



Making waves

IVSS CAMPAIGN AND NEWSLETTER

JULY 2024

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1. WORK / REST HOURS

The Office has terminated ISF WATCH KEEPER and will be using CSM rest hour module from 01 July 2024.

All deck and engine room officers have been provided with user login and password.

In ISF watch keeper, we input work hours but in CSM we input rest hours.

Kindly ensure work / rest hours are updated in the CSM rest hour module on a daily basis. The department heads (CNO and 2EO) shall update the rest hours for the ratings on a daily basis.

Clarify with me if there are any doubts regarding the use of the program.

2. STEEL PLATES STORAGE AND HANDLING

Kindly discuss attached incidents involving the storage and handling of steel plates with all officers and crew at the next opportunity and take necessary measures to prevent injuries onboard.

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:

- **FAMILIARIZATION OF CONTRACTOR ON BOARD**
- **PORT STATE CONTROL VOL 3**
- **RECOVERY OF PERSONS FROM WATER**

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 has been 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. OJT – DEWATERING SYSTEM

Kindly discuss attached OJT with all deck officers and ensure that the water accumulated in the Bosun store and Void space (if any) excluding the chain lockers can be pumped out remotely from the bridge or engine control room without going to the forward part of the vessel.

6. PENALTIES IMPOSED IN CHINA RECENTLY

The Master shall discuss attached OASIS circular regarding penalties issued in China. All officers are to take necessary measures to avoid penalties.

7. RIGHTSHIP SECTION 14 – GENERAL APPEARANCE

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.

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 “**General Appearance**” checklist and ensure if vessel is complying with all items.

8. RESTRICTED VISIBILITY

Kindly find attached article on “Restricted Visibility” issued by the Nautical Institute.

The Master shall discuss the tips for handling restricted visibility with all the deck officers at the next opportunity.

9. EMERGENCY NAV SYSTEM TABLET

The company has started providing “EMERGENCY NAV SYSTEM TABLET” along with AIS pilot plug repeater to each vessel.

The purpose of the tablet is to provide an easier and reliable backup solution in case both the ECDIS fails.

All deck officers shall be familiar with the Quick Reference Guide.

Once received on board, the DECK OFFICERS shall commence using the TABLET.

The Master can contact CHARTWORLD regarding any queries in the use of the Tablet.

10. HATCHES IN “TENT” POSITION

There were several recent incidents related to unsecured hatches in tent position and in some instances, people have been observed leaning over hatch coamings while hatches are in tent position.

Unsecured or incorrectly secured hatches can have serious consequences, including the possibility of severe injuries or the loss of life for personnel working on or near hatches.

Kindly discuss the unsafe acts as per attached Marine Notice with all deck officers and ratings and take measures to prevent recurrence of these incidents.

11. BILGE SYSTEM

In recent months we have had a number of near misses and incidents involving Ballast and Bilge systems aboard our vessels.

While both systems serve very different purposes aboard, their operation involves direct interaction between the Deck crew and the Engine crew.

➤ **Background to bilge incidents**

Leaking bilge valves from the engine room or from the cargo holds can cause water ingress in the cargo holds which may result in solidification or damage to cargo causing severe cargo claims.

Also, improper management of the Ballast system in the engine room can result in water ingress in the cargo holds

The company has instructions for the checking of bilge systems to ensure they are fit for purpose, and that they are maintained to ensure water does not flow back into the bilge, where it can make contact and damage cargo.

These instructions cover the actions to be taken during and after hold cleaning, testing of the integrity of the pipeline system, non-return valves and the valves in the system.

There are also instructions for carrying out soundings of the bilges to ensure any water present is identified and removed from the bilge wells during the voyage.

In addition to the fitted systems, the company requires the use of spectacle pieces to be fitted in the bilge lines system as an extra layer of security against water ingress from the other engine room pumps and systems.

➤ **Most common reasons for water and other liquids to be found in the bilges or cargo space**

The most common reason for water to enter the hold and damage cargo is unfortunately through the bilge systems. Reasons include poor management of the system, non-return valves clogged with residue from passed cargoes, and human error in not securing the system correctly.

Other reasons can be

- Holes or stevedore damage vent pipes (fuel and ballast) that pass through the cargo space and are pressed up.
- Holes in sounding pipes to water ballast tanks and fuel tanks, once again that are pressed up.
- Tank lids leaking
- Top side tanks leaking, usually from cracked welds or stevedore grab damage, or damage to tank tops.
- Cracks in the hull.
- Retained water leaking out of loaded cargoes
- Rainwater
- Sounding pipe caps not tightened after daily routine soundings.

➤ **Preventative measures**

a. In preparation for loading cargo

The management aboard of the bilge system is often neglected, due to time constraint issues, lack of awareness, and pressured cargo loading preparations.

The watertight integrity of the cargo space includes ensuring ALL ingress of water sources are checked and eliminated.

This is carried out by:

- Ensuring the hatch covers are sealing
- Ensuring the hatch channel drains are clean and operational

- Ensuring the hold is fully inspected for any structural damage or damage to fittings after cargo discharge. Note physical damage to a vent line or pipe, may not be at the physical damage, but at the next weld or sleeve. Look for any signs of moisture or weeping rust stains.
- Ensure the hatch accesses and air vents are sealing
- Ensure the non-return valves are cleaned of residue from last cargo and all residue cargo is removed from the hold, frames, bilge wells and hatch cover trackways.
- While the non-return valve is open, close the bilge valve and pressure test the line to the valve to ensure it is holding. For 1 hold (any hold where the non-return valve is disassembled.) then open the bilge valve and close the block valve, and ensure it is sealing. Then reassemble the non-return valve and with both the tested valves open, test the non-return valve under pressure
- It is known that bilge wells are places where we experience accelerated corrosion, so check any sounding pipes passing through these areas are in serviceable condition.
- Check all hydraulic lines passing through hold and operating the bilge and ballast valves are serviceable and not leaking and any protection covers are secured in place
- Once all checks are done, ALL valves in the bilge system should be closed and double checked by two officers.

b. Prior to loading cargo

All bilge lines shall be totally stripped after completion of hold cleaning.

