Making waves

CAMPAIGN

April 2024

ISLAND VIEW SHIPPING SERVICES

Table of Contents

1. PSC – Galley vents and dampers

We received an AMSA PSC deficiency that there was excessive accumulation of oil in the top section of the galley exhaust trunk and the galley exhaust fire damper was defective (not able to close damper readily). The Ship staff had cleaned only the outer part of the exhaust trunk while carrying out the maintenance routines. The top section of the exhaust trunk was not dismantled and cleaned, resulting in this deficiency.

Photos of Galley top exhaust trunk having excessive oil accumulation and galley damper found frozen.

We request ship staff to dismantle and inspect the top sections of the exhaust trunk (accessible sections as per the design of the equipment) and clean them thoroughly. Also check if the galley damper is operating freely.

2. Grounding due to GPS jamming

The Master shall discuss the attached GARD case study with all deck officers and take necessary measures to mitigate the risk that could lead to such incidents.

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:

- **ENCLOSED SPACE ENTRY - PERILS AND PRECAUTIONS**
- **JUST CULTURE**
- **PORT STATE CONTROL VOL 2**

The duration of each title is only about 10-15 minutes.

Training must be carried out in two sessions (based on work/rest hours) to ensure all crew are able to attend. Each session must be opened and concluded by a Senior Officer.

After the training, the Senior Officer should have an interactive session with the crew, discuss questions and the crew can also share their experience (Reflective learning). Once the training is completed, each crew shall log on individually and an assessment must be completed, and the records must be exported to KARCO system.

The Master can contact IT department and support team (mohammed.ali@karcoservices.com, support@karcoservices.com) for any queries regarding KARCO.

Records of training to be maintained in form 3.2.3.

5. Portable pumps and flexible hoses

The Company is in the process of reviewing the storage of portable pumps and flexible uses to prevent unauthorized use of these items in the engine room.

Kindly comply with the following guidelines:

- Insert seals on all the portable pumps onboard (send photos using picture submission form)
- Insert seals on all the flexible hoses onboard (send photos using picture submission form)
- Keep all the engine room portable pumps and flexible hoses in SOPEP locker and neatly arranged (send photos using picture submission form)

- Keep all cargo hold cleaning related portable pumps and flexible hoses in another appropriate locker on deck and neatly arranged (send photos using picture submission form)
- Seal the SOPEP locker (send photos using picture submission form)

Refer sample photos sent from one of our vessels.

Note: The portable pump and flexible hoses shall not be used without the permission of the Ship Manager. The Company will prepare a permit to work form for the use of portable pumps and flexible hoses in due course.

6. MPA PSC advisory

Please find attached advisory issued by MPA regarding PSC detentions by Paris MOU on unsatisfactory emergency drills.

The Master shall conduct drills at the next opportunity paying attention in detail to the deficiencies issued and take measures to prevent recurrence of these deficiencies.

7. RIGHTSHIP section 5 – Pollution prevention

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 CEO shall go through the attached “**Pollution prevention**” checklist and ensure if vessel is complying with all items.

8. Detentions in China /Australia due to manoeuvrability issues

Please find attached advisory regarding loss of propulsion incidents issued by the flag state. The ship staff shall ensure that the machineries are maintained in good order and tested well in time prior arrival and departure port The Master shall inform the flag state if there is any manoeuvrability issue in China / Australia.

9. Mental health

The Master shall discuss attached Mental health poster with all crew at the next opportunity and post the same on notice boards.

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.

10. U.S. Coast Guard Enhanced Examination Program April – June 2024

Beginning on 1 April 2024 and continuing until 30 June 2024, USCG Port State Control (PSC) Officers have been directed to carry-out an enhanced exam to verify engine room fire safety.

The enhanced exam apparently appears to be introduced after the recent Baltimore bridge collapse due to allision incident by MV Dali.

USCG EEPs are similar to Concentrated Inspection Campaigns (CICs) of other Port State Control regimes.

Kindly discuss attached Client Advisory – #10-24 with all officers and ensure full functionality of remote and local operation of fuel oil shutoff valves, power ventilation stopping arrangements and engine room lagging of pipes and hot surfaces are clean, not contaminated with oil and provided with adequate protection.

Case study for onboard safety meeting

Grounding due to GPS jamming

Please read the below story of an incident. Keep our company's standards and procedures in mind while reading to compare with the actions of the crew below as we will discuss the factors which led to the incident occurring.

The vessel was nominated to call a port in the East Mediterranean region that was located within the Joint War Committee (JWC) listed areas. Despite being in an area with heightened security considerations, the port was operating under normal conditions and remained open to maritime trade. At around 2020 hours on 6 December, both GPS sets on the vessel triggered alarms and displayed inaccurate positions. Simultaneously, all bridge equipment linked to the GPS systems also raised alarms. In response, the Officer of the Watch (OOW) switched the ECDIS sensor setting to DR (Dead Reckoning) mode and continued navigating. The vessel maintained its course toward the pilot station at full ahead.

The vessel was quite far from land, and as such a RADAR fix could not be taken. As an alternative, the OOW opted to reach out to the local navy to ascertain the vessel's current position. As the vessel neared the port, RADAR fixes were acquired using range and bearing, and these were plotted on ECDIS through the RADAR overlay function. The vessel's position was cross checked using the positions obtained from the local navy.

The Master was called at 2200 hours on 6 December. After arriving on bridge, the OOW briefed him on the malfunction of the GPS. The Master took over the con at 2230 hours, and soon thereafter the OOW stopped verifying vessel's position with the local navy. Engines were tested and pre-arrival checks completed at 2300 hours on 6 December. The vessel maintained various courses and speeds thereon. Meanwhile, the alarms on all bridge equipment connected to the GPS kept on reappearing, and the crew were focused on acknowledging them each time they appeared.

Approximately 30 minutes before the scheduled pilot boarding time, the port control notified the vessel of a berthing delay and directed her to the anchorage. Unknown to the crew, the vessel's actual position was approximately 2 nautical miles east of the position manually plotted on the ECDIS. The Master adjusted the course towards the anchorage with engines on half ahead. Soon thereafter the vessel ran aground on a reef at 8 knots. The vessel listed 5 degrees to starboard with no hull breach. As the vessel's satellite phones and email communication were also non-functional, the shore management was contacted via the personal mobile phone of a crew member operating on a local SIM card. Additionally, Class was informed, and their emergency response service was activated. Salvors were engaged, and it took 48 hours for two tugs to successfully refloat the vessel.

Some of the observations noted during the investigation were:

- Shortly before the ship ran aground, the VTS alerted the vessel via VHF, cautioning that it was approaching the reef. Unfortunately, the crew missed the message because the VHF equipment was consistently sounding alarms, being connected to the GPS.
- GPS jamming was triggered by the local armed forces due to an ongoing conflict in the region. However, no navigational warning was transmitted to alert the vessels in advance. It was only after this incident that the port authority published a circular cautioning all vessels of GPS interference in the port waters.
- Recurring alarms on the bridge distracted the bridge watchkeepers. OOWs attention was therefore split between navigation and acknowledging the alarms. The Bridge Manning level remained the same inspite of the increased workload of the watchkeepers.
- This was the first time the bridge watchkeepers, including the Master, were calling this port.

How to improve by lessons learnt

You should now perform an onboard risk assessment of the operation described. Learning from the case could be obtained by identifying the contributing factors for this specific incident to occur – and discuss whether some of the identified factors could be present onboard your ship.

Key questions or points for bridge watchkeepers to discuss:

Crew training and familiarization

- Are they able to recognize a compromised GPS environment, such as jamming?
- Has the bridge team been trained in responding to such situations?
- Actions to be taken when the GPS signal is lost, or it malfunctions.
- Familiarity with alternative means of position fixing methods on ECDIS, such as visual or RADAR fixes, and how often do watchkeepers practice this.

