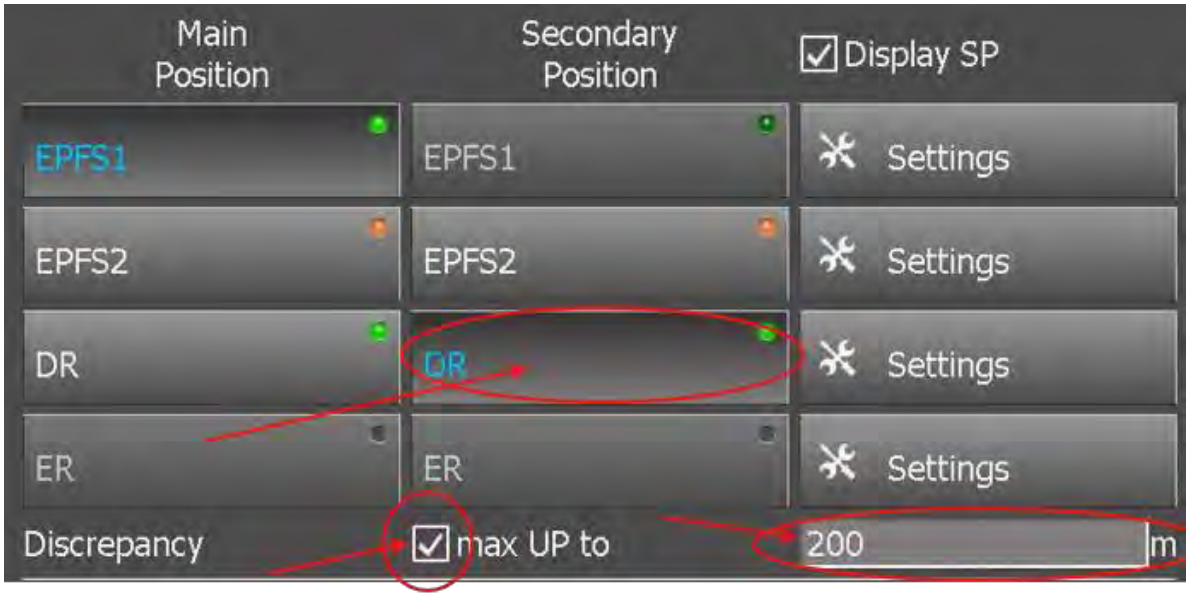
1.In **S-mode** or **Monitoring mode**, open the **"Navigation"** menu (lower toolbar)



2. Check the box next to **"Display SP"**.



3. For **Secondary Position**, select **DR**. Set the required value for **"Discrepancy"**.



4. Verify the settings for **Heading** and **Speed Log**.

HOW TO USE IT

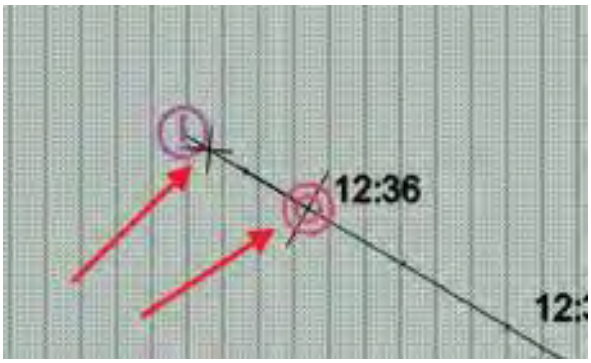
In this information window, you can monitor the deviation of the DR position from the GPS position.
If the deviation exceeds the value specified by the operator, the system will alert the operator by emitting an audible signal.

In case of a significant deviation, attention should be paid, as it may indicate a false position.

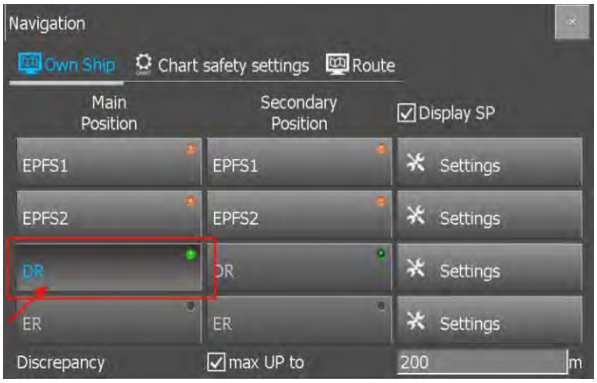
Switching to the DR position source enables you to track the vessel's estimated position. When course or speed changes occur, the system will automatically update the DR position based on changes in **Heading (HDG)** and **Speed Through Water (STW)**.

⚠ **Note:** The DR position is an estimate only. Since it does not rely on GPS, it is calculated based on heading and STW, and does **not** account for drift caused by wind or current.

In the event of GPS signal loss, the information window will change color, and the ship symbol will also change its appearance. A moving cross will appear on the display, indicating the vessel's DR position.



To switch the position source to the **DR position**, so that the ship symbol moves in normal mode but using the DR position, change the **Primary Position** source to **DR**.

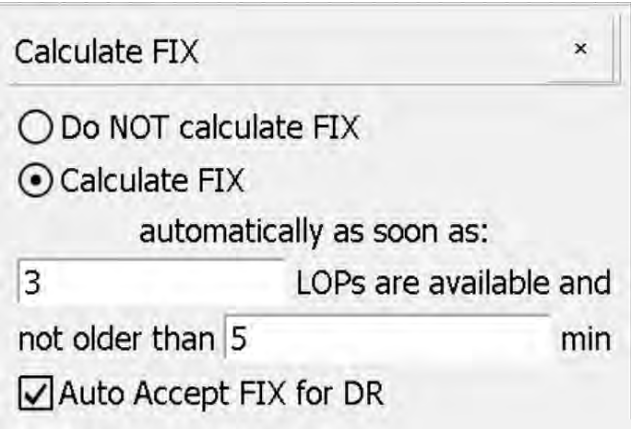


To adjust your DR position, you should use various tools available in eGlobe, such as LOP+FIX, ER, ARPA ERBL, and others.