Sounding pipes will be sounded and the sounding bob is to be observed in the bilge. Sounding cap closing to be checked to be watertight.

Once the bilge system has been checked and deemed in good condition, the nature of the cargo to be loaded must be considered.

If the cargo is sensitive to water damage, such as steel products, alumina, clinker, cement, grain, etc. the bilge system should be blanked.

Blanking of the system should be done with an understanding of the following

- A spectacle piece should be used, at a position decided by the Chief Engineer, and known to the Chief Officer and Engineering Officers. It is recommended that the spectacle pieces for both the port and starboard bilge lines are painted (red for port, green for starboard), and the flanges where they are inserted are also painted red for port and green for starboard and stenciled PORT HOLD BILGE SPECTICAL PIECE and STARBOARD HOLD SPECTICAL PIECE.

- These spectacle pieces must be accessible in an emergency and be in the line servicing only the hold bilges and after any cross overs lines in the engine room.
- Two Officers shall check that the bilge valves of each hold are properly closed. Checking of the bilge valves only by the engine room or deck ratings is unacceptable. The CNO shall seal the closed bilge valves with numbered seals prior loading and entries to be recorded in the port logbook,
- Tests of the bilge system and bilge valves and swinging of spectacle pieces shall be recorded in the Engine logbook.

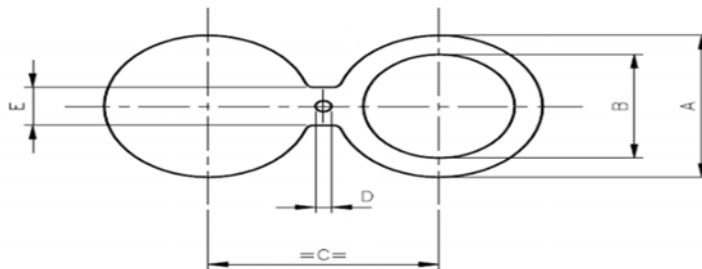


Figure 1 Typical Spectacle Blind

c. During the voyage

- Should any bilge be required to be pumped on the voyage, only the bilge to be pumped must be lined up for pumping. Two bilges must NEVER be lined up at the same time.
- All valves on the line of the pumped bilge are to be closed BEFORE the next bilge is lined up for pumping.
- After the pumping of the bilges, the spectacle pieces, if in use, must be returned to the closed position and witnessed by two officers, and recorded in the Engine Logbook.
- The record of pumping out of water from the bilges is to be kept using company Form and all concerned parties informed.

➤ Heavy Weather Ballast Hold

Some vessels have Number 3 hold which can be ballasted to increase the draught for an anticipated bad weather voyage. There may also be commercial pressure to ballast this hold to be able to reduce the vessels freeboard to fit under a loading appliance or gantry.

Extreme caution, checking and Risk Assessment must be carried out abroad to ensure water cannot run back from the ballast hatch to the other cargo holds via the bilge system or the ballast system. Ensure bilge wells are blanked with sound gasket in place before ballasting the hold. Even with the bilge system blanked in the engine room, water has been known to pass back into other holds due to poor bilge valve maintenance, due to the high head of water in the ballast hold.

Requests by charterers to ballast this hold must always be passed to the Marine Superintendent for consideration.

12. BALLAST SYSTEM

In the last few months, we have had a number of incidents due to ballast system operation failures, poor ballasting practices, or ballast system component failures.

Ballasting operations need to be carefully managed and the crew must always plan this operation to make sure the vessel does not incur any off-hire or delays to cargo operations.

12.1. Ballast System components

The ballast system roughly consists of the following components

- Valves and hydraulic actuators
- Pipelines
- Pumps
- BWT plant

12.1.1. Valves and hydraulic actuators

In the ballast system most valves will be butterfly valves. These valves are prone to damage over time if silt, sand or other materials wear the sealing rubber. Mechanical damage may also occur when the rubber seal dislodges, causing the valve to pass. The valve gate is connected to the actuator or handle via a shaft with a cotter pin, which may shear over time.

Gate valves may suffer damage to the sealing faces- by cavitation or suspended particle wear (grit, sand etc. in the water), or debris collection in the seat of the spade, resulting in the valve passing. A more common failure is the shearing of the spindle shaft due to over tightening or tightened shaft gland packing.

Globe valves are the most robust in the system and usually used as block valves. They seldom fail, unless solids are entrapped in way of the seat.

Hydraulic actuators fail if the hydraulic pipes are mechanically damaged (normally stevedore damage), or the lines fracture due to corrosion or vibration (supports compromised).

12.1.2. Pipelines

Ballast lines are normally difficult to maintain due to where they are on the vessel. This is in the bottom of the engine room and in the ballast tanks. These lines may also have expansion couplings which are less robust than the steep pipes.

Any failure in lines due to holes, cracks or compromised couplings allows air in, and water out, will affect the efficiency of the system.

12.1.3. Pumps

When planning ballast operations, it is important to reliably know the capacities of your ballast pumps that are going to be used.

The capacity of the pump will be affected by the condition of the pumps wear rings, impellor state, and the general maintenance of the pump.

The actual capacity of the pumps while running BWTS is to be tested frequently. If there is a significant difference between the actual capacity and the designed capacity or the capacity specified in the Charter Party, please report to your Ship Manager/ Marine Superintendent (TSI/MSI) immediately.

12.1.4. Ballast Water treatment plants (BWT)

We are all aware that the ballast water treatment plants (BWT) are the least reliable part of our ballast system. This is due to a number of factors, from availability of some spares to fundamental design issues in earlier plants. Legislation compliance is of paramount importance for our fleet, and unauthorized changes to procedure must only be attempted with Port State authority, obtained with the assistance of the Company.

12.2. Ballasting Procedures

Ballasting and de ballasting procedures are well covered in the SMS.