Procedural

- Are there guidelines in the safety management system to identify and respond to a compromised GPS environment?
- Does our passage plan appraisal include a voyage specific risk assessment that addresses the considerations of calling ports operating under heightened security risk levels?
- Is contingency plan for failure of GPS formulated and its effectiveness verified during drills or actual failure?

A few key words to facilitate discussion:

- *automation bias*
- *confirmation bias*
- *human factors*
- *GPS malfunction*
- *alarm management*
- *bridge watch keeping level*
- *contingency planning*
- *position fixes.*

1 What factors contributed to the incident on board the vessel?

2 Risk Assessment: Could some of the risk factors be identified on board your vessel? What is the likelihood and severity of those risk factors?

3 What measures would you suggest in order to mitigate the risk that could lead to such incidents? Any additional barriers of safety that could be introduced?

© Gard, February 2024

VESSEL : IVS WENTWORTH DATE : 07 March 2024

AREA / LOCATION : AT SEA UNDERWAY TO FUJAIRAH

Hose for hold / deck washing tagged

Marichem chemical applicator tagged

Wilden Pump no.1 for hold cleaning tagged

Small Wilden pump for hold cleaning tagged

Wilden pump no. 2 for hold cleaning tagged

Tobey Gun for hold washing tagged

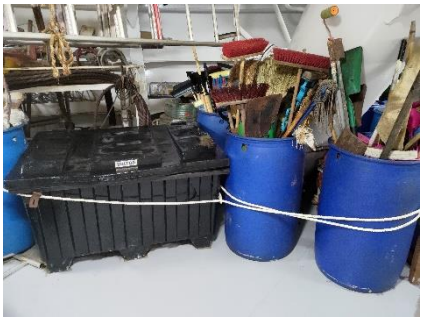
Hose for hold washing tagged

Air hose no.1 for Tobi gun tagged

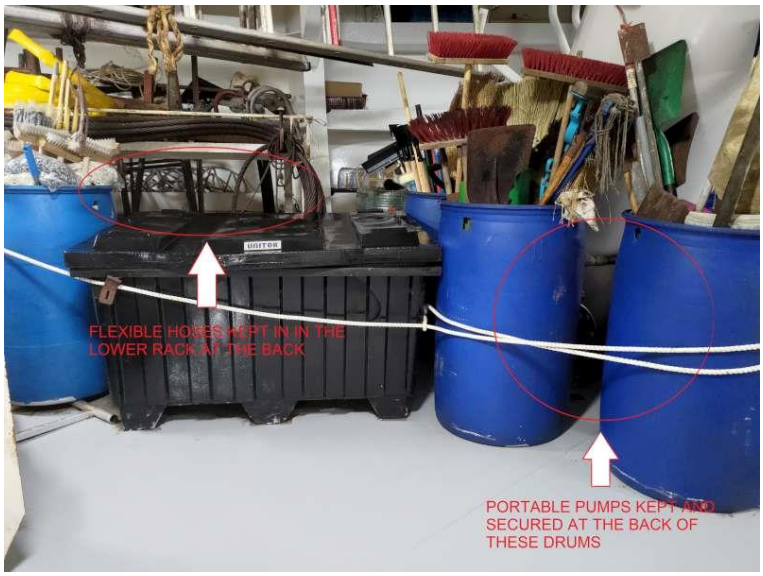
Cleaning equipment stored in one place

Spare brooms, mops, and scrappers at the back drum.

Dasic equipment and hoses at the back rack



Telescopic chemical sprayer at the back



VESSEL : IVS WENTWORTH DATE : 09 March 2024

AREA / LOCATION : AT SEA, UNDERWAY TO FUJAIRAH

E/R Wilden pump transferred inside SOPEP locker

SOPEP Wilden pump tagged

Air hose tagged

Suction hose tagged

Discharge hose tagged

SOPEP arranged

SOPEP door tagged

Mental health affects everyone. We all have it. We all feel it.

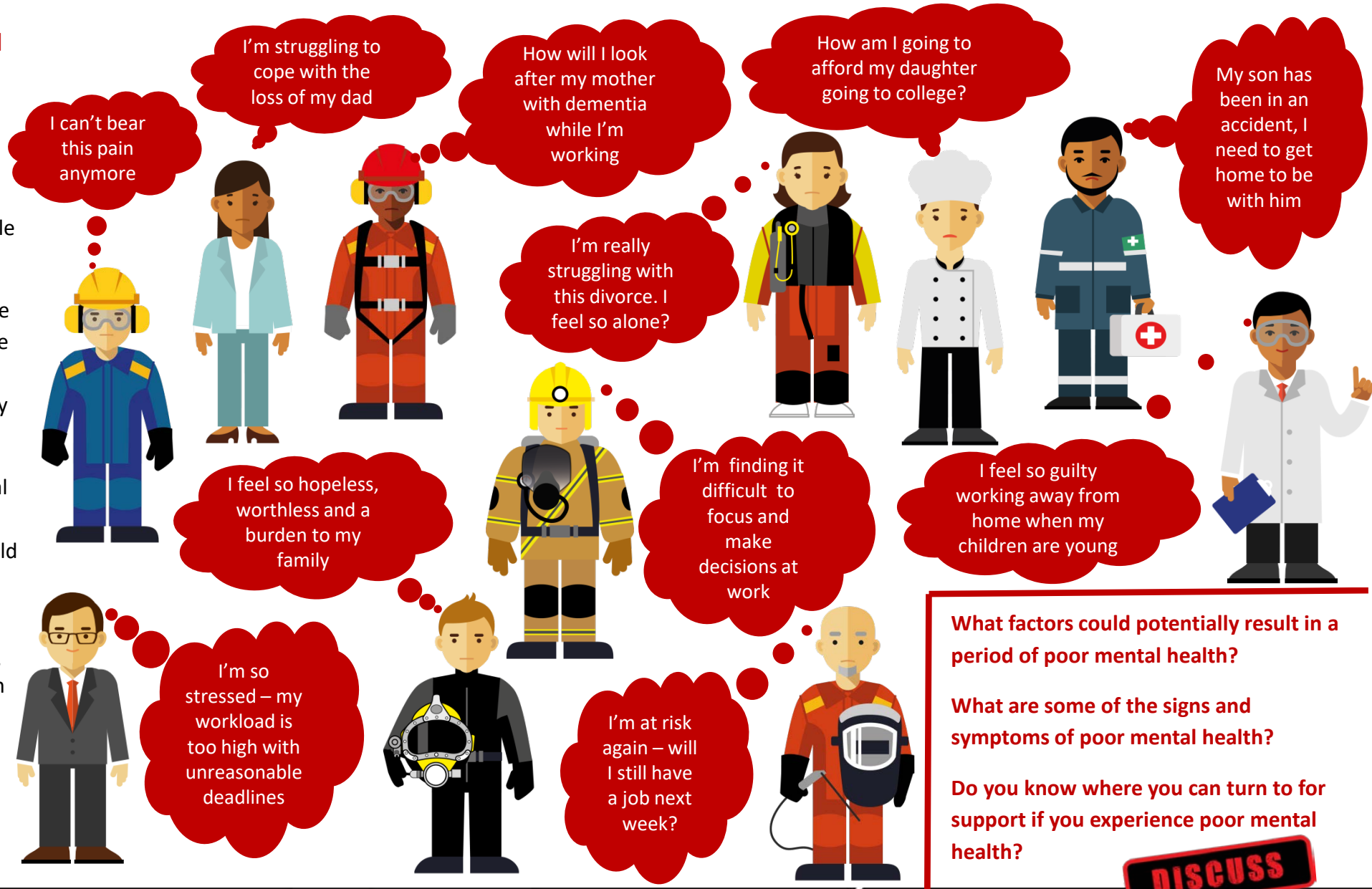
Just like physical health, mental health is important for our wellbeing. Mental health includes our emotional, psychological, and social wellbeing. It also impacts how we handle stress, relate to others, and make choices.