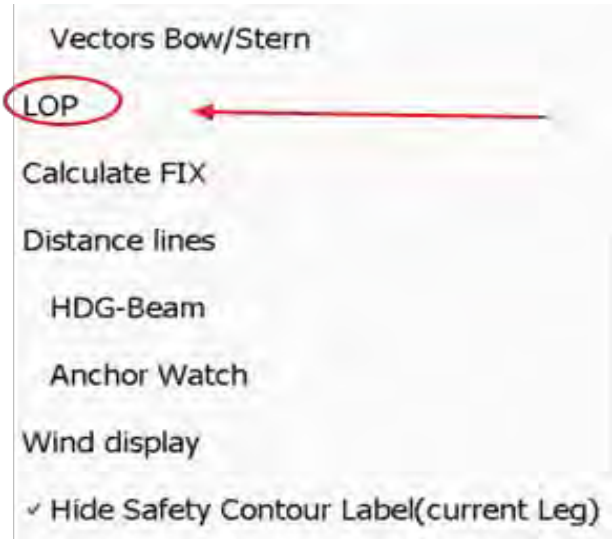
LOP + FIX

Open the special menu by performing a **long press** on the ship symbol.

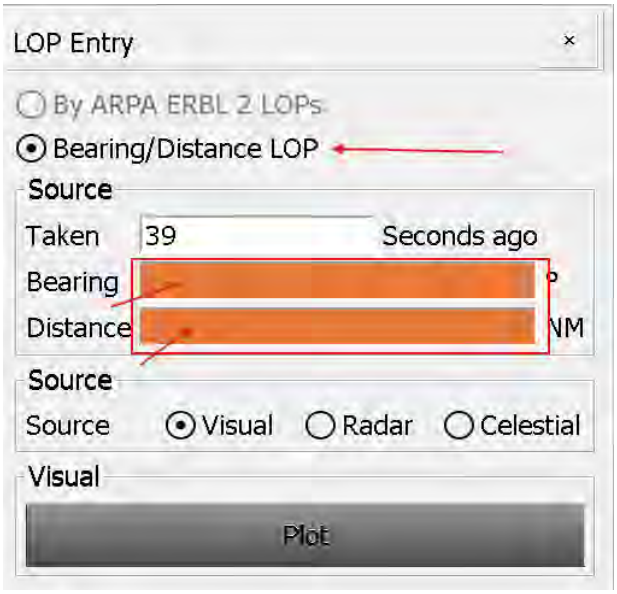
Go to the **"Calculate Fix"** menu, activate the function, enter the required settings, and make sure the **"Auto Accept FIX for DR"** checkbox is selected.



1.Open the **Bearing/Distance LOP** tool. (a **long press** on the ship symbol)

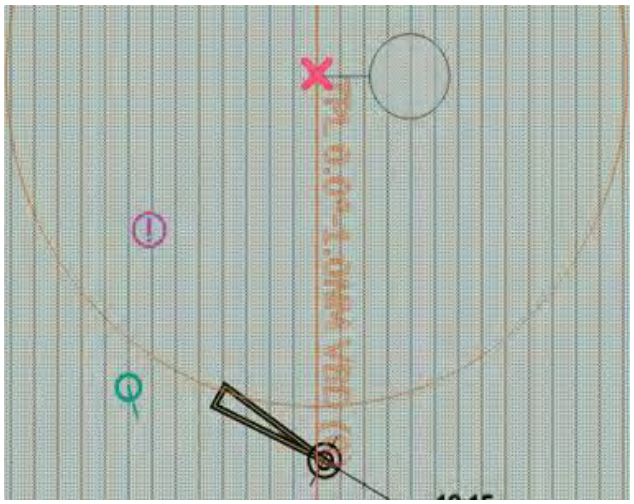


2.Enter the **Distance** and **Bearing** values as observed.

