
Making
waves
IVSS CAMPAIGN SEP 2024
ISLAND VIEW
SHIPPING SERVICES

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1. CIC 2024 - CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENTS UNDER MLC

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control has launched a joint Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements (MLC, 2006).

The purpose of the campaign is:

- to create awareness within the shipping industry about the requirements on Crew Wages and Seafarer Employment Agreements (MLC); and
- to verify that ships comply with these requirements.

This inspection campaign will be held for three months, commencing from 1 September 2024 and ending 30 November 2024. The campaign will examine specific areas related to Crew Wages, Seafarers' Employment Agreements and financial securities (repatriation and shipowners' liability) (MLC, 2006) during regular Port State Control inspections.

Please go through the attached checklist and confirm if the vessel is complying with all the items.

Kindly liaise with the crewing department if there are any issues.

2. RIYADH MOU CIC – LIFTING APPLIANCES

The Member Authorities of the Memorandum of Understanding on Port State Control in the Riyadh MOU Region (RMOU) has initiated a Concentrated Inspection Campaign (CIC) focusing on Ships' Lifting Appliances.

This CIC will be conducted over a three-month period, commencing on 1 September 2024 and concluding on 30 November 2024.

The primary objective of the CIC is to ensure that ship crew members are adequately trained and familiar with various types of crane equipment, capable of identifying potential hazards promptly, and knowledgeable about the appropriate actions to take in emergency situations. Furthermore, it aims to confirm that all crew members possess the necessary qualifications for their respective roles and have access to current safety manuals that outline best practices for each task. The campaign also seeks to ensure that periodic maintenance of the ship's lifting equipment and devices is performed by the crew.

Port State Control Officers (PSCOs) will utilize a list of 10 questions to assess the adequacy and compliance of Ships' Lifting Appliances and equipment with relevant requirements, ensure that the master and crew members are familiar with operations concerning these appliances, and verify that the equipment is properly maintained and functional.

Please go through the attached checklist and confirm if the vessel is complying with all the items.

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:

- ***CHAPTER 9 OF VIQ -MOORING***
- ***COLLISION & GROUNDING INCIDENT OF A VLCC***
- ***LAUNCHING AND RECOVERY SYSTEM OF FREEFALL LIFEBOATS***

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. INCREASED COLLISION RISK IN CHINESE WATERS

The Master shall discuss attached Gard circular with all deck officers and take necessary actions as applicable if calling China.
The Passage plan shall always be planned and prepared considering the likely concentration of fishing vessels in areas like China. The Company strongly encourages a longer route if required to keep well clear of fishing traffic. Time and distance lost is secondary compared to navigation safety. Safety should never be compromised in favour of commercial considerations. The Company will not condone cutting corners to reduce distances and compromising navigational safety in the interests of speed.

Reference to be made to Nautical Manual - 12.0 “NAVIGATION IN CONGESTED WATERS AND PAST FISHING VESSELS”

6. SAFETY STOP PROGRAMME

The Company has a Stop for Safety procedure, which requires that once a month the vessel will break shipboard routine, and dedicate a day to Safety training, checking of Safety equipment, Safety equipment familiarization and conduct Exercises, and promote Safety awareness.

All maintenance and non-watchkeeping duties will be suspended during this day’s activities. This will be on a day, decided and planned by the management team aboard during the calendar month. Consideration should be given to weather, navigational constraints, hold preparation and technical challenges aboard before planning the day’s program.

Further it is advised that size of instruction groups is limited to ensure crew are able to ask questions and receive personal attention.

Suggested Activities should include:

- Small groups of officers and crew given instruction of operation of equipment. These individual sessions should not be more than 30 minutes and should be as practical and as personal as possible. Suggest not more than 5 people in a group.
- Groups should be rotated between equipment, and records kept on who attended which instruction to prevent people missing instruction on some equipment over their contract time aboard.
- Safety Equipment should be unpacked, explained and the condition noted, and any defects reported.
- Operational readiness checked and officers and crew allowed to operate as far as is safe.
- Awareness of where the equipment is stored, and the practical aspects of that particular vessel of using the equipment. (e.g. rigging forward life raft lights, moving forward life rafts, rigging embarkation ladders, using gas detection equipment, Emergency

generators, recovery of persons via emergency escapes, from holds, from tanks, just to name a few).