Mental health problems can have a wide range of causes. It's likely that for many people there is a complicated combination of factors – although different people may be more deeply affected by certain things than others.

A person experiencing a period of poor mental health can look like you or me. They may look completely normal on the outside or they could be in apparent visible distress

People experiencing a period of poor mental health may feel that their reactions, thoughts, or feelings are not how they would want them to be.

Experiencing mental ill health is often upsetting, confusing and frightening – especially for those working away from family and friends.



What factors could potentially result in a period of poor mental health?

What are some of the signs and symptoms of poor mental health?

Do you know where you can turn to for support if you experience poor mental health?

DISCUSS

SAFETY MOMENT

Mental Health Awareness

STEP CHANGE IN SAFETY

From: SHIPPING (MPA)
Cc: MPA-SG_FSC; SHIPPING (MPA)
Subject: Advisory to SRS operators-Increased Singapore Registered Ships PSC detentions by PMOU on unsatisfactory emergency drills
Date: Tuesday, 19 March 2024 10:59:34 pm
Attachments: image006.png
image007.png
image008.png
image009.png
image010.png
image011.png
image001.png
ADVISORY ON INCREASED OF PSC ACTIVITES AND DETENTIONS IN CHINA AND PMOU.msg
Importance: High

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19 March 2024

[For the attention of SRS operators, Designated Persons (DPA) and the Master]

Dear Sir / Madam,

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

Increase of PSC Detentions in Paris MOU inspection regimes (PMOU) due to unsatisfactory emergency drills

2. This year, there are 6 (six) SRS detentions in Paris MOU, namely Savona, Italy (2 detentions), Antwerpen, Belgium (2 detentions), Vancouver, Canada and Rotterdam, Netherlands.

3. MPA takes a serious view of any detention by PSC under SRS. It has come to our attention that there was an increase in the recent detentions in PMOU inspection regimes due to unsatisfactory emergency drills (Belgium and Italy). Attached below are the drills deficiencies that were issued to SRS vessels which resulted in the vessels to be detained.

Call for Action.

4. The current detention trend in PMOU inspection regimes has raised concerns since these detentions/interventions could have been avoided if the Company, the Master and crew have paid due attention to implementation of ISM and carried out the periodic emergency drills and training to the crew satisfactorily.

5. SRS operators, Designated Persons (DPA) and the Master of SRS ships are hereby requested to take the following immediate actions:

a) Disseminate this information on a priority basis to key office personnel and ship(s) under your management.
b) Master of SRS shall share this information with all the crew on board and notify your company once done.
c) SRS to be thoroughly inspected by relevant shore personnel or senior ship's officers to ensure its machineries, electrical equipment and the crew competency are in compliance with the applicable Conventions and ISM Code. Defects and/or non-conformity observed on board shall be immediately dealt with in accordance with the company's Safety Management System.
d) Emergency drills to be thoroughly carried out and additional training to the crew to be provided if deemed necessary.
e) Defect(s) which cannot be immediately rectified, the Master and/or C/E shall report to the company, MPA (shipping@mpa.gov.sg) and/or Classification Society. The port State authority shall be notified before the vessel call to a foreign port. The Master shall carry out risk assessment and ensure appropriate risk mitigating measures are put in place.

6. We seek your full cooperation on this matter and together we can work towards maintaining quality ships and flying Singapore flag high.

Thank you.

Yours faithfully,
The Team from Flag State Control
Maritime & Port Authority of Singapore

Code	Defective Item	Nature Of Defect*	Convention Reference	Action Taken	Due Date	Ground For Detention	Accidental Damage**	RO resp.	ISM Related	Additional Comments
04110	Abandon ship drills	Lack of training	SOLAS ch. III - SOLAS 13 Amend / III / Reg. 19	17 - To be rectified before departure	07/02/2024	☒	☐	☐	☒	During the abandon ship drill nobody took the SART, Epirb and food provisions as in accordance with muster list. This deficiency shows a non-effective implementation of the ISM code in the areas where ISM related deficiency was found during the PSC inspection on 27/03/2023.
04109	Fire drills	Lack of training	SOLAS ch. III - SOLAS 13 Amend / III / Reg. 19	17 - To be rectified before departure	07/02/2024	☒	☐	☐	☒	FIRE DRILL CARRIED OUT UNSATISFACTORILY WITH REFERENCE TO: COMMUNICATIONS, FIRST AID TEAM INTERVENTION, SAFETY MEASURES (VENTILATION AND POWER SUPPLY), FIRE DOORS LEAVES OPENED, B.A. CHARGE MEASUREMENTS FOR FIREMENS NOT CARRIED OUT.
07125	Evaluation of crew performance (fire drills)	Lack of information	SOLAS ch. II-2 - SOLAS 2012 Amend / Chapter II-2 / Reg. 15.2	17 - To be rectified before departure	25/01/2024	☐	☐	☐	☒	No fire detection sensor on navigation bridge, therefor bridge not protected by fire detection during cargo operation when bridge is unmanned. Next active fire detection sensor located outside the bridge and isolated to the bridge by a fire door. No procedure or instructions on how to proceed for an undetected fire during cargo operation. During inspection, the crew was asked to describe the possible chain of events whenever a fire would establish on the unmanned bridge during cargo operations. All crew replied the fire alarm would be activated by a fire sensor on bridge. The crew is not aware there is no fire detection system provided on bridge.

04109	Fire drills	Lack of training	SOLAS ch. III - SOLAS 13 Amend / III / Reg. 19	17 - To be rectified before departure	13/03/2024	☒	☐	☐	☒	Poor performance for Fire drill. Fire simulation at A-deck Officers messroom. Observations: - Access to fire locker at A-deck (into fire scene) - Smoke divers poorly dressed - Collar open, front Velcro not closed. Several openings in dress - First team of 2 inside with extinghuisers but no radio's. - Second team with only one radio - Radio not able to be used with gloves - BA sets not secured with waist belt, BA bottle not fixed in backpack. - Belt with firemen axe and torch light not used/ not taken with. - No or poor communication between wheelhouse (Master), fire commander and smoke divers. - No timekeeping of air consumption or pressure check at start for BA sets. - ...
04110	Abandon ship drills	Lack of training	SOLAS ch. III - SOLAS 2013 Amend / Chapter III / Reg. 19	17 - To be rectified before departure	13/03/2024	☒	☐	☐	☒	At launch to boat deck the lifeboat was stick to chocks, and suddenly swung out. Lifeboat winch PS and SB coupling for manual winching not protected when winch is electrically operated. Crew is not aware about function of clutch lever on SB lifeboat davit hoisting winch. This lever is not available on PS lifeboat launching arrangement. Hoisting limit switch for SB lifeboat davit not working. Crew is not able to hoist with electric motor. Last SB lifeboat drill with boat in the water as per Drill reports 07/02/2024. As the drill suffers different failures it was discontinued.

Best Regards
Soo Ling

(Ms) YANG Soo Ling | Assistant Manager (Flag State Control) | Maritime and Port Authority of Singapore (MPA) |New DID: (65) 6375 1683 | www.mpa.gov.sg
Our Vision • A leading maritime agency driving Singapore's global maritime aspirations
Our Mission • To develop and promote Singapore as a premier global hub port and an international maritime centre, and to advance and safeguard Singapore's strategic maritime interests

From: SHIPPING (MPA) SHIPPING@mpa.gov.sg
Sent: Wednesday, February 21, 2024 1:32 PM
Cc: MPA-SG_FSC MPA-SG_FSC@mpa.gov.sg; SHIPPING (MPA) SHIPPING@mpa.gov.sg
Subject: ADVISORY ON INCREASED OF PSC ACTIVITES AND DETENTIONS IN CHINA AND PMOU
Importance: High

21 February 2024

[For the attention of SRS operators, Designated Persons (DPA) and the Master]

Dear Sir/Madam,

We would like to bring to your attention to the recent spike of PSC detention of Singapore-registered ships (SRS) in Paris MOU (PMOU) and China.