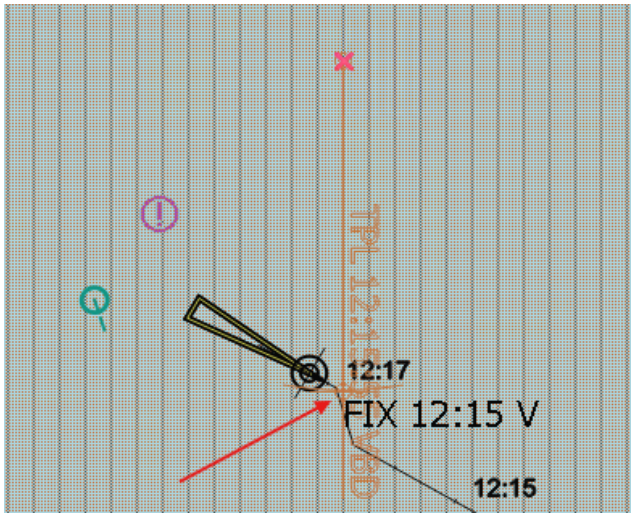


3. Confirm the input — LOP will appear (range circle + bearing line).

4. Move the origin point to align exactly with the object on the chart from which the actual measurements were taken.



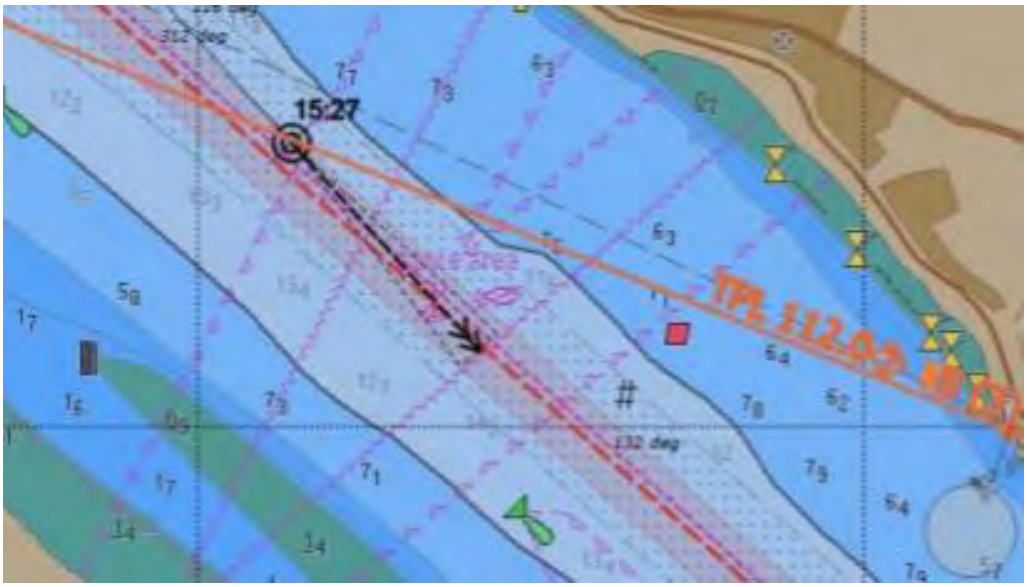
5.You will have 5 seconds to center the LOP before it is fixed at the selected point. The number of LOPs to be placed depends on how many were selected in the **"Calculate Fix"** menu. Once confirmed, the DR position will be corrected accordingly.



⚠ **Note:** The example above demonstrates the possibility of correcting the DR position using both bearing and range. At your discretion, you may choose to use alternative methods, such as observations based solely on bearings or solely on distances.
In such cases, when using the **LOP** menu, you should fill in only the value you need and leave the other field blank.
For example, if you are using only a bearing, enter the bearing value and leave the distance field empty.

ARPA ERBL

⚠ **Note:** This method is available only when ECDIS receives a valid RSD (Radar System Data) message from ARPA, and the ERBL set on ARPA is transmitted to and displayed on ECDIS.



1. Activate and set the ERBL on ARPA

2. In the **LOP menu** (accessible via a long press on the ship symbol), select **ARPA ERBL to LOPs**.

3. Upon confirmation, the dialog box will close, and an intersection of two LOPs—defined by distance and bearing—will appear at the current position of the transferred ARPA ERBL.

- This intersection will flash for five seconds or until the object is selected.

In this mode, all chart panning and zooming functionalities remain available.

The remaining procedure is like the combined Distance / Bearing plot above.

ECHO REFERENCE

The Tool use ARPA targets.

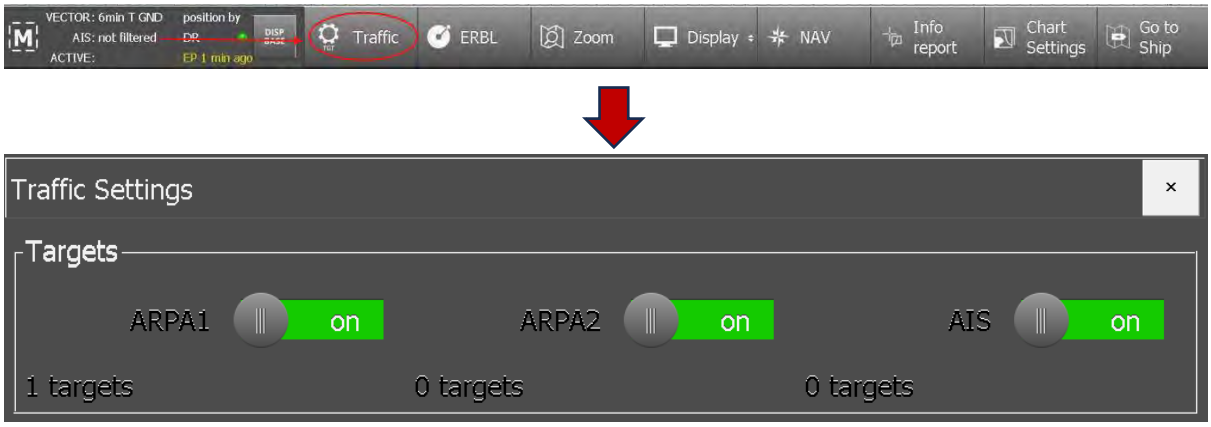
1. Select Appropriate Radar Targets.

- Use the ARPA to identify clear, fixed targets.
- Avoid using moving vessels or unstable radar echoes.