- The Management team should then conduct a drill, or drills, to test the knowledge imparted.
- Once the drill is complete all gear should be accounted for and be put away, ready for Emergency use.
- The Management team should then have a meeting with everyone to get feedback and discuss highlights, and failures noted.
- A report, with photos is then generated in the company format, and filed, for review by the Office staff.
- The Management team aboard should ensure this activity is inclusive of all crew, and that this day is a day of instruction and moral building. Officers and crew who have not achieved the standard of competence required must be given further one-on-one training to ensure they are able to understand and gain the confidence to use the equipment in case of an emergency.
- Records should be filed in SharePoint.3.02.03, title Stop for Safety, and form 5.02.01 D can be used for extra photos of the activities.

7. PSC DETENTIONS- ISPS CODE

Recently ISPS code detainable deficiencies relating to control of ship access, log keeping and frequency of security drills have been noted.

Below are the recent ISPS Code detentions which could have been easily prevented had the ship fully complied with the onboard SSP.

- A Bulk Carrier was detained in Klaipeda, Lithuania because the gangway watch was not present when PSC Officers arrived.
- A Bulk Carrier was detained in Corpus Christi, Texas, United States (US) when the gangway watch failed to ask visitors for identification and failed to complete the visitors log (as required by the SSP); and
- A Bulk Carrier was detained in New Orleans, Louisiana, US when a PSC Officer found that a security drill had not been conducted within the previous three months.

The SSO shall be proactive in assessing the effectiveness and the implementation of the SSP and security practices onboard.

The SSO shall ensure the following:

- All deck ratings are trained in the gangway watch keeping duties

- Each visitor presents proper identification and baggage / body search is carried out as per SSP requirements
- Visitor log is completed for each visitor
- Security drills are carried out as per SSP requirements (Form 3.2.1)
- Security drills are carried out if crew change is more than 25%
- Security forms are completed and filed in section 3 of G DRIVE.

8. RIGHTSHIP SECTION 11 – RADIO AND COMMUNICATION

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 17 chapters in the RIGHTSHIP questionnaire.

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

For this month, the Master shall go through the attached “RADIO AND COMMUNICATION” checklist and ensure if vessel is in compliance with all the items.

9. FUEL ISOLATION FOR MULTI-ENGINE INSTALLATIONS

Refer attached AMSA marine notice on “FUEL ISOLATION FOR MULTI-ENGINE INSTALLATIONS”

Kindly check and advise if the vessel is in compliance with attached marine notice requirements.

Port State control inspections can include testing quick-closing valves on a ship’s fuel system. This may include the remote operation of the fuel supply isolation valves.

The crew should be familiar with the remote operation of the valves, the reset procedures and how to ensure the valves are maintained in good working order.

A ship may be detained, if the remote quick-closing devices are:

- absent
- non-compliant
- substantially deteriorated to the extent that the remote quick-closing devices will not work if needed.

The Chief engineer shall test each quick closing valve on the fuel system by **the 15th** of this month and report to the Ship Manager if they are in good order.

The chief engineer shall also confirm if testing / maintenance routines of the quick-closing valves are incorporated in MESPAS.

10. ENCLOSED SPACE INCIDENTS

Investigations of casualties have shown that accidents involving enclosed spaces on vessels are caused by an insufficient knowledge of, or disregard for the need to take precautions rather than a lack of guidance.

Recently a deck trainee had a fatal incident onboard which was related to entry into a cargo hold bilge.

- The vessel completed discharge of high-sulphur coal cargo and the Deck Trainee was assigned to check the cargo residues in the bilges before the cargo hold cleaning operation.
- The victim was later found lying face down in about 10 cm of water without a pulse.
- The autopsy revealed that the cause of death of the victim was Toxic Gas Inhalation, which most likely was hydrogen sulphide.

The investigation has noted a lack of awareness of the hazards associated with enclosed space entry, lack of supervision, and not considering the cargo hold, and/or cargo hold bilges as hazardous enclosed space after the hazardous cargo was discharged, with no necessary precautions taken prior to entry.

The Master shall conduct appropriate training to ensure all crew understand the hazards of enclosed spaces and strictly comply with the enclosed space procedures.

Entry into enclosed space shall be in pairs and no crew shall enter the enclosed space alone.

Any job undertaken by cadet / trainee shall be supervised by a responsible officer.

On ships carrying solid bulk cargoes, dangerous atmospheres may develop in cargo spaces and adjacent spaces. The dangers may include flammability, toxicity, oxygen depletion or self-heating, as identified in the shipper's declaration.

Bilge wells may contain oxygen deficient atmosphere or toxic gases. A gas detector shall be carried by at least one crew entering the enclosed space so that the crew is alerted if there is an unsafe atmosphere.