12.2.1. Ballasting system

- Before any ballast operations aboard all valves in the system must be closed.
- If the BWT is to be used check the system is operational and the lineup is correct. The lineup shall be verified by the OOW to avoid one man error.

- Once agreed with the Chief Officer, line up the system to the tank valve.
- Open the tank valve and start the pump. Adjust the discharge valve on the pump to achieve maximum discharge pressure.
- At the end of operations all ballasting valves, including the block valves and the overboard must be closed.

12.2.2. *High speed loading berths*

For ports with loading appliances in excess of the de-ballasting rate of the ship, extreme planning is required by the team aboard. It is important the ship arrives at the loading berth with the minimum ballast that it is safe to maneuver the vessel. Ballast should be in the tanks that the vessel is comfortable with, and that is possible to discharge in the shortest possible time.

If the vessel de-ballasting rate is deemed too low or problematic, some high-volume ports will remove a poor performing vessel from the berth. The vessel may also be blacklisted for future calls.

We will highlight some points below that will need consideration.

- Ballasting or de-ballasting operations should be discussed in advance between the Senior Officers aboard.
- A plan must be formulated that covers the ballasting operation
- There should be sufficiently qualified Officers and Crew available for the entire planned operation.
- Rest hour requirements must be met.
- Other operations such as storing, bunkers and crew change must also be included in the plan.
- Any known defects in the system ballast system must be highlighted and planned for.
- Agreed intervals for soundings must be adhered to so pump efficiencies can be checked and maintained.
- The vessel must not be allowed to trim by the head during de-ballasting operations.

Short loading of cargo due to de-ballasting issues aboard is a serious legal and cost issue for the Owners.

12.2.3. Loading and discharging by ships gear and shore cranes.

Unfortunately, it is during these operations that we encounter most issues. The pace of operations is slower and often the people involved are carrying out the operations, while also carrying out other routine maintenance and duties aboard.

Most cases involve:

- Tanks which are not being pumped, either rising or falling due to a hole in the line passing through the tank, or passing valves, or incorrect line up in the engine room. All ballast tanks should be sounded at least every 2 hours during ballasting operations to ensure non pumped tanks remain the same sounding.
- Overflowing ballast tanks due to lack of planning and monitoring. This can cause garbage, cargo residue and residue oil to pass overboard.
- Loss of suction due to discharge valves not being throttled back to retain stripping capability.
- Tank valves, block valves not being closed after ballast operations resulting in water running back into tanks.
- Tanks valve left open and water running from one tank to another.
- Overboard valves left open, resulting in reduced pumping rates as water is pumped sea to sea.

12.2.4. Ballasting records

All ballasting of the vessel tanks must be recorded in the engine logbook. This must include the tank numbers and the starting of pumps and opening and closing of the tank valves and block valves that are in the machinery space.

Deck officers will also record ballasting volumes, start and stop times as well as the opening and closing of the ballast tank valves on the main deck in the port logbook and the ballast water record book.

Malfunction/non-operational of BWTS due to any reasons such as equipment failure, water quality, water density etc must be reported to your Ship Manager/ Marine Superintendent (TSI/MSI) immediately.