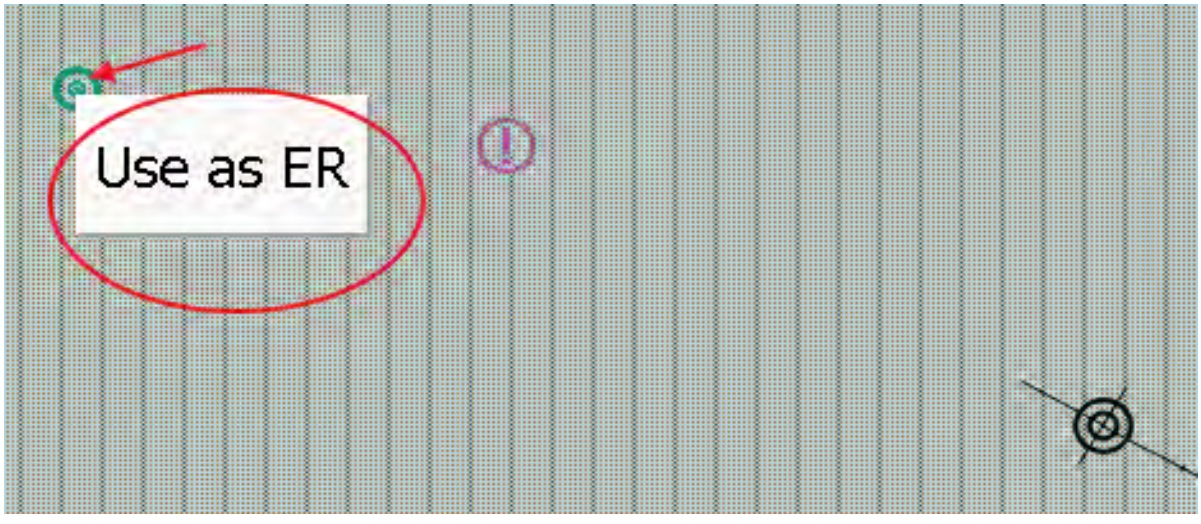
2. Acquire Targets on ARPA.

- Ensure the targets are ARPA-acquired and tracked.
- Ideally, use two or more targets to increase accuracy.

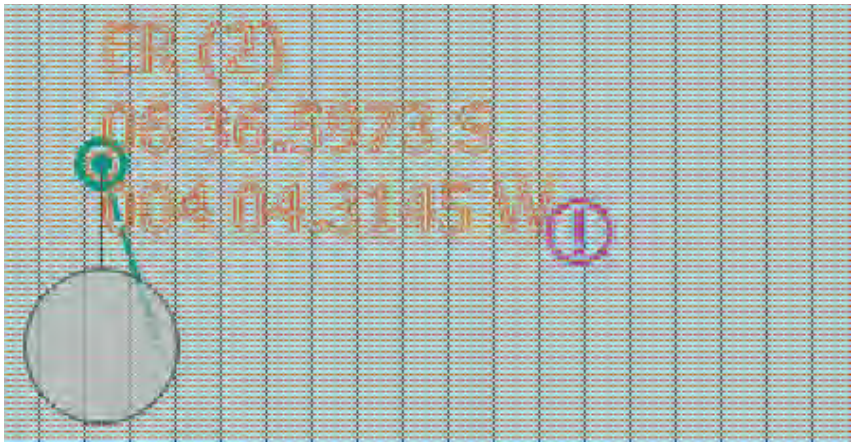
3. Check whether ARPA is activated on your ECDIS. To do this, activate the Traffic menu on the lower toolbar.



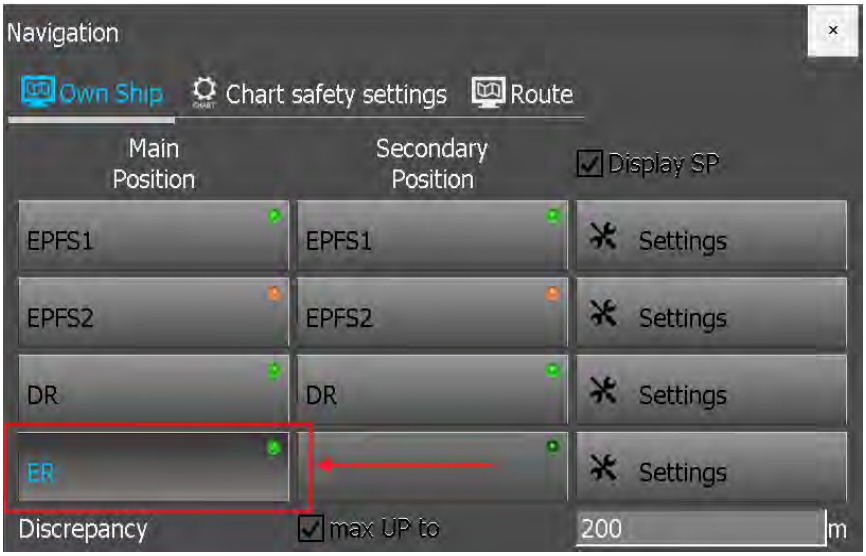
4. A long press on the ARPA target will bring up the ER activation menu. Activate it.



5. Adjust the target acquisition position



6. Activate ER as the main position.



- eGlobe will use ER as the main positioning source.