Kindly discuss this incident will all crew onboard and take appropriate measures to prevent recurrence.

Also ensure strict compliance with the following:

- Company SMS procedures on enclosed space entry and rescue
- Permit to work
- Toolbox meetings / Risk Assessment – Enclosed Space Entry
- KARCO Video Training – Enclosed Space Entry
- Conducting enclosed space entry drill and rescue drill as per SOLAS requirements

2024 - CIC ON CREW WAGES AND SEAFARERS' EMPLOYMENT AGREEMENTS (MLC)

NO	QUESTION	ACTION TO BE TAKEN	MLC REFERENCE / SMS REFERENCE / GUIDANCE	Verified by Master	Remarks / Concerns if any
1	Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?	• Signed original version or copy of the SEA signed by both the seafarer and the shipowner or the shipowner representative is provided onboard for all seafarers • Seafarers are given the opportunity to examine and seek advice on the SEA before signing, then each SEA has been willingly signed by the seafarer. • SEA signed and held by the seafarer is same as the SEA provided by the master. • SEA are valid for the period in which the seafarer is on board. • SEA consistent with the seafarer's current position.	MLC 2006 / Std.A2.1.1	☐	
2	Is the seafarer able to access information regarding their employment conditions on board?	• Clear information on employment conditions can be obtained by all seafarers. • MLC Certificate , Last MLC Class audit report / (DMLC) part I and II displayed in a conspicuous place (Crew mess room, noticeboard)	MLC 2006 / Std.A2.1.1(d) MLC 2006 / Std.A2.1.3 MLC 2006 / Std.A5.1.3.12	☐	
3	Are standard form of seafarers' employment agreements and parts of any applicable collective bargaining agreements	• SEA / CBA provided to seafarer in English.	MLC 2006 / Std.A2.1.2	☐	

	subject to port State control under Reg.5.2, available in English?	• Copy of the applicable CBA is available on board when the applicable CBA form all or part of the SEA.			
4	Does the seafarers' employment agreement include all the required elements specified in the MLC, 2006?	• SEA does not contain any clauses that violates seafarers' rights • SEA is consistent with the DMLC parts I and II • SEA incorporates the following information, at a minimum: 1. ***the seafarer's full name, date of birth or age, and birthplace;*** 2. ***the shipowner's name and address;*** 3. ***the place where and date when the SEA is entered into;*** 4. ***the capacity in which the seafarer is to be employed;*** 5. ***the amount of the seafarer's wages or formula used for calculating them;*** 6. ***the amount of paid annual leave or formula used for calculating it;*** 7. ***the termination conditions of the agreement, including notice period, etc.;*** 8. ***the health and social security protection benefit to be provided;*** 9. ***the seafarer's entitlement to repatriation;*** 10. ***reference to any applicable collective bargaining agreement; and*** 11. ***any other particulars required by national law.***	MLC 2006 / Std.A2.1.4 (a-k)	☐	

5	Do particulars included in the seafarers' employment agreement comply with MLC, 2006 requirements?	SEA includes the following particulars that comply with MLC, 2006 requirements: • Shipowner's details consistent with the MLC Certificate; • Amount of paid annual leave, e.g. calculated base of a minimum of 2.5 calendar days per month, etc.; • Seafarer's entitlement to repatriation, e.g. require the seafarer to make an advance payment towards the cost of repatriation at the beginning of seafarer's employment, etc; and • Any applicable CBA. • SEA must specify the circumstances where the seafarer is entitled to repatriation, including: ***1. SEA expired while abroad;*** ***2. SEA terminated by shipowner or by seafarer for justified reasons; and*** **3.** ***Seafarer no longer able to carry out duties.***	MLC 2006 / Std.A2.4.2 MLC 2006 / Std.A2.5.1 MLC 2006 / appendix A5-II MLC Certificate	☐	
6	Are wage or salary payments made to the seafarer at no greater than monthly intervals?	• Seafarers' wages paid in full at not more than monthly intervals in accordance with their SEA and any applicable CBA. • Only one set of wage payment accounts are used.	MLC 2006 / Std.A2.2.1	☐	
7	Have seafarers been given a status of accounts and wages paid on at least a monthly basis?	• Documents to confirm the individual wage payments including monthly account (such as wage slip) provided to seafarers.	MLC 2006 / Std.A2.2.2	☐	