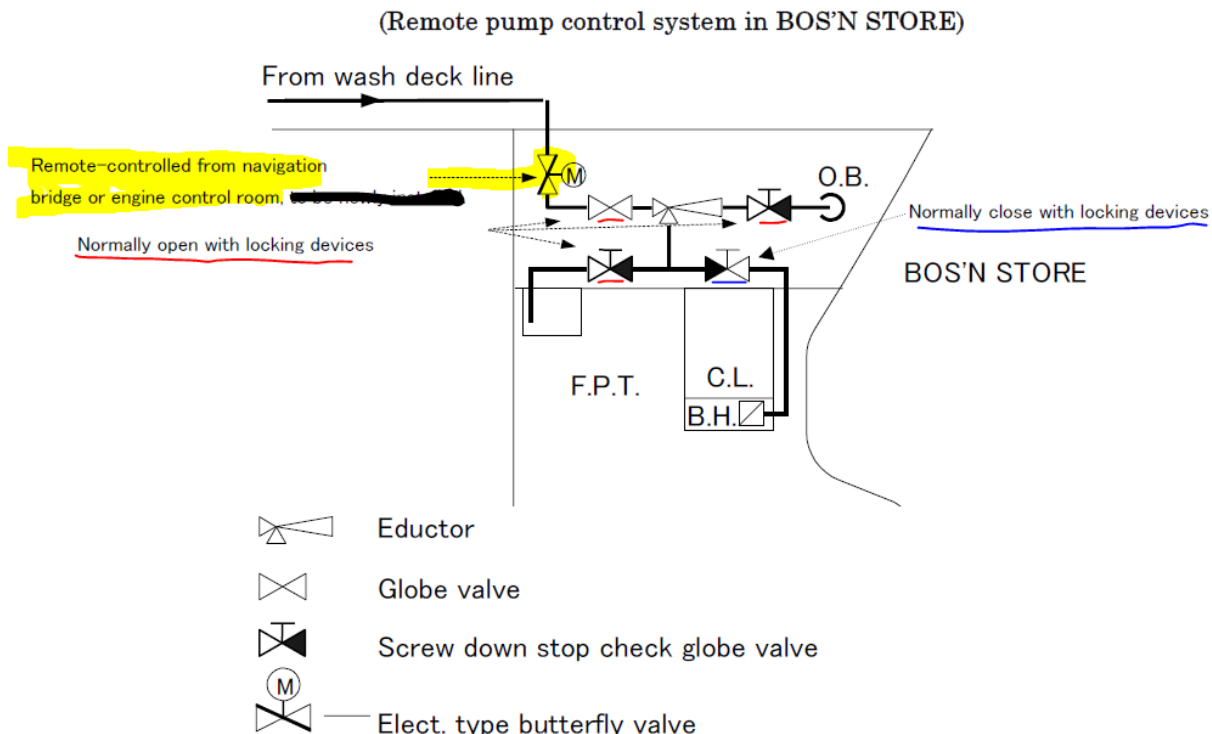


VESSEL : _____

DATE : _____

Details of training: De-watering system

- On bulk carriers, the means for draining and pumping ballast tanks forward of the collision bulkhead and bilges of dry spaces any part of which extends forward of the foremost cargo hold shall be capable of being brought into operation from a readily accessible enclosed space, the location of which is accessible from the navigation bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. (SOLAS Chapter XII – Regulation 13 - Availability of pumping systems)
- De-watering system also required on the ships other than bulk carriers, which occasionally carry dry cargoes in bulk.
- Water level detection and alarm system is to be located on the navigation bridge and be capable of detecting water ingress at all cargo holds and spaces and ballast tank forward of collision bulkhead. In general, FPT, Bosn's Store, F'cle Space excluding chain lockers are considered as these spaces. The systems is to be a type being approved and to be supplied with electrical power from two independent supplies, and failure of the primary electrical power supply is identified by an alarm.
- Check water from FPT, Bosun store and Void space (if any) excluding chain lockers can be pumped out remotely from the bridge or engine control room without going forward part of the vessel for lining up the manually operated valves. For this remote-controlled valve operated from bridge is installed on wash deck line for driving the eductor, forward stores bilge suction valve and overboard discharge valve are kept open. Refer following typical Bosun Store pumping out system:



- Check valves for bosun store bilge well and forward void space (if any) water pumping out system on board are correctly set up (manually operated suction and overboard discharge valves open at sea) and are marked accordingly.
- Refer RISQ 5.9, a warning notice is posted at bosun store bilge wells 'Check for oil before discharge' and overboard valve should be closed within port limit. Ensure the overboard valve is kept open at sea for pumping out water remotely.

5.9 Are the arrangements for detection and disposal of water from forecandle store and chain locker in good order, and are measures in place to prevent the accidental discharge of oil? (V)

Yes
 No
 N/A
 N/V

Guide to Inspection
<p>Where there is a possibility of hydraulic or other oil accumulating in the forecandle 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.</p> <p>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.</p>

Attachment: Bosun store and forward void space pumping out system of two vessels.

Above has been read and understood.

CNO: _____

2NO: _____

3NO: _____

X2NO/X3NO _____

D/C _____

Verified by: Master _____

Please file in OneDrive/ 3.2.3 Training folder



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Guangzhou Xiamen Ningbo Hongkong

Date: 21 June 2024

Oasis Circular No.: 2406

Subject: Administrative penalties frequently imposed by local maritime authorities in China recently

We have seen an increasing number of administrative penalties that were imposed on ships, owners and the responsible crew members by local maritime authorities due to violation of local laws, regulations or international conventions. In many ports, drones have been used to monitor the operation of ships in the port area, and any illegal activities will be recorded and investigated accordingly.

A summary of the most commonly seen penalties and possible range of penalty amount is given below for your guidance only in the hope of helping our clients to be compliant and to avoid penalties and delays.

- **Illegally discharging domestic sewage, food waste or cargo residues into the sea.**
- **Illegally discharging cargo residue due to ballast water overflow.**

Penalty:

- a) A fine of between CNY10,000 and CNY1,000,000, depending on the type and amount of the waste that has been illegally discharged.
- b) For violations that occurred before 01 Jan 2024, the old version of *Marine Environment Protection Law of P.R.C.* is applicable and the amount of penalty may be lower than the above.

Special note:

- a) Chinese authorities interpret the "nearest land" under MARPOL convention in China to be the *baseline* of territorial sea published by the Chinese government, instead of the *physical nearest land*. Therefore, the nearest distance permitted for discharge of domestic sewage, food waste, cargo residue, wash water, and

ballast water shall be calculated from the baselines of the territorial sea published by the Chinese government.

- b) The Bohai sea is surrounded by land on three sides, and faces the sea on one side connecting Yellow sea through Bohai Straits. The Bohai Sea is the inland sea of China and the discharge of untreated domestic sewage, food waste, cargo residue, and wash water is strictly prohibited there. We have seen frequent cases of administrative penalties in this respect.

- **Failure to truthfully record and preserve the discharge and operation of ship pollutants.**

Penalty:

A fine of not exceeding CNY100,000.

- **Failure to get approval from MSA in advance before discharging ballast water.**

Penalty:

A fine of not exceeding CNY20,000.

- **Ships that are not equipped with domestic sewage storage tank discharge treated domestic sewage into the river via the domestic sewage treatment device whilst alongside in the Yangtze River**

Penalty:

A fine of between CNY20,000 and CNY30,000.

- **Ships are flying the damaged and/or polluted flag of P.R.C.**
- **Ships are flying the flag of P.R.C. with incorrect size.**
- **Ships are flying the flag of P.R.C. upside down.**

Penalty:

a) A fine of between CNY20,000 and CNY200,000.

- b) Relevant liable person: a fine of between CNY2,000 and CNY20,000 and may subject to suspension or revocation of the certificates of competency as well.

- **Failure to display the signal flags properly.**

Penalty:

- a) A fine of between CNY20,000 and CNY200,000.
- b) Relevant liable person: a fine of between CNY2,000 and CNY20,000 and may be subject to suspension or revocation of the certificates of competency as well.

➤ **Flag “B” is not displayed when ships are discharging dangerous goods.**

Penalty:

- a) A fine of between CNY20,000 and CNY200,000.
- b) Relevant liable person: a fine of between CNY2,000 and CNY20,000 and may be subject to suspension or revocation of the certificates of competency as well.

➤ **Ships are found emitting visible black smoke in waters along the Yangtze River.**

Penalty:

A fine of between CNY1,000 and CNY50,000.

➤ **Failure to maintain safe speed, and/or failure to strengthen the lookout, and/or failure to comply with the special navigation rules within the areas when ships enter or leave ports, anchorages or pass through bridge waters, straits, narrow waterways, important fishery waters, areas with dense concentrations of navigable ships, ship’s routing zones, traffic control zones.**

Penalty:

- a) A fine of between CNY20,000 and CNY200,000.
- b) Relevant liable person: a fine of between CNY2,000 and CNY20,000 and may be subject to suspension or revocation of the certificates of competency as well.