Increased of PSC activities and detentions in China and Paris MOU inspection regimes (PMOU)

2. This year 2024, there are several SRS that were boarded and detained by China MSA due to loss of ship's main propulsion while manoeuvring in river passage, entering ports or just completed survey and dry-docking from shipyards. DPAs and Master are advised to take proactive actions to ensure the machineries and electrical equipment onboard are well maintained in order not to compromise the safety of the ship, crew and environment.

a. Machineries and electrical equipment onboard SRS are well maintained in compliance with relevant international regulations as well as requirements by the local port authorities.
b. Report failure of machineries or electrical equipment with risk mitigation measures to relevant MPA, Class and port State authority.
c. Master, Chief Engineer and company to ensure that maintenance are carried out in accordance with the shipboard PMS and maker's recommendation.
d. Chief Engineer to ensure the machineries are properly serviced/overhauled and in good operation condition before departure from shipyards.

3. This year, there are 5 (five) SRS detentions in Paris MOU, namely Savona, Italy (2 detentions), Antwerp, Belgium, Vancouver, Canada and Rotterdam, Netherlands.

4. MPA takes a serious view of any detention by PSC under SRS. The recent detentions in PMOU inspection regimes are not acceptable as they are resulted mainly from common PSC detainable deficiencies such as emergency drills, emergency fire pump inoperative, emergency generator inoperative, vent heads corroded and failure of ISM implementation.

5. Due to the increased of detention in Italy, DPA and Master of SRS is requested to submit a copy of the completed Pre-Arrival Inspection Checklist along with a written declaration (that the ship is in good order) to MPA at shipping@mpa.gov.sg, when the SRS are calling to ports in Italy.

Call for Action.

6. The current detention trend in PMOU inspection regimes and port State intervention in China have raised concerns since these detentions/interventions could have been avoided if the Company, the Master and crew have paid due attention to implementation of ISM and maintenance of shipboard machineries and electrical equipment. All the detentions cases will be investigated thoroughly with the company including physical meeting with the company's top management.

7. SRS operators, Designated Persons (DPA) and the Master of SRS ships are hereby requested the following immediate actions:

a. Disseminate this information on a priority basis to key office personnel and ship(s) under your management.
b. Master of SRS shall share this information with all the crew on board and notify your company once done.
c. SRS to be thoroughly inspected by relevant shore personnel or senior ship's officers to ensure its machineries, electrical equipment and the crew competency are in compliance with the applicable Conventions and ISM Code. Defects and/or non-conformity observed on board shall be immediately dealt with in accordance with the company's Safety Management System.
d. Defect(s) which cannot be immediately rectified, the Master and/or C/E shall report to the company, MPA (shipping@mpa.gov.sg) and/or Classification Society. The port State authority shall be notified before the vessel call to a foreign port. The Master shall carry out risk assessment and ensure appropriate risk mitigating measures are put in place.

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Pre-Arrival Check list	MPA Shipping Circular No.17 of 2022	Shanghai MSA Safety Notice (Chinese version)
(See attached)	(See attached)	(See attached)

8. We seek your full cooperation on this matter and together we can work towards maintaining quality ships and flying Singapore flag high.

Thank you.

Yours faithfully,
The Team from Flag State Control
Maritime & Port Authority of Singapore

Best Regards
Soo Ling

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Our Mission • To develop and promote Singapore as a premier global hub port and an international maritime centre, and to advance and safeguard Singapore's strategic maritime interests

MPA EFS
[3S-id=4a20a9b7-281b-4674-a219-f8a2b868c1d5:8471f6b8]

MPA EFS
[3S-id=6ab424ca-1b5d-4457-abc5-771445761c9a:8471f6b8]

Grindrod IT : PDF documents are flagged as possible threats. This could be a malicious attachment. Please exercise vigilance.

Section 5: POLLUTION PREVENTION AND CONTROL

<table>
<tr><th>NO</th><th>QUESTION</th><th>GUIDANCE</th><th>REFERENCE / GUIDANCE</th><th>Verified by Master / CEO Comments</th></tr>
<tr><td>5.1</td><td>Is the Oil Record Book (Part 1) completed correctly (V)</td><td>
Guide to Inspection
The Flag Administration may permit the use of an electronic oil record book as an alternative substitute of the traditional paper ORB. However, Flag approval should be available on board and verified by the inspector.

Non-automatic starting of discharge overboard via 15 ppm equipment, transfer, or disposal otherwise of bilge water which has accumulated in machinery spaces should be recorded in section D.

Pumping of bilge water from engine-room bilge wells to a tank listed under item 3.3 in the Supplement to the IOPPC should be recorded in section D 15.3.

Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces should be recorded in section E. The automatic starting systems will be activated by float switches in bilge wells or bilge holding tanks. This system is rarely installed in the machinery space of dry cargo vessels.

The condition of oil filtering equipment and oil content meter or stopping device, including the alarm and automatic stopping devices when defective should be recorded in section F. A code 'I' entry should also be made indicating that the overboard valve was sealed shut due to non-working oil filtering equipment or oil content meter.

On the date when the system is functional again, a new entry, using code F should be made. A code 'I' entry should also be made indicating that the overboard valve was unsealed since the operation of the oil filtering equipment or oil content meter has been restored.

Accidental or other exceptional discharges of oil should be recorded in section G.

Bunkering of fuel or bulk lubricating oil should be recorded in section H. Separate entries are required for each grade of fuel oil and lubricating oil respectively to ensure transparency. This entry is not required if lubricating oil are delivered on board in packaged form (55-gallon drum, etc.).

Voluntary declaration of quantities retained in bilge water holding tanks (ref MEPC.1/Circ.640) should be record weekly in section I.

(MEPC.1/Circ.736/Rev.2, Guidance for the Recording of Operations in the Oil Record Book Part I- Machinery Space Operations (All Ships), 2011)

"When disposal of engine-room oil water or sludge to a shore reception facility has taken place, the entry in the Oil record Book shall be made accurately and in consistency with the shore reception facility receipt."
</td><td>Ensure entries in ORB are prompt and accurate after each operation and signed by the officer

Reference MEPC.1/Circ.736/Rev 2 – Guidance for the recording of operations in ORB Part 1 – Machinery space operations</td><td>☐</td></tr>
<tr><td>5.2</td><td>Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) available, and up to date and are ship's personnel familiar with their duties</td><td>
Guide to Inspection
Every ship other than an oil tanker of 400 gross tonnage and above shall carry on board a shipboard oil-pollution emergency plan approved by the Administration.

Such a plan shall be prepared based on guidelines developed by the Organisation and written in the working language of the Master and officers. The plan shall consist at least of:
> The procedure to be followed by the Master or other persons having charge of the ship to report an oil pollution incident
> The list of authorities or persons to be contacted in the event of an oil pollution incident
> A detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following the incident
> The procedures and point of contact on the ship for coordinating shipboard action in combating the pollution with national and local authorities
> Description of equipment, its location, a plan for deployment and specific crewmember duties for handling small spills, and
> An up-to-date IMO Coastal Contact List.