		• Rate of exchange used where payment has been made in a different currency or at a rate different from the one agreed is in the monthly account or a wage slip. • Seafarers have the right to receive a monthly account record that clearly outlines their monthly wage, as well as any authorized deduction such as allotments.			
8	Are wage or salary payments in accordance with any applicable CBA or SEA?	• Seafarers paid regularly and in full as per their SEA and/or applicable CBAs. • SEA, payroll records, and wage accounts (slips) available to verify wage payments. • Base and overtime wages paid according to the recorded work/rest hours in consistent with the DMLC parts I, DMLC parts II and/or applicable CBA. • Evidence for correct wages payment (monthly accounts such as slips) is provided to seafarers. • Seafarer's monthly account includes wages paid, amount due , additional payments such as bonus, and specify the exchange rate when the payment is paid in a currency or at a rate different from the agreement	MLC 2006 / Std.A2.2.1 MLC 2006 / Std.A2.2.2	☐	
9	If payments made to a seafarer include deductions, are they in accordance to the MLC, 2006?	• Reliable system in place to transmit seafarer's wages to their families, e.g. bank statements, etc. • Wages allotted (a portion if desired by seafarer) to their families at regular intervals; and allotments remitted directly to their nominated recipients in due time. • No unauthorized deductions were	MLC 2006 / Std.A2.2.1 MLC 2006 / Std.A2.2.3 MLC 2006 / Std.A2.2.4 MLC 2006 / Std.A2.2.6	☐	

		made and the charges for remittance services reasonable and based on the prevailing market or official exchange rate in accordance with SEA. (Deductions from seafarers' remuneration only permitted according to national laws/regulations/CBA and the seafarer has been informed) • Evidence available to clearly demonstrate any deduction, e.g. postage expenses, goods supplies, etc., made from the seafarer's wages, accompanied by confirmation from the seafarer. • Wages not deducted for the transportation costs associated with the seafarer's travel to and from the ship for the purpose of their employment. • Any remittance of pay to a seafarer's family/dependent/legal beneficiary including service charges and exchange rates recorded and available for inspection • Monetary fines against seafarers are prohibited, except those authorized by national laws/CBA			
10 A	Is a certificate or documentary evidence of **financial security**, issued by the financial security provider, available on board in the event of compensation for **death and long-term disability**?	• Vessel to display both these financial security certificates issued by P&I club on notice boards / crew smoke room (Latest valid certificate MLC 2.5.2 / 4.2.1). • Certificates to be filed in CSM.	MLC 2006 / Std. A4.2.1 MLC 2006, Std. A2.5.2.7 SMS REFERENCE - PERSONNEL MANUAL/11 FINANCIAL SECURITY	☐	

		• All officers and crew shall be familiar with these certificates			
10 B	Is a certificate or documentary evidence of **financial security**, issued by the financial security provider, available on board in the event of the **repatriation**?	CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF SHIPOWNERS' LIABILITY AS REQUIRED UNDER REGULATION 4.2 STANDARD A4.2.1 PARAGRAPH 1 (b) OF THE MARITIME LABOUR CONVENTION 2006 AS AMENDED CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF SEAFARER REPATRIATION COSTS AND LIABILITIES AS REQUIRED UNDER REGULATION 2.5.2, STANDARD A2.5.2 OF THE MARITIME LABOUR CONVENTION 2006 AS AMENDED		☐	

MISCELLANEOUS:

Following to be posted in Crew mess room /Notice board

- DMLC I
- DMLC II
- LAST MLC INSPECTION REPORT BY CLASSIFICATION SOCIETY
- MLC certificate
- Financial security certificate's (MLC 2.5.2 / 4.2.1) issued by P&I CLUB
- CBA

2024 - CIC ON SHIPS LIFTING APPLIANCES

NO	QUESTION	ACTION TO BE TAKEN	SMS REFERENCE / GUIDANCE	Verified by Master	Remarks / Concerns if any
1	Are all relevant documentation for the ship's lifting appliances, including cargo operation manuals, approved lifting gears certificates, and loading instrument function documentation, available on board the ship?	• Check Register of Lifting Appliances and Cargo Handling Gear (Chain Register) is updated for annual examination and 5 yearly load test. • Check load test certificates of the cargo/provision cranes and ER trolley • Check hoist and luffing wires certificates • Check crane maker's manual • Check grab (if provided) maker's manual • Check Loading Computer Software Certificate and Test Conditions		☐	
2	Is the cargo gears record logbook and loose gears conformance test report of all the ship's lifting devices available onboard the ship?	• Check cargo gears certificates are available matching with the marking of the cargo and loose gears. • Certificates for chain blocks and shackles • Mark shackles and slings with Identification marks and record on certificates		☐	
3	Are the inspection reports for the lifting appliances, including those conducted by the classification society and the ship's crew, available onboard the ship?	• Register of Lifting Appliances and Cargo Handling Gear (Chain Register) endorsed by Class surveyor for annual examination and five yearly load test. • PMS maintenance records – monthly/quarterly/annual – Rocking test records • Inspection of lifting gears Form 6.6.20 (IVSS Form)		☐	