Section 6- Ship structure

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by CEO / CNO / Comments
6.1	Is the vessel free of any hull repairs unreported to class (v)	**Guide to Inspection** **Record a Finding if documents or visual evidence indicated that unauthorised hull repairs have been carried out.** The vessel's manager may engage a "Riding Crew" consisting of a qualified welder and fitters who carry out repairs and steel renewal at sea. The Riding Crew may be involved in welding fractures and replacing deck plate and hatch coaming in various locations, including cargo holds and ballast tanks. Many repairs carried out on voyages are not brought to the attention of the class society and are not always carried out in a professional way. It is the responsibility of the shipowner to maintain and repair the vessel in periods between regular surveys. Moreover, the shipowner is required to inform the corresponding Classification Society as soon as any damage or defect which may affect conformance with Classification rules is discovered. There is no precise definition of what deficiencies are relevant in this respect. In general, these would be defects which diminish the structural capability of the hull, breach the watertight integrity of tanks or the hull, or impair redundancy or normal operation of a vessel's propulsion, steering, power generation, auxiliary machinery, and associated systems. In case of doubt as to whether a particular deficiency warrants Class attention, shipowners should contact their Classification Society for clarification. (Onboard Repairs - Compliance with Class and Statutory Requirements - A P&I Perspective, 2017)	Report to ship manager if there are any machinery, water / weather tight issues or structural issues like welding fractures / cracks on deck, hatch coaming, holds, ballast tanks etc. MESPAS defect management If the fitter is on board, plan for repairs.	☐
6.2	Does the SMS include procedures and instructions for regular inspection of cargo holds, ballast tanks, void spaces, trunks, duct keel and cofferdams by the ship's personnel and are records maintained? (V)	**Guide to Inspection** **Record of inspection, photo and/or video evidence of such inspection shall be available. Record a Finding:** **1. When the inspection report is not available, or** **2. When inspection report was not supported with photos and /or video evidence.** After every discharge and each cleaning, holds should be formally inspected by the Master or Chief Officer. The ballast tanks, void spaces, cofferdams, and duct keel should be inspected at least annually. Ballast tanks and void spaces adjacent to grab or bulldozer's damage shall be inspected after completion of the discharge. This inspection should be recorded with photographs. The inspection plan and records should at least cover the following: > Framing of the holds – damaged and 'tripped' brackets > Condition of bulkhead coatings on the holds > Condition of hatch covers, trackways, compression bars, channel drainage, hatch rubbers, cross, hatch drain valve and side cleats > Hatch and hold vents and watertight lids, including access hatch lids, rubber packing and closing cleats and dogs > Tank top, any damage > Condition of coating in ballast tanks, void space, cofferdam, and duct keel > Condition of tank top double bottom or side tank access lid, condition and the fitting of the gaskets, condition of nuts > Condition of hold ladders, platforms and handrails > Condition of hold piping, air vent and water ballast sounding lines, and piping protection brackets > Condition of bilge wells, including bilge covers, strum boxes, and bilge well valves, including non-return valves > Condition of bilge high-level alarms > Condition of lights and light fittings.	Refer Technical Procedure Manual – Chapter 8. Hull Maintenance/section 3 PMS Hull inspection under Maintenance in MESPAS , (12 MONTHS FOR BALLAST TANKS / VOID SPACES / DUCT KEEL /COFFERDAM) . Please check and confirm if all these spaces are included in MESPAS and records updated. Photographs of inspection to be maintained. Form 2.3.20 – Hold condition report (each hold cleaning) Report any damages after discharging through stevedore damage form.(2.3.23) Form 2.3.21 – Record of Cargo hold bilge valve inspection and testing. Ensure records are filed in Shared folder MESPAS - Monthly inspection: hatch cover and coamings (msc.169 (79)) Form 6.6.30 and 6.6.31 to be attached in MESPAS	☐

Section 6- Ship structure

6.3	Is the Enhanced Survey report file adequately maintained and does the condition evaluation report confirm the fitness of the ship for its intended service for the next five years? (M)	**Guide to Inspection** **Record the tank coating condition in comment. This question must be answered N/A if the Class certificate indicates the vessel as a General Cargo Ship.** Bulk carriers and oil tankers shall have a survey report file and supporting documents complying with paragraphs 6.2 and 6.3 of annex A and annex B of resolution A.744(18) – Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers. Note: refer to the requirements of survey report file and supporting documents for bulk carriers and oil tankers as referred to in paragraphs 6.2 and 6.3 of annex A/annex B, part A/part B, 2011 ESP Code. (SOLAS 1974, 2020)	Applicable only for bulk carriers. Check the latest enhanced survey report file and condition evaluation report is available.	☐
6.4	Are the access points to cargo holds, ballast tanks, and void spaces including vertical ladders, spiral ladders, rungs, stations, and platforms being maintained and in good order? (V)	**Guide to Inspection** Corrosion wastage affects the structural safety. Record a nFinding if vertical ladders, spiral ladders, rungs, station, and platform are found damaged or corroded.	Check Form 2.3.20 – Hold condition report – condition of ladders Check condition of ballast tank and void spaces access points for corrosion wastage or damage and report to ship manager if condition is not good or any damage is observed. Form 6.6.30 and 6.6.31 to be attached in MESPAS	☐
6.5	Are the air pipes and sounding pipes in the cargo holds and void spaces in good condition? (V)	**Guide to Inspection** Deck sounding pipes pass through the weather deck and are fitted with screw-down caps. Sounding pipes for engine room double-bottom tanks are fitted with counterweight self-closing cocks. It is imperative that sounding pipe caps or cocks be kept shut and well maintained. Pipes passing through a dry cargo space must be inspected for physical damage after the completion of discharging operations. It is advisable to open and inspect air pipe headers on the exposed weather deck once every five years, following the first special survey. This is necessary because corrosion on the inside of an air pipe header will not be noticeable externally. To extend the life of air pipe headers, they should be galvanised. Screw-down caps are fitted to the top of sounding pipes. These caps should never be mislaid or replaced with wooden plugs. The self-closing cocks on engine room sounding pipes should never be tied open. (A Master's Guide to Ship's Piping, 2012)	Refer Monthly Maintenance of Air Vent in MESPAS, Form 2.3.20 requires inspection of Sounding Pipes passing through cargo hold. Ensure proper screw cap is used for the sounding pipe and is fully tightened. The threads of the sounding pipe and cap shall be in good order. Wooden plugs shall not be used as sounding pipe caps. Pipes passing through a dry cargo space must be inspected for physical damage after the completion of discharging operations Check air vent heads / sounding pipes on deck. Check if self- closing devices are operating correctly and can be properly closed. Ensure there are no devices fitted to keep them in the open position (i.e Self-closing devices should never be tied open with a rope).	☐