The SOPEP must be re-approved after a change of management. The list of national operational contact points is issued electronically on a quarterly basis on the 31 January, 30 April, 31 July and 31 October at www.imo.org.
</td><td>Check if latest quarterly IMO coastal contact list is updated

Check if annual review of SOPEP is carried out

Update and file monthly clean up equipment inventory in sopep

Ensure port contact list for the port is posted in Bridge and ships office and also filed in SOPEP

Ensure ship interest contact list is updated</td><td>☐</td></tr>
</table>

Section 5: POLLUTION PREVENTION AND CONTROL

5.3	Are the ship's personnel aware of the requirements of MARPOL Annex V with respect to the disposal of operational waste and cargo residues from ships?	**Guide to Inspection** Operational waste means all solid waste (including slurries) not covered by other Annexes that are collected on board during normal maintenance or operation of a ship or used for cargo stowage and handling. Operational waste also includes cleaning agents and additives contained in cargo holds and external wash water. Operational waste does not include grey water, bilge water, or other similar discharge essential to the operation of a ship, taking into account the guidelines developed by the Organisation. Cargo residues means the remnants of any cargo which are not covered by other Annexes and which remain on the deck or in holds following loading and unloading; including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water; but does not include cargo dust remaining on the deck after sweeping or dust on the external surface of the ship. (MARPOL, 2017) The SKULD P&I club information paper "Guidance on disposal of cargo residues in line with MARPOL Annex V "provides further information.	Crew to familiarize with contents of Garbage management plan and garbage record book Carry out OJT on garbage management plan and record book as per SHEQ/ OJT Refer to garbage placards posted onboard	☐
5.4	Are scupper plugs fitted, in satisfactory condition, and are scupper filters readily available for draining rainwater on deck when the vessel is involved in solid bulk cargo operations?	**Guide to Inspection** Scuppers should be plugged during bunkering and some dirty dry bulk cargo operation. Scupper filters should be used when draining rainwater during loading/discharging dirty dry bulk cargoes.	Please check condition of scupper plug, scuppers are to be effectively plugged during bunkering and during operation of deck hydraulic machinery (mooring winches/crane/hatch covers). Also scuppers to be plugged when loading dirty cargo scupper filters like oil absorbent pads shall be readily available for draining rainwater on deck when the vessel is involved in solid bulk cargo operations. Reference: DRY CARGO MANUAL , 15.0. Pollution Prevention	☐

Section 5: POLLUTION PREVENTION AND CONTROL

5.5	Is the vessel free from any visible bulkhead leakage	**Guide to Inspection** The examples of bulkheads are: > The engine room forward bulkhead at its intersection with the topside tank structure in the aftermost cargo hold. > The side shell plating of the cargo hold side structure. > Side shell plating in the foremost cargo hold. > The stool shelf plates of the transverse bulkheads in the cargo hold. > The transverse bulkheads at the topside tank connection, in the cargo hold. > The vertical corrugations of transverse bulkheads in the cargo hold. > The corrugated bulkheads at the intersection of the shredder plates in the cargo holds. > Any fuel tank bulkheads within the machinery space	Please check and advise if any leakage	☐
5.6	Are the cargo hold bilge pumping systems and bilge arrangements appropriately set, in good order and tested?	**Guide to Inspection** Bilge wells, including bilge covers, strum boxes; and bilge well valves, including non-return valves, should be in a clean and sound condition. Non-return valves must be checked to ensure they are fully operational. Overhaul of non-return valves at regular intervals should be incorporated into the planned maintenance system. Inspection and testing of these non-return valves should be incorporated in the pre-loading checks of the holds. The presence of previous cargo residues and/or scale around the valve's seat may prevent the correct operation of the non-return valve. Bilge lines should be blown back to confirm the effectiveness of the valves regularly. Bilge high-level alarms should be tested regularly. Records of testing of alarm systems should be retained on board. (Bulk Cargoes-Hold Preparation and Cleaning, 2011) When the cargo hold bilge system is not in use, all valves should be effectively shut and measures should in place to ensure that they remain shut i.e. visible signs.	Refer Forms 2.3.20 / 2.3. 21 / 2.3.25 . Ensure completed forms are filed. Ensure spectacle flange us used for blanking bilge lines Ensure all bilge valves are shut when not in use	☐
5.7	Is the sounding of cargo hold bilge, ballast tanks, chain lockers, pipe ducts and other void spaces regularly performed for accumulations of water, or alternative evidence of regular monitoring (v)		Daily sounding to be taken and entries made in deck log book	☐
5.8	Are suitable containment arrangements in place around the hydraulic components of deck machinery (v)	**Guide to Inspection** The hydraulic component can include hatch cover rams and remote-control stand, cranes, winches, windlass, piping, and hoses.	Ensure all save-all trays are fitted with stainless steel drain plugs. Ensure that plugs on all the save-all trays are always kept plugged. Ensure a chain is connected to each plu.	☐

			Ensure that the plug is properly fitted , the threads are in good condition , sealing effectively and plug is free to operate. Ensure that the threads are properly greased Ensure save-all tray is clean and empty and there are no debris like ropes , rags etc on the tray. Paint save-all trays if required. Ensure scuppers are plugged prior operation of hydraulic machinery. Deck watch will be maintained during operation of deck machinery and hydraulic components shall be checked regularly as part of watch keeping routine. Hydraulic ram and associated connections/flexible hoses shall be kept in good condition in accordance with the PMS.	

Section 5: POLLUTION PREVENTION AND CONTROL

5.9	Are the arrangements for detection and disposal of water from forecastle store and chain locker in good order, and are measures in place to prevent the accidental discharge of oil? (v)	**Guide to Inspection** Where there is a possibility of hydraulic or other oil accumulating in the forecastle space, and hand pumps or ejectors are fitted, pollution prevention notices should be posted and the overboard valves should be secured against accidental opening, but not padlocked unless the key is readily available in a sealed box. The sea valve may be left open while the vessel is at sea; however, a warning and notification placard shall be attached to the remote-control panels for the valve, and remote use of the valves shall be restricted to emergency situations only. The sea valve shall be kept closed while the vessel is within the port limits, at anchor, or alongside, and special warning signs shall be posted to prevent the sea valve from being accidentally opened.	Ensure forecastle store bilge well and area round it is clean. Keep the overboard valve closed in port and at anchor. Tie the valve with rope to indicate it is closed Keep the overboard valve open at sea to pump out water if forepeak store if flooded accidentally Stencil " To be kept open at sea and kept closed in port and anchor" near the valve Stencil near bilge well "Check for oil content before discharge overboard" Stencil near the remote control panel " Restricted to emergency situations only" Check chain locker at regular intervals and pump out water as required	☐