4	Are the lifting appliances maintained and working in good condition?	1. Check cranes are marked with SWL and operational angles. 2. Check crane maintenance is carried out as per PMS and records are available. 3. Check and test limit switches, keep test record. 4. Hook clasp is operational 5. Inspect wire and sheeves condition, these are in good visual condition. 6. Check access to the crane cabin is safe 7. Check greasing of the gears, sheaves and gears, these should not be dry or show sign of rust 8. Crane hooks, shackles markings are visible and matching with certificates 9. Check crane cabin and fittings inside are operational 10. Carry out cargo cranes check using pre-arrival Form 2.3.7 (IVSS SMS).		☐	
5	Are the ship's communications devices maintained and working in good condition??	• Check portable radio/PA system operational. • Crew aware of crane operational signals • Watch keepers carrying portable radio with them.		☐	
6	Are the safety operation procedures available onboard the ship?	• Check crane operation instructions are posted in crane cabin with warnings. • Refer company SMS procedure • Bulk Cargo loading/unloading sequence Form 2.3.2 (IVSS Form)	Cargo manual – Chapter 22 – Cargo crane wires and sheaves Attached poster to be posted on each crane	☐	CRANE SAFETY POSTER .docx
7	Is the master's order for cargo operations available onboard the ship?	• Master's standing orders to contain a section on cargo/port operations which includes – supervision of the cargo operation, stowage and cargo gears, bunkering operation, de-ballasting/ballasting operation,		☐	

		vessel draft/trim/UKC monitoring, weather/tidal stream condition, readiness of fire fighting equipment, gangway manned, monitoring surrounding environment and anti-pollution measures in place, tending mooring, deck safety/security rounds, compliance with local regulations, action in case of an emergency etc			
8	Is cargo operation Risk Assessment available onboard the ship??	• Ensure Risk Assessment on cargo operation is carried out at each port and RA is available.		☐	
9	Have the lifting appliances on the ship been inspected for oil leaks and cleanliness?	• Check the hydraulic pipes are rust free and well painted. • Check the condition of hydraulic flexible hoses and connectors. • Check hydraulic machinery for oil leaks and ensure piping and machinery area is kept clean. Any oil around is to be wiped out.		☐	
10	Are the ship's crew and shore operators properly familiarized with the cargo and lifting appliances operations?	• Ensure crew members are familiar with the lifting appliances which they operate. • Ensure deck crew has completed Cargo Crane Familiarization using Form 4.1.2A 1 (IVSS SMS) and Provision crane using Form 4.1.2A (IVSS SMS). Ensure Engine staff has completed training on Provision and Engine room crane using Form 4.1.2A (IVSS SMS).	Laminated copy to be kept onboard and discussed with shore personnel	☐	 SHORE CREW FAMILIARIZATION.d

مذكرة تفاهم الرياض
للرقابة والتفتيش على السفن
RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL

CIC on Ships Lifting Appliances			
Inspection Authority			
Ship Name		**IMO Number**	
Date of Inspection		**Inspection Port**	

QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON FORM B OF THE INSPECTION REPORT

No.	Item	Yes	No	N/A
1*	Are all relevant documentation for the ship's lifting appliances, including cargo operation manuals, approved lifting gears certificates, and loading instrument function documentation, available on board the ship?	☐	☐	☐
2*	Is the cargo gears record logbook and lose gears conformance test report of all the ship's lifting devices available onboard the ship?	☐	☐	☐
3*	Are the inspection reports for the lifting appliances, including those conducted by the classification society and the ship's crew, available onboard the ship?	☐	☐	☐
4*	Are the lifting appliances maintained and working in good condition?	☐	☐	☐
5*	Are the ship's communications devices maintained and working in good condition?	☐	☐	☐
6*	Are the safety operation procedures available onboard the ship?	☐	☐	☐
7*	Is the master's order for cargo operations available onboard the ship?	☐	☐	☐
8*	Is cargo operation Risk Assessment available onboard the ship?	☐	☐	☐
9*	Have the lifting appliances on the ship been inspected for oil leaks and cleanliness?	☐	☐	☐
10*	Are the ship's crew and shore operators properly familiarized with the cargo and lifting appliances operations?	☐	☐	☐

Note: If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention.