			Check if caps are in good order with securing chain. Check if springs (where fitted) are in good order. Check if small-diameter self-closing control cock (push button type) below the self-closing device is in good order. Refer self-closing devices PMS in MESPAS	
6.6	If the vessel has a duct keel, is the access, mechanical ventilator, and lighting adequate and is it free of water? (V)		Ensure duct keel is dry and clean. Inform ship manager if there are any leaks Ensure mechanical ventilator is operational (if fitted)	☐
6.7	Is the vessel free of any apparent structural defects? (V)		Check and report any structural defect to office. Update MESPAS PMS	☐
6.8	Are cargo hold ventilation systems being maintained in good condition? (V)	**Guide to Inspection** Every ventilator should have a positive means of closing. The closing mechanism could be in the form of a weathertight door or a ventilator flap (or damper) set within the vent trunk and operated by an external lever, or it may consist of a cowl which can be screwed down into a closed position by the operation of a valve wheel. It is essential that the closing devices are maintained and in a good condition, which includes being greased as needed and inspecting the gaskets to ensure an effective seal, especially in the case of a fire or shipping spray in the vicinity of ventilator intakes. Ventilation ports and fan spaces must be checked for possible loose rust or paint chips that might fall onto the cargo, causing contamination. Prior to any loading operation, the fans for mechanical ventilation should be checked to ensure they are in operation. It is recommended that the ventilators are prominently and permanently marked with the space (that is being serviced by the vent) and that it is indicated whether the shut-off is open or closed with the direction of the damper mechanism. For various cargoes, wire mesh guards shall be fitted over the fan openings on deck. The wire mesh guards shall have a mesh size not exceeding 13 x 13 mm and shall prevent foreign objects entering the fan casing which could produce sparks with the rotating impeller (SOLAS Regulation II-2/19.3.4.2 and MSC/Circ.1120). In addition, for the carriage of SEED CAKE UN 1386 (b), SEED CAKE UN 2217 and SULPHUR UN 1350, all ventilation openings on the deck shall be fitted with spark-arresting screens (IMSBC Code Appendix 1). These screens have a much finer mesh size than wire mesh guards. A definition of the term is not included in the IMSBC Code. However, the U.S. Coast Guard (46 CFR §151.03–25), for example, defines the mesh size as follows: single screen with at least 30 x 30 threads per square inch or two screens with 20 x 20 threads per square inch fitted in series not less than half an inch or more than one and a half inches apart. (CARGO AND CARGO HOLD VENTILATION, 2020)	Ensure vents are in good condition and sealing effectively. Check cargo holds air vents for appearance, gasket, wire mesh including correct size **30 X 30** threads per square inch, securing arrangement as applicable. Ensure the ventilators are prominently and permanently marked with the space (that is being serviced by the vent) and that it is indicated whether the shut-off is open or closed with the direction of the damper mechanism. IMO sticker (closing device) to be posted on the vents It is essential that the closing devices are maintained and in good condition, which includes being greased as needed and inspecting the gaskets to ensure an effective seal Ensure vents are not rusted and there are no loose paint chips. Ensure fans are operational (where fitted) Refer to MESPAS for maintenance of vents	☐

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MSC.1/Circ.1689
2 July 2025

ESCAPE ARRANGEMENTS FROM THE LOWER PART OF MACHINERY SPACES (SOLAS regulations II-2/13.4.1 and 13.4.2)

1 The Maritime Safety Committee, at its 110th session (18 to 27 June 2025), following consideration of experiences reported by some SOLAS Contracting Governments and international organizations, noted the existence and impact of divergence in the interpretations of SOLAS regulations II-2/13.4.1 and 13.4.2, in particular, in the context of port State control (PSC) inspections, regarding the term "lower part" used in connection with the means of escape from spaces below the bulkhead deck for passenger ships, and from machinery spaces of category A for cargo ships.

2 In light of the relevance of the aforementioned SOLAS regulations to emergency response on board, requiring important design features for escape routes from spaces below the bulkhead deck for passenger ships and from machinery spaces of category A for cargo ships, with a view to clarifying escape arrangements from machinery spaces, the Committee considered the report of SDC 11, which had confirmed that the terms "lower part of the space", therein, should be regarded as either the lowest deck level or a platform or passageway (SDC 11/17, paragraph 10.18).

3 In this context, the Committee agreed a new output on "Review and amend, if necessary, SOLAS regulations II-2/13.4.1.1 and 13.4.2.1 to clarify the requirements on escape arrangements from the lower part of machinery spaces" to be included in the biennial agenda of the SDC Sub-Committee for the 2026-2027 biennium and the provisional agenda for SDC 12.

4 Having recalled the responsibility of flag States to approve the relevant arrangements in compliance with SOLAS regulations II-2/13.4.1 and 13.4.2, as implemented by their authorized recognized organizations, as appropriate, the Committee invited PSC Authorities to adopt a pragmatic approach in the inspection of such arrangements, while the Committee works on a long-term clarification on this issue.

5 The PSC officer should in principle accept the design arrangement approved by the flag State and when appropriate consult with the flag Administrations (*Procedures for port State control, 2023* (resolution A.1185(33)), paragraph 1.2.5, as may be revised), until any relevant amendments to SOLAS regulation II-2/13 have entered into force, or the conclusion of the work under the output mentioned in paragraph 3 above, as appropriate.