Section 5: POLLUTION PREVENTION AND CONTROL

5.10	If a Ballast Water Treatment System is fitted, is it in good order and are the officers familiar with its safe operation?	**Guide to Inspection** The ballast water treatment system installed after 28 October 2020 shall have a Flag State Administration IMO Type Approval Certificate in accordance with the BWMS Code. The Ballast Water Management (BWM) Convention is applicable to new and existing ships that are designed to carry ballast water and are of 400 gross tonnages and above. The BWM Convention came into force on 8th September 2017. The Convention includes two regulations that define ballast water management standards: Regulation D-1 addresses the Ballast Water Exchange standard, and Regulation D-2 details the Ballast Water Performance standard towards treatment of ballast water using a Type Approved Ballast Water Management System. The D-2 performance standard defines the performance standard for the ballast water treatment system. This criterion is in the form of specific limits on aquatic life in the ballast discharge. The ballast water treatment system must be approved by a Flag Administration. The Flag Administration may authorise a recognised organisation like a classification society to approve the treatment process on its behalf. If the vessel is provided with an approved ballast water treatment system, the system should be in good working order and officers should be familiar with its safe operation. Where hazardous chemicals or treatment additives are provided for ballast water treatment, inspectors should verify safe handling and access controls in place. Where a ballast water treatment plant is fitted, it should be maintained in accordance with the manufacturer's instructions and maintenance should be incorporated in the vessel's planned maintenance system. Sampling analysis at the commissioning test of Ballast Water Management System to verify the proper operation of equipment shall be carried out at the installation of any Ballast Water Management Systems (BWMS) in accordance with paragraph 8 of the Guidelines for Approval of Ballast Water Management Systems (G8) or Code for Approval of Ballast Water Management Systems (BWMS Code). (Sampling analysis at the commissioning test of Ballast Water Management System, 2020)	Ensure BWTS is fully operational Ensure officers are familiar with operation of BWTS Ensure maintenance as per maker is incorporated in PMS	☐
5.11	Is an approved Ballast Water and Sediment Management Plan provided and complied with?	**Guide to Inspection** To show compliance with the requirements of the convention each ship shall have on board a valid certificate, a Ballast Water Management Plan and a Ballast Water Record Book.	Ensure vessel has class approved BWMP and valid BWTS certificate Ensure entries are made promptly in the record book after each operation	☐
5.12	If ballast tanks are located adjacent to fuel oil tanks, or there is a possibility of contamination by hydraulic oil, are ballast tank contents being sampled to ensure there has been no contamination of the water by oil	**Guide to Inspection** Ensure that the water in ballast tanks is uncontaminated prior to discharge, by sighting of the surface and sample drawn from the ballast tanks. Only ballast tanks adjacent to oil tanks or ballast tanks with oil pipelines running through them need to be checked. Ballast water containing oil sheen on the surface must not be discharged.	HSE PROCEDURES MANUAL - 6.14. BALLAST WATER MANAGEMENT – section 11 - BALLAST WATER CHECK FOR OIL CONTAMINATION	☐

	prior to discharge?		The water ballast tanks adjacent to the fuel oil tanks shall be checked for oil contamination prior to discharge and during voyage. The result shall be entered in the PORT LOG prior discharge. The Chief officer shall ensure that the ballast tanks are sampled for oil contamination by using oil finding paste , using cloth attached to sounding tape , sense of smell etc. The vessel shall have sufficient oil / water finding paste onboard. Enter in the sounding record book on daily basis ‘’No oil smell or oil trace noticed during sounding’’.	
5.13	Are the emergency bilge suction and emergency overboard discharge valves in the engine room in good order and clearly identified with a notice warning against accidental opening and, is the area around	**Guide to Inspection** The inspector shall review the test procedure of emergency suction valves. Emergency bilge discharge valves and other overboard discharge valves of a similar nature that are normally closed are sealed in the closed position with numbered seals. The SMS should implement a suitable method, either manual or electronic, for recording the changes in the process, including removal and replacement of numbered seal tags, testing of valves, maintenance, and other operational requirements. In accordance with MSC-MEPC.4/Circ.3, the sealing of valves of an emergency nature shall not be construed as a requirement for the valve to be blanked or physically locked. It shall be ensured that such valves always remain available for use in case of an emergency, and valve sealing may be accomplished through use of a breakable seal, electronic tracking, or similar method.	Refer Technical Procedure Manual/section 12.TESTING AND EXAMINATION OF EQUIPMENT Prepare test procedure of emergency suction valve and keep copy	☐

	the bilge injection suction bell mouth clear of debris and clean?		in the ECR. Ensure area around bilge injection suction bellmouth is clean and free of debris. Valves to be closed and sealed and seal number to be recorded in company form 3.2.7 The valves on these systems are to be overhauled at every routine docking, and exercised/operated every 6 (six) months Use of emergency bilge suction only in “Emergency Situation” and in compliance to Company procedures. Normally the valves must be always in the closed position and secured by seals. Periodically these need to be tested to ensure easy operation and should be lubricated at the same time. This must be recorded in PMS, ORB and MARPOL log book.	

			A sign shall be posted close to the overboard valve stating ***"DO NOT OPERATE VALVE WITHOUT CHIEF ENGINEER OFFICER PERMISSION"***. - TECHNICAL PROCEDURES MANUAL Sect 21.0 OILY WATER SEPERATOR	
5.14	Are arrangements for sludge collecting pumps free from any connection to a direct overboard discharge?	**Guide to Inspection** Sludge collecting pumps are pumps capable of taking suction from any oil residue (sludge) producing equipment or tank, other than an oil residue (sludge) tank(s) and discharging only to oil residue (sludge) tank(s). (MEPC.1/Circ.642, Revised Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS), 2008)	Ensure sludge collecting pumps are free from any connection to a direct overboard discharge	☐
5.15	Are the Engine room bilge and sludge transfer and processing systems, in good operating condition and in compliance with MARPOL regulations?	**Guide to Inspection** For vessels equipped with OWS filtering equipment complying with MEPC 107(49), officers and crew members must be thoroughly familiar with the operation and maintenance of the equipment, which includes the ability to retrieve historical data from the Oil Content Monitoring (OCM) in accordance with manufacturer's instructions and as indicated in MEPC 107 (49) and as paraphrased as follows: > The 15-ppm bilge alarm should record date, time and alarm status, and operating status of the 15-ppm bilge separator. > The recording device should also store data for at least eighteen months and should be able to display or print a protocol for official inspections as required. > In the event the 15-ppm bilge alarm is replaced, means should be provided to ensure the data recorded remains available on board for 18 months. > A certificate of type approval for a 15-ppm bilge alarm should be issued and retained on board. > The accuracy of 15 ppm bilge alarms approved to resolution MEPC.107 (49) is to be checked through the calibration and testing of the equipment, to be conducted by the manufacturer or by persons authorised by the manufacturer. This should be done at intervals not exceeding five years, or within the term specified in the manufacturer's instructions (whichever is shorter). The five-yearly testing does not need to be carried out at the time of the IOPP certificate renewal survey. (Resolution MEPC.107 (49), Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of ships, 2003) At least two power pumps connected to the main bilge system shall be provided, one of which may be driven by the propulsion machinery. If the Administration is satisfied that the safety of the ship is not impaired, bilge pumping arrangements may be dispensed with in particular compartments. (SOLAS 74, 2020)	Ensure officers are aware with the operation and maintenance , 15PPM test procedure, retrieving procedure of past data of last 18 months Ensure 5 yearly calibration/accuracy certificate and Type approval certificate FOR 15 PPM BILGE ALARM is available.	☐
5.16	Have specific warning signs been posted at the Oily Water Separator overboard discharge valve and effective		A sign shall be posted close to the overboard valve stating ***"DO NOT OPERATE VALVE WITHOUT***	☐

	sealing arrangements implemented to prevent accidental opening and is the system engineered in such a way that protection against unauthorised access or accidental operation of the valves provided?		***CHIEF ENGINEER PERMISSION***". - TECHNICAL PROCEDURES MANUAL Sect 21.0 OILY WATER SEPERATOR Overboard valves to be closed and sealed and seal number to be recorded in company form 3.2.7	
5.17	Is the steering compartment oily bilge water discharge arrangement satisfactory?	**Guide to Inspection** Hydraulic or other oil may accumulate in the bilge wells of the steering compartment. Suitable arrangements should be provided for the disposal of it. If overboard valves are provided, they should be secured, and pollution prevention notices should be posted.	Ensure drainage area is clear of oil and debris	☐
5.18	Has a declaration been provided by the shipper as to whether the cargo is harmful to the marine environment (HME)?	**Guide to Inspection** Solid bulk cargoes shall be classified in accordance with the criteria specified in the 2012 Guidelines for the implementation of MARPOL Annex V MEPC. 219(63) and a declaration provided by the shipper as to whether or not they are harmful to the marine environment. Cargo residues classified as harmful to the marine environment (HME), which cannot be recovered using commonly available methods for unloading, cannot be discharged into the sea. This waste must be discharged to an onshore waste reception facility. MARPOL, 2017. (Resolution MEPC.219 (63), Guidelines for the Implementation of Marpol Annex V, 2012) (Resolution MEPC.277 (70) Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the protocol of 1978 relating thereto, 2016)	HME information is provided in the Shipper's Declaration. HME cargo residue cannot be discharged into sea.	☐