CAUTION

CRANE PRE-USE & PARKING INSPECTION CHECKLIST

- ☐ ENSURE NO LIMIT SWITCHES ARE BYPASSED UNLESS PARKING
- ☐ ENSURE THAT PROPER COMMUNICATION IS ESTABLISHED
- ☐ SWL LIMITS ARE FOLLOWED IN HOOK OR GRAB MODE(IF USING GRAB)
- ☐ CHECK FOR ANY ABNORMAL NOISE AND LEAKS
- ☐ CHECK AND CONFIRM THAT NO LASHING ON HOOK AND JIB EXTENSION

WHILE PARKING

- ☐ ENSURE EXTRA LOOKOUT ON DECK WITH PROPER COMMUNICATION
- ☐ BYPASS SWITCH BACK IN NORMAL AFTER CRANE PARKED

WHILE PERFORMING ROCKING TEST

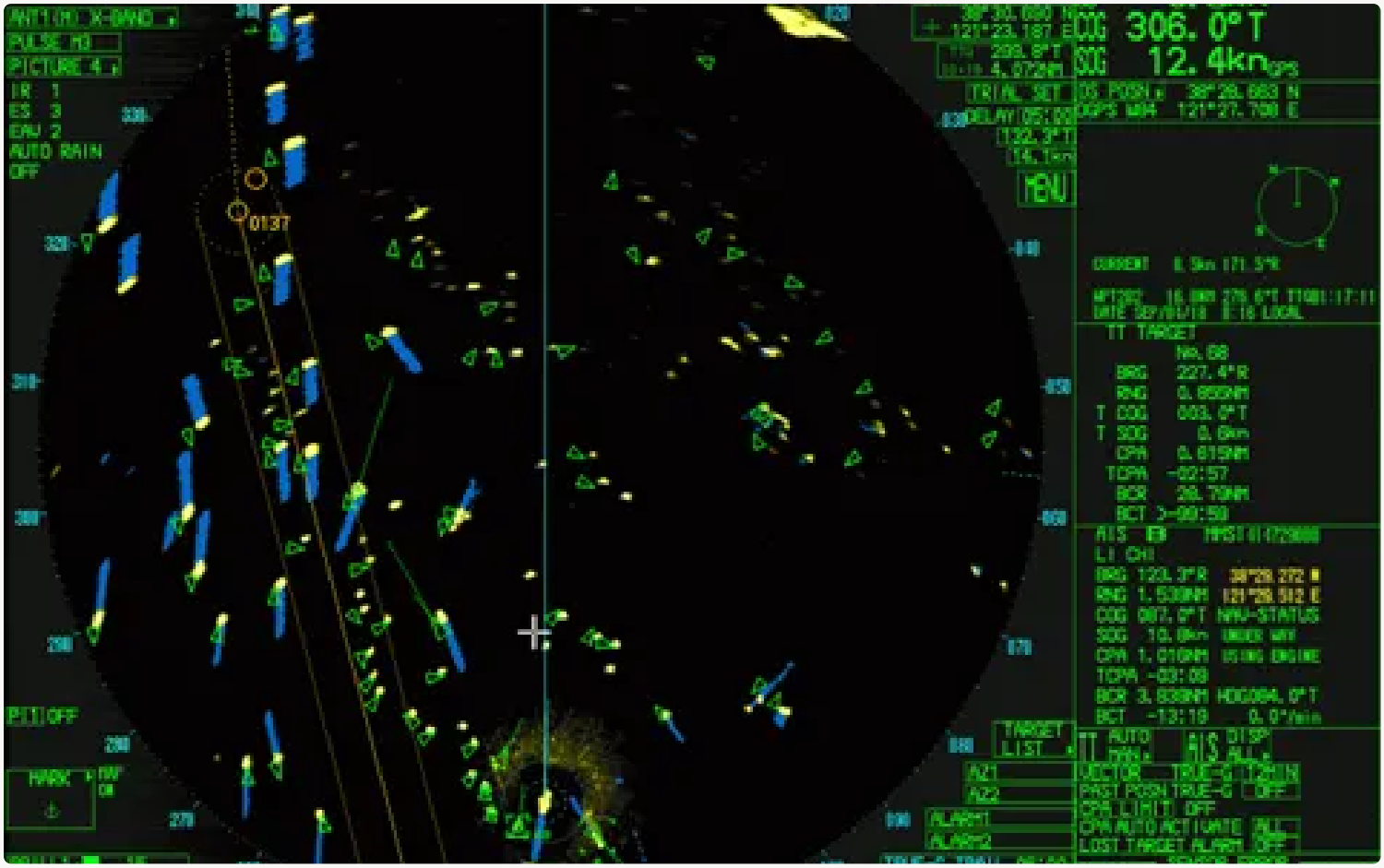
- ☐ AT LEAST 3 PERSONS WHILE CARRYNG ROCKING TEST
- ☐ ENSURE THAT AT 0° JIB IS NOT TOUCHING PARKING PLATFORM OF OTHER CRANE