6 This circular will remain effective until any relevant amendments to SOLAS regulation II-2/13 have entered into force, or the conclusion of the work under the output mentioned in paragraph 3 above, as appropriate. SOLAS Contracting Governments are invited to bring this circular to the attention of all parties concerned.

Third officer - Right hand Injury when hoisting star board lifeboat

Main Information

Type
Accident (Crew/Persons)

Location on board
Lifeboat Embarkation Deck

Event Details
The Chief officer, third officer and the technician were on the lifeboat deck during the annual inspection / service of the starboard lifeboat.

While hoisting, it was observed that the starboard lifeboat could not be hoisted up using the remote control.

Upon inspection, it was found that the limit switch was stuck and not functioning properly.

The third officer climbed up on the railings to inspect the limit switch.

After the limit switch was freed, the hoisting was resumed by the technician and during this process the third officers right hand got caught between the davit arm and the steel frame near the limit switch.

The third officer shouted for help and the hoisting was immediately stopped and his hand was removed.

First aid was administered on board.

The third officer was sent ashore for medical treatment (Refer attached Doctor report)

The third officer was repatriated home after being discharged from the hospital.

Immediate Cause
Improper position for task - After the limit switch was freed, the hoisting was resumed by the technician however the third officer was still positioned near the davit arm where the limit switch was located and during this process the third officers right hand got caught between the davit arm and the steel frame near the limit switch (Pinch point)

Involved Persons

Is Injured
Yes

Hospitalisation
Yes

Repatriation required
Yes

Accident date
28.07.2025

Injury category
Lost Workday Case

Nature of injury
Fracture

Contact type
Caught in/on/between

Affected body part
Hand(s)

Location of accident
Rescue Boat Embarkation Deck

Conducted activity
Inspection / Check

Third officer - Right hand Injury when hoisting star board lifeboat

Remark
Crew sent ashore for medical treatment.

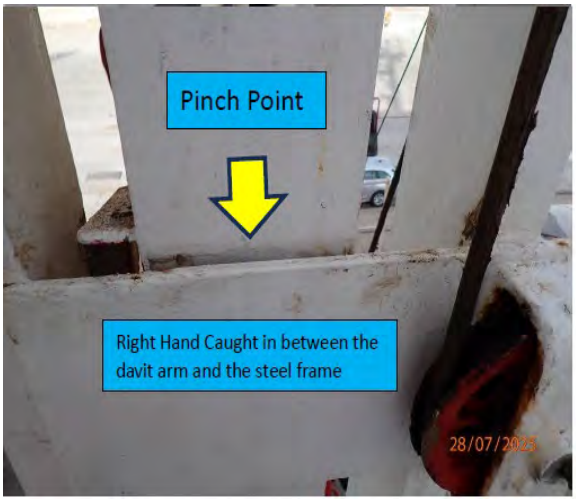
Diagnosis: Surgical fracture of 3rd metacarpal of the right hand.

Refer attached doctor report.

Root Causes

Group	Root Cause	Remark
IC - Substandard Acts	05 Failure to Inform / Warn	After the limit switch was freed, the technician commenced hoisting the lifeboat without informing the third officer who was positioned near the davit (In the Line of fire).
IC - Substandard Acts	08 Improper Placement	For inspecting the limit switch, the third officer was standing on the ship's inboard railings near the lifeboat davit. A secured portable ladder was not used to climb and inspect the limit switch. If a proper ladder had been used for the task, the third officers' hands would have been on the ladder, and he could have avoided the pinch point.
IC - Substandard Acts	09 Improper Position for Task	The third officer was on top of the railing and was in an improper position (Line of fire) when the davit was hoisted.
RC PF-05 Lack of Competence	5.06 Lack of situational awareness / risk perception / risk awareness	The Technician, Chief officer and the third officer lacked situational awareness when the lifeboat was being hoisted.
RC SF-09 Inadequate Supervision/Coaching	9.03 Lack of supervision	The chief officer did not effectively supervise the job and did not establish adequate communication with the third officer when the davit was being hoisted.

Third officer - Right hand Injury when hoisting star board lifeboat



Reenactment photos were taken showing the location of the crew and the pinch point where the incident occurred

Corrective Actions

The third officer was briefed to position himself properly, keep the body away from pinch points, maintain situational awareness, establish proper communications when doing any task and use a secured ladder with safety harness / fall arrestor when working at heights.
A safety meeting was held onboard with all crew and the root causes of the incident were discussed.

Third officer - Right hand Injury when hoisting star board lifeboat

Preventive Actions

The ship staff shall, be aware of pinch points present in the work environment, including those associated with equipment or machinery in use or nearby.

The crew shall maintain situational awareness and never place any body part near any moving machinery. Be alert whenever you place your fingers, hands, toes, or feet between any moving objects.

Clear communication between all parties on deck to be established when operating any machinery to avoid injury incidents.

The senior officer supervising the job shall pay attention in detail and keep a look out for other crew in vicinity when any machinery is operated.

The crew shall avoid unsafe practices like climbing on ships railings for testing limit switch. A proper secured portable ladder with safety harness / fall arrestor shall be used whenever working aloft.

The crew shall pay close attention to work and not attempt to short cut safety procedures.

A campaign on " Line of fire" will be sent and this incident will be shared with the fleet to prevent recurrence.