Section 5: POLLUTION PREVENTION AND CONTROL

5.19	Has a Garbage Management Plan been provided and is the Garbage Record Book (GRB) being correctly maintained?	**Guide to Inspection** Every ship of 100 gross tonnage and above and every ship which is certified to carry 15 persons or more shall carry a garbage management plan which the crew shall follow. Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the seabed shall be provided with a Garbage Record Book Part 1. The Garbage Record Book (GRB) is divided into two parts: > Part I for all garbage other than cargo residues, applicable to all ships. > Part II for cargo residues only applicable to ships carrying solid bulk cargo. The GRB garbage categories should include e-waste1, and the category for cargo residues should be split into HME (harmful to the marine environment) and non-HME. The updated garbage category distribution is as follows: A. Plastics B. Food waste C. Domestic wastes D. Cooking oil E. Incinerator ashes F. Operational waste G. Animal carcasses H. Fishing gear I. E-waste J. Cargo residues (non-HME) K. Cargo residues (HME) The GRB discharge table should be updated, and the incineration start and stop date/time/position should be recorded. A new table is included for reporting exceptional discharge or loss of garbage under regulation. It also covers the reason for the discharge or loss, details thereof and precautions taken and should be updated where applicable. The GRB part II for solid bulk cargo residues includes entries for position or port, garbage category (J or K), amount discharged to sea or reception facilities, and start and stop positions for sea discharge. Along with the GRB, receipts obtained from receptions facilities should be kept on board for at least two years. Even though Annex V of MARPOL is mandatory for all ships, there are neither certification nor approval requirements. However, the following is required under MARPOL: > Placards posted on board noting the discharge requirements. > A Garbage Management Plan > A Garbage Record Book (MARPOL, 2017) (Resolution MEPC.220 (63), Guidelines for the Development of Garbage Management Plans, 2012) (Resolution MEPC.295 (71), Guidelines for the Implementation of MARPOL Annex V, 2017)	Ensure garbage management plan is onboard Ensure garbage record book part I and II are completed promptly after each operation Ensure garbage receipts from reception facilities are filed. Ensure garbage placards are posted	☐
5.20	Are the garbage storage and disposal facilities in a tidy and hygienic condition?	**Guide to Inspection** Garbage collected throughout the ship should be delivered to designated processing or storage locations. Cleaning and disinfecting of garbage storage location are both preventative and remedial pest control methods that should be applied regularly in garbage storage areas. (GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V, 2017) 	Check the condition of the garbage receptacles in the storage area, these should be metallic , leak proof, properly marked. Please ensure METALLIC lids are properly fabricated and sealing is effective Each category shall be segregated and not mixed.	☐

Section 5: POLLUTION PREVENTION AND CONTROL

5.21	Has a ship-specific Energy Efficiency Management Plan been provided to the vessel?	**Guide to Inspection** The SEEMP is a management tool to assist shipowners in managing the energy efficiency of their ships. It is designed to provide the framework against which a shipowner can develop best practice and energy efficient operations. The IMO introduced the SEEMP as a mandatory tool under MARPOL Annex VI, which entered into force on January 1, 2013. Planning, implementation, monitoring and self-evaluation and improvement are the four key processes that the SEEMP must address and describe and together they form a continuous improvement process. (Resolution MEPC.213 (63), Guideline for the Development of a Ship Energy Efficiency Management Plan (SEEMP), 2012) In addition, on or before 31 December 2018, in the case of a ship of 5,000 gross tonnage and above, the Ship Energy Efficiency Management Plan (SEEMP) shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship's Flag State. (International Maritime Organisation, 2018) The first data collection period for IMO's fuel oil data collection system (IMO DCS) requirements start on 1 January 2019, and ships must have on board a confirmed SEEMP Part II with an accompanying Confirmation of Compliance from this date.	Ensure SEEMP Part I and II are available and filed in GDRIVE 9.9.4	☐
5.22	Has the vessel been provided with an International Energy Efficiency Certificate?	**Guide to Inspection** All ships of 400 gross tons and above engaged in international voyages will need to be issued with an International Energy Efficiency (IEE) Certificate. Owners and managers of ships engaged in international trade should ensure the IEE Certificate is issued and available after the first intermediate or renewal survey, whichever is the first, on or after 1 January 2013. (MARPOL, 2017)	Ensure certificate is onboard	☐
5.23	If the vessel has an Exhaust Gas Cleaning System (scrubber system), is it in good working order, are the engineers familiar with its safe operation, and have procedures been incorporated into the Safety Management System?	Not applicable	Not applicable	☐
5.24	Are the ballast pumping systems, their associated instruments, controls, valves, and pipework in good order and is there recorded evidence of regular inspection		Ensure in order. Report to ship manager if there are any defects	☐

5.25	Is the ballast control panel, including the pressure gauges, draft gauges, remote control system for the ballast line and ballast valves in good order and maintained regularly?	**Guide to Inspection** The maintenance and testing of the ballast valves should be incorporated into the PMS. Valves within the ballast system are usually screw lift valves, butterfly valves or gate valves. Many valves within the ballast system are remote controlled and all should be fitted with local indicators to show whether the valve is open or shut. This will aid the visual safety inspection for isolation of ballast water tanks. The valve's position indicator should show the current position of the valve. It is recommended that all shipside valves and main valves be opened out and overhauled, repaired and surveyed at dry dock to ensure their correct operation and tightness. Operating time of the power operated ballast valves should be checked regularly, and the manufacturers guidance should be followed for optimum opening and closing times of the ballast valves	Comply with PMS. Check operation of pressure gauge / Guage to indicate zero when there is no pressure and there is no error. Check condition of pressure gauge (transparent / readings legible) Check local indicator which indicates whether valve is open or shut and shows the current position of the valve Check if opening and closing times of valves are as per maker manual Check condition of remote control system Check/inspect for leaky safety valve, pipes, gauge connections, rectify as required Check/inspect pipe lines for proper clamping etc Functional check the operation of valves (10% of total nos.) by emergency	☐

			procedures (by portable hand pump). Check hydraulic pump units and tank oil level. Replenish if required Check hydraulic pressure stability Check operation of remote level monitoring sensors	
5.26	Are bunker and ballast tank manholes maintained in good condition?	**Guide to Inspection** The gaskets and fastening bolts should be fitted in their original condition and maintained in good condition.	Ensure there are no missing bolts Ensure packing is in good condition Ensure all bolts are tightened Ensure each manhole is marked to identify the name /. Number of tank Ensure manhole is marked “ ENCLOSED SPACE”	☐

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 17 OF 2022

MPA Shipping Division
460 Alexandra Road
21st Storey mTower
Singapore 119963
http://www.mpa.gov.sg

22 December 2022

Applicable to: Shipowners, ship managers, operators and masters of Singapore-registered ships

Notices issued by Shanghai MSA and AMSA on effective maintenance of main engines and power generation systems

The purpose of this Shipping Circular is to inform the Shipping Community the notices issued by the Shanghai Maritime Safety Administration, China (Shanghai MSA) and the Australian Maritime Safety Authority (AMSA) related to the maintenance of main engines and power generation systems, and the reporting requirements in case of a machinery failure.

Safety Notice from Shanghai MSA

2. Shanghai MSA has published a safety notice which aimed to strengthen the safety management of ships and implement stringent requirements for ships with machinery failure to ensure navigational safety while navigating in waterways under the jurisdiction of Shanghai MSA. The safety notice had come into force on 01st July 2022 and will be effective for two (2) years.