To Foreman, Crane Operators, Stevedores, Signalmen, etc., and all concerned parties.

For the safety of our crew, yourselves, your employees and our ship cranes, you are hereby formally requested to read, follow and comply the instructions of safe cranes operations as following:

1. No smoking in crane control cabin. No litter and do not damage anything.
2. Cranes safe working load is ____ Mt and overload is not allowed at any time.
3. No swinging of loads, crane to operate for up and down movement of load, no sideways pendulum movement of load.
4. Crane movement to be smooth, jerky movements are to be avoided.
5. If the hoisting wire rope is twisted, crane operations are to be stopped immediately and Duty Officer or Chief Officer to be informed directly.
6. If you notice any abnormal noise, movement, oil leaking etc, stop cargo operation immediately and inform Duty Officer or Chief Officer to be informed directly.
7. Over slacking of hoisting wire is to be avoided.
8. No bypassing of any limit switches is to be done during cargo operations.
9. It is not allowed to work two cranes in one hold simultaneously, or in tandem.
10. There are detailed operations precautions on crane cabin's door/control panel, same to be followed strictly. Please turn off power and close windows when not working or leaving.
11. In order to gain access to the extremities of a cargo hold, the hook block is often placed underneath the hatch coaming. This may result in the hoisting wire chafing along the edge of the coaming and sustaining mechanical damage, this is not permitted.
12. Similarly, raising the hoist wire when it is lying alongside the hatch coaming will increase the risk of the hook block and/or swivel becoming caught underneath. This may damage the block or hoist wire and cause them to fail, so also not permitted.
13. Using cranes to pull or drag cargo from the wings and ends of the holds by slewing the crane and/or hoisting loads when the wire is at an angle to the vertical can impart huge side forces. Cranes are not designed for this purpose and using them in this way is a common cause of wire and jib problems, hence unacceptable. Trying to place cargo in a difficult area by swinging the load towards it is also unacceptable as this may damage the hoist wire; the wire should always be vertical when the load is landed. Moreover, the side forces imparted during such a practice can cause the wire to be pulled off the jib head sheaves and become jammed.

For nonfulfillment of above instructions, our Duty Officers will give an immediate verbal warning to your crane operators. If you are not rectifying the mis-operation/s of the ship's crane immediately, ship's Crew will stop the operation and all time lost will be on your account.
Also, we reserve our rights to claim any unforeseen damages to ship's cranes/property due to non-compliance with the above requirements.



Increased collision risk in Chinese waters

With China's seasonal fishing ban coming to an end, ship operators and Masters are advised to take extra precautions due to the increased number of fishing vessels in Chinese waters.

Published 28 August 2024

Read more

Collision and grounding

Download as PDF

Every year we handle claims of collisions between merchant and fishing vessels in Chinese waters. Given the significant size and momentum differences between merchant vessels and fishing boats, such incidents can lead to extensive damage and loss of life. Data from China MSA reveals that from 2019 to 2021, collisions between merchant and fishing vessels resulted in the deaths of 248 fishermen.

In many cases, watchkeepers aboard merchant vessels may not even realize that they have collided with fishing boats, as illustrated in the case study referred to in this article.

More vessels, more risk

According to the 2023 notice of the Ministry of Agriculture and Rural Affairs of China, the fishing ban in the East and South China Sea between latitudes 26° 30' N and 12° N was lifted on 16 August 2024. The ban for the Bohai Sea and Yellow Sea North of latitude 35° will end on 1 September 2024, while the ban for the Yellow Sea and East China Sea between latitudes 35° N and 26° 30' N, will end on 16 September 2024. This will lead to higher numbers of fishing vessels in the region, increasing the risk of collisions.

Typical collision causes

- **High speed in high traffic areas:** Often, vessels proceed at high speed, and their engines are not ready for immediate maneuvering. This can result in reduced time for decision making and greater damage if collision happens.