The above listed types of administrative penalty are not exhaustive, and it is worth mentioning that ships may be subject to administrative penalties in the event of a navigation accident or oil spillage.

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

Best regards,

Oasis P&I Services Company Limited

Section 14: General Appearance - Hull and super structure

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
14.1	Is the ship's hull clean, free of significant corrosion, extensive coating breakdown and marine growth? (V)	<p align="center">Guide to Inspection</p> <p>Implementing practices to control and manage biofouling can greatly assist in reducing the risk of the transfer of invasive aquatic species.</p> <p>Such management practices can also improve a ship's hydrodynamic performance and can be effective tools in enhancing energy efficiency and reducing air emissions from ships. This concept has been identified by the IMO in the "Guidance for the development of a ship energy efficiency management plan (SEEMP).</p> <p>Hull resistance can be optimized by new technology-coating systems, possibly in combination with cleaning intervals. Regular in-water inspection of the condition of the hull is recommended.</p> <p align="right">(GUIDANCE FOR THE DEVELOPMENT OF A SHIP ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP), 2009)</p> <p>The vessel should be provided with effective, environmentally safe, and practical biofouling management procedures that are based on industry recommendations for in-water cleaning of the ship's hull to reduce the spread of invasive aquatic species.</p> <p>The vessel is required to maintain a Biofouling Record Book in which all inspections and biofouling management measures are recorded.</p>	<p>Ship energy efficiency management plan (SEEMP PART I).</p> <p>Biofouling record book</p> <p>Records of hull inspection and cleaning (to be filed in section 6.5.3 of one drive)</p> <p>Biofouling management plan</p> <p>Hull cleaning will be done on condition basis at convenient port</p>	<input type="checkbox"/>
14.2	Are the following permanent markings on the ship's hull, where applicable, plainly visible and painted in a contrasting colour? (V)	<ul style="list-style-type: none"> > The vessel's name > Port of registry > Load lines > Draft marks > Thruster warnings > Tug push points > IMO number > Bulbous bow mark 	<p>Check if marked and legible</p>	<input type="checkbox"/>
14.3	Are the weather decks free of loose rust scale and maintained in a satisfactory condition? (V)		<p>Ensure no loose rust scale on deck.</p> <p>Plan and carry out maintenance as required</p>	<input type="checkbox"/>

Section 14: General Appearance - Hull and super structure

14.4	Are the pipes on deck free of significant corrosion, pitting, soft patches, leakage or temporary repair and maintained in good condition? (V)	<p align="center">Guide to Inspection</p> <p>The following deck pipes should be checked for external indications of corrosion, pitting and temporary repair:</p> <ul style="list-style-type: none"> > Hydraulic and pneumatic pipework > Fire mains and associated fittings > Pneumatic lines > Electrical conduit lines > Ballast lines > Fresh water line > Steam pipe including heating system <p>Pipe securing arrangements should be maintained in good condition and allow free movement of the pipes, as necessary.</p>	<p>No soft patches on any pipeline</p> <p>No temporary repairs</p> <p>U Bolts to be in place not crimping lines</p> <p>Use of Teflon inserts and sliders should be in good condition</p> <p>Check pipe securing arrangements and for free movement</p>	<input type="checkbox"/>
14.5	Are all the watertight doors including fire doors, weathertight doors, portholes, and wheelhouse windows maintained in good order? (V)	<p align="center">Guide to Inspection</p> <p>Fire-resistant divisions constructed in accordance with SOLAS II-2 are utilized to contain the fire and reduce the risk of fire spread. These divisions' openings, such as engine room access doors, are equipped with self-closing devices. Fire doors should not be fastened or wedged open in any way. Doors positioned on a weather deck, particularly the main deck, are also critical to the vessel's safety. As a result, they should never be fastened or tied open when underway.</p>	<p>No wedges</p> <p>Not tied with ropes. No ropes in vicinity</p> <p>Gaskets are to be in good condition</p> <p>Door securing closing devices must be working</p> <p>Tie backs and unauthorized hook backs are to be removed</p> <p>Refer PMS for maintenance of fire doors and weather tight doors</p> <p>Check items as per FIRESAFETY CIC campaign</p>	
14.6	Are the vents and air pipes on weather decks maintained in good order and are they clearly marked to indicate the compartment they serve? (V)	<p align="center">Guide to Inspection</p> <p>Vent head should be maintained in good condition. The flame screen, if fitted, should be clean and in good condition. The closing device which prevents the ingress of water into the space through the vent head should be in good condition and operating correctly.</p>	<p>Vent heads are to be above the height of the save all for bunker/lub tanks</p> <p>Refer PMS in MESPAS</p>	<input type="checkbox"/>

Section 14: General Appearance - Hull and super structure

14.7	Is the cosmetic appearance of the superstructure satisfactory? (V)		Plan chipping and painting as required	<input type="checkbox"/>
14.8	Are the hatch numbers clearly indicated and correctly placed? (V)	<p align="center">Guide to Inspection</p> <p>The ship shall be provided with the hatch identification numbers used in the loading manual and loading or unloading plan. The location, size and colour of these numbers should be chosen so that they are clearly visible to the operator of the loading or unloading equipment.</p> <p align="right">(BLU Code, 2011)</p> <p>Cargo spaces to be included in the computation of net tonnage are enclosed spaces appropriated for the transport of cargo, which is to be discharged from the ship, provided that such spaces have been included in the computation of gross tonnage. Such cargo spaces shall be certified by permanent marking with the letters CC (Cargo Compartment) to be so positioned that they are readily visible and not to be less than 4 inches in height.</p> <p align="right">(International Convention on Load Lines (1966). Protocols and Organization, 2005)</p>	Check if CC is permanently marked on each hatch , legible , visible to the operator and at least 4 inches in height.	<input type="checkbox"/>
14.9	Are the mast heads and their fittings, including but not limited to wire stays, as well as the flood lights, deck lights, emergency lights, and hold lights (if installed), in good working order? (V)	<p align="center">Guide to Inspection</p> <p>Record a N/C if wire stays with sheathed plastic were used to secure the mast heads.</p> <p>Wire stays should be inspected, maintained, tightened, and replaced as needed. Some manufacturers sheath wire stays in plastic. While the sheathing repels water when new, its effectiveness decreases over time. Deterioration of the plastic coating can allow seawater penetration resulting in corrosion undetectable to external observation. Rightship does not recommend the use of plastic sheathed wire rope stays.</p> <p>Hold lighting system shall be fully operational and properly maintained. The inspector shall test the lights to make sure the lighting system is operative and there is no significant earth on the switch boards.</p>	<p>Remove plastic sheathing from all wires on board and grease the wires</p> <p>Any wire badly corroded or damaged , to be renewed</p> <p>Check if hold lighting system is operational</p> <p>Ensure use of cargo lights does not cause any earth faults</p>	<input type="checkbox"/>