3. The safety notice requires a ship master to take immediate measures to ensure safety and avoid dangerous situation or accidents in the event of critical machinery failure, including prompt reporting to the MSA Command Centre and following MSA's instructions thereafter. In addition, after the ship has been secured in a safe and stable condition, a written report should be submitted to the local MSA through the company's agent and email pscshanghai@shmsa.gov.cn in a timely manner covering ship's particulars, details of the incident, emergency measures and corrective actions taken. The notice highlighted that Shanghai MSA will maintain a "list of ships" that fall into category 4 or 5 as detailed in its notice, with these ships facing a ban from entering the port or expulsion if defects are not rectified to the satisfaction of the Shanghai MSA. Such "list of ships" will also be subject to more onerous requirements prior entering waters under the jurisdiction of the Shanghai MSA.

4. Please note that applicable ships will also be subjected to Accident Investigation and Safety Inspection by the Maritime Safety Administration. More details could be obtained from the Shanghai MSA's safety notice published by Shanghai MSA via this link:

https://www.sh.msa.gov.cn/hsfg/content.jspx?cid=E19DE654D8F76BF2E0533A0820C69208

Marine Notice from AMSA

5. AMSA issued a marine notice to draw the attention of vessel operators to the importance of planned maintenance in ensuring safe operation of ships, and highlights AMSA's current focus on planned maintenance during Port State Control inspections. The focus inspection is to respond to recent incidents which reflects a lack of effective maintenance of main engines and power generation systems that can pose serious risk to the safe and pollution-free operation of vessels.

6. During the focus inspections, AMSA will place a greater focus on planned maintenance of propulsion and auxiliary equipment and associated systems and will take necessary compliance actions to address any identified areas of concern. This may include the physical attendance of classification society surveyors to verify the condition of critical equipment and its suitability to continue to function under all voyage conditions to maintain safe operations. More details could be obtained from the AMSA's marine notice published by AMSA via this link. https://www.amsa.gov.au/about/regulations-and-standards/102022-planned-maintenance-ships

7. In addition, incident occurs when ships are operating in Australian waters, the ship/company is required to notify AMSA as soon as reasonable possible using Form 18 or email reports@amsa.gov.au, and under Australian's Marine Order 1 (Administration) 2013, Australian vessels and foreign vessels must submit an incident alert within 4 hours. Subsequently an incident report Form 19 is required to be submitted within 72 hours of becoming aware of the incident. For details, please refer to this link: https://www.amsa.gov.au/marine-incident-reporting/how-report-incident

Call for Action

8. Ship managers and operators are hereby requested to take the following immediate actions:

a) Disseminate this information on a priority basis to Designated Person (ISM) and key office personnel and ship(s) under your management. Singapore ship masters shall take note and adhere to the instructions/guidance in the notices issued by Shanghai MSA and AMSA.
b) Singapore ship masters shall share these information with all the crew on board and Designated Person (ISM) shall ensure this action is done.
c) Singapore ships to be thoroughly inspected by relevant shore personnel or senior ship officers to ensure its machineries reliability, and the crew competency are in compliance with the applicable Conventions and ISM Code. Defects and/or non-conformities observed on board shall be

immediately dealt with in accordance with the company's Safety Management System.

d) For defect(s) which cannot be immediately rectified, the Master and/or C/E shall report to the company, MPA (shipping@mpa.gov.sg) and/or the responsible ship Classification Society. The port authority shall be notified before the vessel calls to a foreign port. The Master shall carry out risk assessment and ensure appropriate risk mitigating measures are being put in place, as an interim measure.

9. The ship master should continue to use the "Pre-Arrival Checklist for SRS" prior calling to sensitive ports along with a written declaration and submit to MPA (shipping@mpa.gov.sg). We seek your kind understanding, cooperation and urgent attention on the matter in order to achieve our common objectives in maintaining our SRS as a quality flag.

10. For enquiries, please contact Flag State Control Department via email: shipping@mpa.gov.sg.

11. Do subscribe to our Telegram channel – t.me/MPASingapore to receive the latest updates

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27 March 2024
Client Advisory – #10-24
U.S. Coast Guard Enhanced Examination Program April – June 2024 (Q2 2024)

Background:
This purpose of this Alert is to advise our compliance partners about a recently announced U.S. Coast Guard (USCG) Enhanced Examination Program (EEP). Such USCG EEPs are similar to Concentrated Inspection Campaigns (CICs) of other Port State Control regimes,

Overview:
Beginning on 1 April 2024 and continuing until 30 June 2024, USCG Port State Control (PSC) Officers have been directed to carry-out an enhanced exam to verify engine room fire safety.

The enhanced exam will take place during every USCG PSC A and PSC B exam conducted onboard cargo ships. The USCG PSC team is directed to:

1. Verify proper operation of at least one (1) fuel oil shutoff valve via remote operation. (SOLAS II-2/4.2.2.3.4)
2. Verify proper operation of control of stopping power ventilation for machinery spaces from outside the machinery space. (SOLAS II-2/5.2.1.2)
3. Verify presence and condition of protection against hot surfaces (i.e., lagging). (SOLAS II-2/26.1)

PSCOs are instructed to not test operation of fuel oil shutoff valves which would affect current operation of a ship's machinery, to ensure that engines are not starved of fuel. If available engine room fuel oil shutoff valves cannot be operationally tested without affecting engine or ship operations, PSCOs shall visually examine the material condition of each valve, but not instruct the ship's crew to carry out operational testing.

Actions:
Compliance partners are urged to share this advisory with fleet vessels. It is recommended to verify full functionality of remote and local operation of fuel oil shutoff valves, power ventilation stopping arrangements and to also ensure that engine room lagging of pipes and hot surfaces are clean, not contaminated with oil and provide adequate protection,

END OF ADVISORY

Republic of the Marshall Islands

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MARINE SAFETY ADVISORY No. 05-24

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

Subject: **DETENTIONS IN CHINA DUE TO MANEUVERABILITY ISSUES**

Date: **13 March 2024**

This Marine Safety Advisory supersedes Marine Safety Advisory No. 06-23.

The Republic of the Marshall Islands Maritime Administrator (the "Administrator") continues to receive reports of ships unable to maneuver in high-density traffic or narrow waters in China. The incidents occur for various reasons as highlighted below.

1. **Loss of propulsion**

   Incidents have occurred immediately after a ship leaves the shipyard following repairs. Frequently, the berth-trial or sea-trial have not been carried out for a sufficient period. While underway to the next port, issues arise that lead to a loss of propulsion. When this occurs in China's narrow waters, it often leads to emergency anchoring, and subsequent investigation by the China Maritime Safety Administration (MSA), including an expanded port State control inspection that results in a detention.

   Reasons for the loss of propulsion have been problems with the main engine, including:

   - exhaust valves not operating properly;
   - fuel system or air/vapor locks leakages;
   - remote control failures; and
   - governor failures.

2. **Fuel-oil changeover**

   Incidents have occurred where there has been insufficient or incorrect fuel preparation before the changeover. This has caused the diesel generator engines to trip, consequently causing the vessel to lose electric power.

These incidents show the importance of good maintenance for all main and auxiliary machinery with robust testing prior to entering any area of high-density traffic or narrow waters in China. It is in this light that the Administrator reminds shipowners, operators, and Masters that:

- Proper main engine and steering gear testing is required when repairs have been completed. This should be done prior to entering any area of high-density traffic or narrow waters.

- Crew should be familiar with the fuel oil changeover procedures when entering or exiting Sulphur Emission Control Areas, and in dealing with any emergency situations.

- When equipment or machinery is found faulty, in addition to reporting to Class or the Administrator (as required by the International Convention for the Safety of Life at Sea, 1974), the coastal State and local MSA should be promptly notified.

- Shanghai MSA has made an Announcement on strengthening the safety management of ships with machinery failure. It is available on their website in Chinese only.

- Any inability to maneuver or loss of propulsion incident in China must be reported by the Master directly to the local authorities and to the Administrator (inspections-hk@register-iri.com).