Company feedback:

The vessel’s senior management team shall be actively involved in promoting a proactive strong safety, health and hygiene culture on the vessel

It is the responsibility of each employee to support safety and health objectives, policies and procedures with responsible actions and thereby prevent injury to themselves, their colleagues, property and the environment

All ship staff shall follow the simple safety slogan “Engage the brains before the hands”.
Remember the HSE STOPER (• STOP • THINK • OBSERVE • PREVENT • EXECUTE • REPORT)

Safety should be a priority, and tasks should only be attempted when all the safety aspects have been fully considered and the appropriate action taken.

Pay close attention to your work and do not attempt to short cut safety procedures. A momentary loss or lack of concentration often leads to an accident

All crew should work safely and identify if there are unsafe conditions. If an unsafe condition is left it may harm someone else. (A near miss report should be completed as soon as possible after the unsafe working condition is rectified.)

Each individual is personally responsible for working safely.

Third officer - Right hand Injury when hoisting star board lifeboat

Any person on board irrespective of rank, who feels or observes that a job is being carried out in an unsafe manner has the authority to intervene and stop the job and report the matter to the Safety Officer or the Master who will review the prevailing conditions and controls existing, prior resuming the job

PREVENTING INJURIES – AVOIDING LINE OF FIRE

The aim of this campaign is to prevent injuries from the **"Line of Fire**" when carrying out work.

The line separating safety from danger is sometimes quite small. To avoid crossing that line, we must always be aware of the hazards around us; understand the machines and operations in our work areas; and take the time to think about the possible consequences that may result from where we place our bodies or the actions we perform.

When we do this, we can avoid suddenly finding ourselves in the "line of fire.

Line of fire is the zone within a work area where there is a risk of serious injury from machinery or equipment. Many Injuries occur on board because crew are positioned in the "Line of Fire" when carrying out their work.

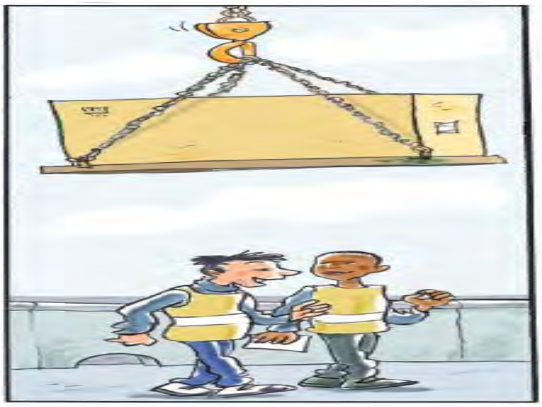
"**Line of fire**" is looking to identify hazards in the job which could result in someone being hit or stuck by something which suddenly starts to move or releases unexpectedly.

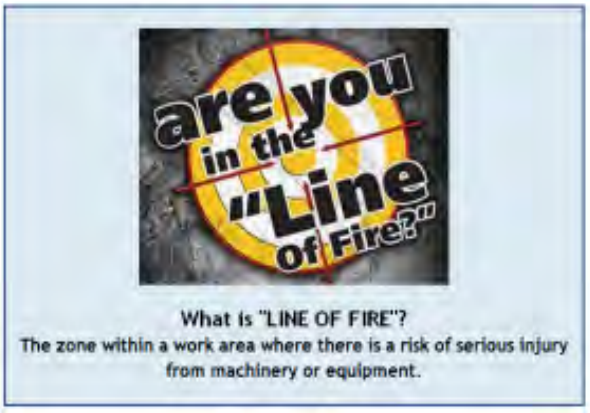
What are the hazards to look for:

- **Moving machinery – Lifeboat davits, Winches etc**
- **Pressure - Fluids (hydraulic, air, water) when a flange, drain or valve is opened , pressurised cylinders**
- **Force and tension - Torque wrenches or other levers used to apply force**
- **Gravity - Loads that could fall or tip due to rigging failure**
- **Automated machinery - Air compressors start automatically when the pressure in the storage tank drops too far**
- **Flying debris – Sharp pieces flying when using hammer , grinding disc etc**
- **Contact with stationary hazards - Contact with exposed live electrical parts**
- **Dropped objects – Tools like hammer left loose which could drop**
- **Tensioned lines – Snap back zones during mooring operations**
- **Objects with roll potential - Unsecured pipelines on deck**

PREVENTING INJURIES – AVOIDING LINE OF FIRE

Standing under loads being lifted places you in the line of fire.





On nearly every job there is something which could hit, spray, pinch or crush. The first priority should be to eliminate these hazards entirely is possible, but if not, we want people to focus on moving themselves out of the line of fire.

- Moving machinery can present various dangers. When working around any type of moving machinery, it's important to understand the movement and the actions of the machine.
- Don't hesitate to ask for assistance to be sure you understand the various hazards presented by the machinery in your work area.
- Remember, moving equipment has no brain, but you do. You must use it to avoid placing your body in the line of fire.
- Even when you are controlling the action, having your fingers in the line of fire is an injury waiting to happen.
- When working with tools it must be remembered that the force being exerted can cause injury if the tool slips and proper method of securing must be used.
- Awareness is the first defense. Be alert for conditions that may change where the line of fire zone exists, including wind gusts and falling objects.
- Take time to think about the consequences that could result from what you are about to do.
- Perform a job site walk-down to identify missing or weak defences in areas such as equipment guards.
- Remind workers to stay clear of hazards by using flagging, barricades, job briefings and proper communication.
- Pay close attention to personnel and objects above, below and in the immediate work area during any job evaluation.
- Be aware and stay clear of tensioned lines such as cable, chain and rope
- Secure objects that can roll such as tools, cylinders and poles

We want you to look for where there is energy waiting to be released, and identify such work hazards. Then think in which direction the energy will be released and stay out of that path.

Remember also to look for by-standers who could be in the line of fire too - the right amount of energy can send things flying a very long way.