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14.10	Are portable and fixed cargo lights used for illumination of cargo holds inspected regularly and maintained in good condition? (V)	<p style="text-align: center;">Guide to Inspection</p> <p>Record a Finding if the lamp holder, drip shield, and shade of portable cargo lights are not nonconductive, do not isolate the crew from electrical shock hazards and have a voltage greater than 50V AC (1-1000Hz) or 120V DC.</p> <p>The human hazard of electric current depends on the intensity and duration of current flow in a specific current path through the body. The technical specification IEC TS 60479-1 comprises the permissible touch currents and the required data to calculate the permissible touch voltages under several conditions (e.g., body resistance, current path, skin moisture (see Parameters for effects of electric current) for alternating current and direct current. A touch voltage of 50 V AC (1-1000 Hz) or 120 V DC for long shock duration (> 3 s) should not be exceeded in healthy adults otherwise a life-threatening condition may occur.</p> <p>“Many bulk carrier / general cargo holds have fixed cargo lights. These can easily ignite combustible cargoes such as grain, animal feed, wood chips, pulp, and paper if they are too close to the light. Self-decomposition of fertiliser has been initiated in this manner. Cargo lights in holds need to be properly isolated before cargo is loaded”.</p> <p>“This is best done by removing fuses or other physical links in the electrical circuits so that the lights cannot be switched on by mistake. In container ships the lights need to be properly placed so that they do not overheat cargo or other combustibles and thus cause damage or fire. Lights in car carriers and ferries are usually fluorescent, which are unlikely to cause ignition. Nonetheless it makes sense to leave lights switched off when they are not needed, particularly in cargo areas where combustibles are present”</p> <p style="text-align: right;">(A guide to the causes and prevention of cargo fires, 2017)</p>	<p>Check if lamp holder , drip shield and shade is non conductive</p> <p>Any hatch lights in poor condition are to be removed from service.</p> <p>Lights not to be suspended on their cables, but on a rope</p>	<input type="checkbox"/>
14.11	Is the condition of electrical equipment including switches, sockets, junction boxes, plugs, conduits and wiring on weather decks satisfactory? (V)		<p>Carry out an external and internal inspection of the electrical cable duct pipe penetrations into the cable inspection boxes. Send your ship manager a picture report of each location on deck to confirm all in order.</p> <p>We have found that the weld where the pipe penetrates the box and the gusset have extensive cracking allowing water ingress to the cable inspection boxes on 2 vessels recently.</p>	<input type="checkbox"/>

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			<p>Liaise with your Ship Manager for any hot work requirements. RA/PTW should allow for adequate protection of the wiring within.</p> <p>Please also check the condition of the Dresser/Helde n Coupling normally located on either side of the box to confirm:-</p> <ul style="list-style-type: none">• That the pipe is allowed to move freely within the coupling as designed when the vessel is flexing. Check for excessive paint in the locations highlighted in red• All the Dresser Coupling bolts are free rust and significant diminution.	
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14.12	Is the paint locker, battery room , oxygen and acetylene rooms and other flammable liquid lockers in good condition? (V)	<p align="center">Guide to Inspection</p> <p>Applicable to ships constructed on or after 01 Jan 2007:</p> <p>No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, for example in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the administration is satisfied that such equipment is:</p> <ol style="list-style-type: none"> 1. Essential for operational purposes 2. Of a type which will not ignite the mixture concerned 3. Appropriate to the space concerned, and 4. Appropriately certified for safe usage with the dusts, vapours, or gases likely to be encountered. <p align="right">(SOLAS74,2020)</p> <p>When battery room ventilators are equipped with a closing device, these devices should be left open and a clear warning notice installed to prevent accidental closing: The closing device should be used only in an emergency.</p> <p>The battery locker should contain personal protection equipment (PPE) for testing and handling the batteries. The PPE includes a face shield or eye-glasses, chemical handling gloves, chemical resistant shoes or boots, a suitable apron and a valid bottle of eye wash. The PPE must be stowed clear of the batteries to avoid possible contamination from battery acid.</p> <p align="right">(Battery rooms ventilation and proper upkeep, 2013)</p>	<p>HSE PROCEDURE S MANUAL / 4.10 / ENCLOSED SPACE ENTRY / SECTION 13 – BATTERY ROOM</p> <p>Battery room vents to be in open position.</p> <p>Ensure PPE is available and stowed clear of batteries (face shield , chemical handling gloves , chemical resistant boots , apron , eyewash)</p> <p align="center">  GS Battery room danger 30cm x 45cm. </p> <p align="center">  GS Battery room vent.pdf </p>	<input type="checkbox"/>
14.13	Are the stores located inside the accommodation and on the weather decks clean and tidy? (V)		<p>Ensure proper housekeeping of all stores including sopep locker.</p>	<input type="checkbox"/>
14.14	Are dryers inside the laundries clear of any build-up of lint? (V)	<p align="center">Guide to Inspection</p> <p>The build-up of lint inside and under the dryer can cause fire. Dryer vents, vent hoses and filters should be cleaned regularly.</p> <p align="right">(Preventing Laundry Fires, 2008)</p>	<p align="center">  Dangers of tumble dryer filters.docx HSE 4.22 – Fire precautions </p>	<input type="checkbox"/>
14.15	Are galley appliances, audio-visual equipment, and other electrical equipment inside the accommodation in good order? (V)	<p align="center">Guide to Inspection</p> <p>The electrical cooking appliances inside the galley must all be in working condition. The deep fat fryer is equipped with a safety thermostat. The thermostat should be in working condition.</p>	<p>Check service date and operation of galley CO2 system and ensure cook/Messman knows how it works</p>	<input type="checkbox"/>

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			<p>Check if thermostat is fitted for deep fat fryer and operational</p> <p>Check if galley exhaust fan is cleaned regularly</p> <p>Check if fire blanket is in order and first aid kit items are not expired</p>	
<p>14.16</p>	<p>Are the door seals, catches and alarm system of the refrigerated space in good order? (V)</p>	<div style="background-color: #2c3e50; color: white; text-align: center; padding: 5px; font-weight: bold;">Guide to Inspection</div> <p>Separate refrigerators should be used for cooked and raw food. Refrigeration chambers must be kept at recommended temperatures, which should be regularly checked and to ensure good air circulation. Door seals and catches should also be checked regularly.</p> <p>Safe temperatures for cold stores are generally considered to be 5°C or colder and minus 18°C or colder for chill and freezer cabinets respectively but a slight tolerance of one or two degrees is unlikely to create any significant risk to food safety. If cabinets do not have a means of checking temperatures, a suitable thermometer should be provided. Thermometers should be calibrated periodically but a simple check monthly, using boiling water (99°C to 101°C) or melting ice (-1°C to +1°C) will verify the accuracy of the thermometer.</p> <p>In freezer units, the combination of high humidity and fluctuating temperatures (warmer than minus 10°C) accelerate mould and other spoilage bacterial growth. Fluctuating temperatures may also cause an accumulation of ice deposits. Food should never be stored in front of cooling units as this restricts the circulation of air. Suitable packaging is essential to avoid the loss of moisture from the surface of food which can produce a freezer burn effect on exposed meat cuts or joints.</p> <p>If defrosting is not an automatic process, equipment should be defrosted regularly to maintain its efficiency. Although fridges and freezer cabinets should be maintained according to the ship's planned maintenance system, cooks and others working in the galley should regularly check the condition of door seals and closing devices as well as routinely monitoring temperatures.</p>	<p>Maintain temperature of refrigeration chambers as per Form 5.2.1 Weekly inspections of crew accommodation, food and water</p> <p>Confirm if MESPAS has maintenance routines</p> <p>Ensure freezer for food waste is clearly marked FOR FOOD WASTE ONLY</p> <p>Ensure defrosting is carried out regularly if not automatic</p> <p>Keep raw and cooked food in separate refrigerators.</p> <p>Ensure door seals and catches are in order.</p> <p>Test refrigeration chamber alarms</p>	<p><input type="checkbox"/></p>

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14.17	Is the elevator, where fitted, inspected, tested and in good order?	NA	NA	<input type="checkbox"/>
14.18	If provided, is the ship's hospital properly equipped, clean, hygienic and for medical use only? (V & M)	<p align="center">Guide to Inspection</p> <p>The MLC, 2006 requires regular inspection of the vessel's medicine chest by the competent authority. RightShip recommends that the annual inspection of medical chest conducted by a vessel's supplying pharmacist or a doctor.</p> <p>The ship's hospital shall not use the hospital as a cabin or storage space. Vessels are required to carry a medicine chest and medical equipment that complies with the requirements in the current edition of the WHO 'International Medical Guide for Ships' and / or flag State.</p> <p>Ships carrying dangerous goods Ships carrying dangerous goods have additional medicines, specific antidotes, and special equipment on board, as prescribed in the International Maritime Organization's Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG). These special items, which are not listed in this guide, should be stored, and registered together with the regular medicines and medical supplies carried on board.</p> <p align="right">(International MEDICAL Guide for Ships, 2007)</p> <p>For additional information, reference should be made to the Medical First Aid Guide for use in Accidents Involving Dangerous Goods. Rightship recommends all ships shall carry the latest edition of the Ship Captain's Medical Guide.</p>	<p>All Medical Publications available in REGS4SHIPS</p> <p>Company form 3.2.0 – Medical inventory</p> <p>Hospital shall be clean and not be used as store or crew cabin</p> <p>Ensure medical chest certificate is valid</p> <p>Ensure water from hospital taps are clear and not muddy</p> <p>Ensure medical log book is updated</p> <p>Check if oxygen bottle pressure is 40 L x 200 bar</p>	<input type="checkbox"/>
14.19	Are the ship's guard rails, walkways, and access ladders, as well as the steps and railings, maintained and in good working order?	<p align="center">Guide to Inspection</p> <p>Record a N/C if the chains strung between guard rail stanchions, in lieu of a fixed railing, are sagging and fail to provide a minimum clearance of one meter from the deck.</p> <p>According to paragraph 2 of Regulation 25 "Protection of the Crew" in Annex I of the Load Line Convention, guard rails must be installed around all exposed decks and must be at least one meter in height from the deck. Chains installed between two fixed stanchions and/or bulwarks are allowed in lieu of guard rails where necessary for the ship's normal operation.</p>	<p>Ensure no sagging on the chains if fitted</p> <p>Chains / Guard rails to be minimum one meter in height from deck</p> <p>Ropes not to be used as guard rails</p> <p>Ensure access ladder railings are in good condition</p>	<input type="checkbox"/>

Section 14: General Appearance - Hull and super structure

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TAKE 10

Ten tips for handling restricted visibility at sea, maintaining a good lookout and operating within the relevant Colregs

1

Professional approach

Restricted visibility is a challenge to navigation, requiring a professional approach. Make sure you know how to assess whether visibility is restricted.

2

Fog factor

Restricted visibility can be caused by a number of factors, including fog, mist, snow and sandstorms. Some of these circumstances come slowly, others more quickly. Either way, the professional navigator must be ready to react.

3

Planning ahead

Many sources of restricted visibility can be anticipated and should be part of the risk assessment during passage planning.

4

In or nearby

Areas of restricted visibility can affect you both when you are in one and when you are nearby. It can obscure collision risks, such as multiple vessels in an approaching squall.

5

All available means

A good lookout should always be maintained. In restricted visibility, 'all available means' includes all appropriate technology along with extra lookouts.

6

Safe speed

The key to safety in restricted visibility is to ensure that your speed is appropriate to the circumstances so that you can avoid collision or stop the vessel more easily.

7

Colregs

Responsibilities of vessels under Colregs change in restricted visibility. When 'in sight', there are rules for 'stand on' and 'give way' vessels. During restricted visibility, all vessels should take action to avoid collision.

8

Procedures matter

Every vessel should have procedures to ensure that safety is maintained in restricted visibility. These will include SMS procedures, Master's orders and practising good seamanship.

9

Drills

Restricted visibility drills can be useful to help bridge teams prepare to adapt to this situation.

10

Mentoring

Learning how to deal with restricted visibility comes with experience; mentor others in your team to be able to recognise the situation and react positively to it.

LIKE OUR TOP 10 TIPS?

Find more in your own language at www.nautinst.org/NavInspire

#NavInspire



Port of Dampier – Hatches in tent position

Number: D16/2024

Date: 28/06/2024

Date of Effect:	28/06/2024
Details:	Port of Dampier- Requirements for safe use of foldable hatches
Former Notice:	NA
Charts & Publications:	NA
Further Notice:	NA
Attachments:	NA

Pilbara Ports has become aware of several recent incidents related to unsecured hatches in tent position, in some instances people have been observed leaning over hatch coamings while hatches are in tent position.

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

Unsecured or incorrectly secured hatches can have serious consequences, including the possibility of severe injuries or the loss of life for personnel working on or near hatches.

All vessels calling the Port of Dampier must comply with the following requirements:

1. Foldable hatches must be either fully open or closed, unless vessel have type specific securing devices allowing hatches to be secured in tent position as per hatch makers recommendations.
2. When foldable hatches are fully opened, the hatches must be secured with safety hook or pin before power is switched off to prevent single point failure.

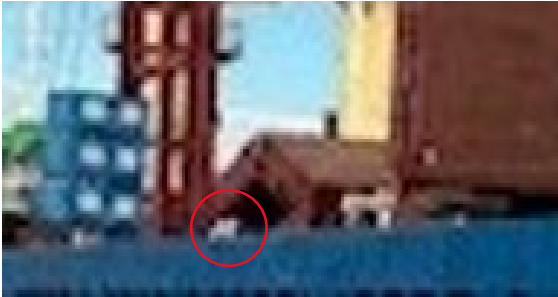
For additional guidance for rigging and maintenance following documents should be referred to.

- 3.1 Hatch Cover Makers Manual
- 3.2 Vessel's Safety Management System
- 3.3 Marine Order 32 -2016 (Cargo Handling Equipment)
- 3.4 SOALS Ch XII

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

- **Dampier Vessel Traffic Service | Phone: (08) 9159 6556 | FAX: (08) 9159 6557 | dampier.vts@pilbaraports.com.au** Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

Annex 1
Examples of unsafe acts and incorrect securing methods



Person leaning over hatch coaming under unsecured hatch



Securing pin not in place



Hatches in tent position and not secured



Capt Mike Minogue
Harbour Master

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

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Republic of the Marshall Islands

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MARINE SAFETY ADVISORY No. 06-24

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

Subject: INCIDENTS INVOLVING THE STORAGE AND HANDLING OF STEEL PLATES

Date: 20 June 2024

This advisory highlights the urgent need for vessel managers and seafarers to ensure steel plates are properly secured and handled. Since 2019, the Republic of the Marshall Islands Maritime Administrator (the “Administrator”) has investigated 11 incidents of steel plates that were being manually handled falling on seafarers. These incidents have resulted in fatalities and serious life-threatening injuries that required medical evacuation.

The following observations are based on the Administrator’s findings following investigations into these incidents:

- In eight of the reported incidents, steel plates were stored vertically by leaning them against a stanchion or bulkhead and secured using lashings or a retaining bar¹ to hold them in place (see Figure 1). Materials used for lashings included rope, web straps, and chain. If a retaining bar was used, it was typically secured using studs that were welded to the bulkhead and held in place with nuts. In the other three incidents, the steel plates were stored on purpose-built storage racks that used a retaining bar located along the length of the storage rack to hold the plates in place. The retaining bars were secured using either bolts or studs and nuts. The lashings or the retaining bars had to be removed to handle the steel plates. As a result, there was always the potential for the steel plates to fall whenever they were being handled.



Figure 1: Examples of steel plates stored using lashings.

¹ Commonly constructed from either angle or flat iron.

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

- In several of the incidents, the steel plates were stored so that the length of the plates were parallel to the ship's longitudinal axis. This increased the risk of the plates falling due to the ship rolling when the securing mechanism was removed.
- In each incident, crewmembers had to manually handle the steel plates rather than use lifting² or manual handling equipment.
- In each incident, handling steel plates was considered a routine task that did not warrant conducting a pre-task hazards assessment.
- In every case, there were insufficient materials and resources at the work site.

The Administrator recommends that:

- Whenever possible, steel plates are stored horizontally in a location where lifting equipment can be used to lift and move the plates.
- If steel plates must be stored vertically, they are stored on racks that have a mechanical means of preventing the plates from falling prior to removal of the securing mechanism, and before being handled.
- Racks designed for storing steel plates vertically are oriented athwartships rather than along the ship's longitudinal axis.
- A Toolbox Talk and pre-task risk assessment is conducted to identify and remove the risk of personal injury before handling steel plates.
- The crewmembers are encouraged to use their Stop Work Authority to challenge any unsafe practices.
- Adequate lifting and/or manual handling equipment is located at the work site.

² Chain blocks or other specialized lifting equipment.