- **Lack of attention or resources:** Watchkeepers on merchant vessels may be occupied with other tasks and the manning may be inadequate. Moreover, the crew on fishing vessels may not have the appropriate certificates and may be engaged in fishing activities instead of in navigation.

- **High reliance on AIS:** Fishing vessels in China are often equipped with AIS, however it may be inoperative or transmitting incorrect information. Onboard merchant vessels, with AIS overlay on RADARs or ECDIS, the Officer of the Watch (OOW) will often rely more on AIS instead of using radar plotting. AIS can complement but not replace target tracking on ARPA / RADAR for collision avoidance.

- **Communication challenges:** Attempts to communicate with fishing vessels via VHF radio, ALDIS lamp or sound signals may fail due to language barriers or insufficient watchkeeping level of fishing vessels.

- **Last-minute actions:** Merchant vessels sometimes leave it to the last minute before taking avoiding action. This can result in a collision, for example if the helm order given is not enough to achieve a large rate of turn.

Merchant vessels may also face claims for damaging fishing nets. Fishing nets are difficult to detect as they may be poorly marked. Nighttime detection of the nets may be easier if they display lights. Day time visual sighting, on the other hand, can be a real challenge. Nets with radar reflectors can be useful, but this is not a common practice. We understand the use of AIS markers is increasing. This may also clutter the RADAR and the AIS display.

Recommendations

- **Voyage planning:** Attentions shall be given to the designated fishing zones and the high risk areas (HRAs), as recognized by China MSA (Chinese circular; English translation) and various provincial MSAs, such as the 39 HRAs within the coastal waters of Shandong Province identified by Shandong MSA (Chinese circular) in 2023.

- **Bridge team composition:** We recommend increasing bridge watchkeeping level in advance to ensure that the OOW has sufficient assistance at night as well as during day. Other onboard activities should be planned to ensure that the bridge team are well rested for navigation-related duties.

- **Safe speed:** In areas with high fishing activity, vessels should proceed at a safe speed with engines ready for maneuvering. The OOW should be empowered to adjust the speed as necessary.

- **Use of RADAR/ARPA:** Make full use of radar and sound fog signal when navigating in fog, even when no fishing boats are sighted on the radar. The use of radar can be vital when navigating in these waters. General practice of long ranges scanning using the S-band radar to identify clusters of fishing fleet and using the X-band on small range for collision avoidance can be effective.

- **Keeping clear of clusters**: Where OOW is able to detect a cluster of fishing boats, it is advisable to alter course well in advance to avoid navigating through it.

- **Attracting attention of fishing boats**: To gain the attention of fishing boats, use of light and sound signals may be more effective as establishing contact via VHF might be challenging.

Related reading

- Preventing collisions with fishing vessels in China
- Collision avoidance – safeguarding the lives and livelihoods of fishermen
- Incident hot spots - a global overview of navigation incidents
- Safety guidelines for the prevention of collisions between merchant vessels and fishing vessels in Chinese Coastal Waters

Section 11: RADIO AND COMMUNICATION

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
11.1	Has a qualified person other than the master been designated to handle distress and safety radio communication? (V)	**Guide to Inspection** Every ship shall carry personnel qualified for distress and safety radio communication purposes to the satisfaction of the Administration. The Master is assumed to be qualified for GMDSS operation, but as the captain is not expected to take the primary responsibility for radio communications during distress incidents, a second qualified operator is required.	GMDSS LOG / SECTION B - 3NO having primary responsibility for communications during distress situation 2NO - Responsible for maintaining the log and carry out tests ,checks and making appropriate log entries Ensure section B details are fully completed.	☐
11.2	Is communication equipment, listed in the Record of Equipment attached to the Safety Radio Certificate or Safety Certificate (Form R or Form C), in good condition and has the GMDSS Logbook (the Radio Log) been maintained correctly and are daily, weekly and monthly tests being carried out? (V)	**Guide to Inspection** The master must nominate one or more crew members, normally the person/s qualified for distress and safety radio communications, to maintain the radio log and to carry out the tests and checks of the equipment. **Daily test:** > The proper functioning of the Digital Selective Calling (DSC) facilities without radiation of signals, by the use of the equipment's internal test facility. > Battery voltage checks. Mainly the battery ON LOAD and OFF LOAD voltages should be checked by a voltmeter connected to the charger. > Check that all printers are in a working condition. **Weekly test:** > Proper operation of the DSC facilities by means of a test call when within the communication range of a coast station fitted with DSC equipment. > If batteries are not the reserve source of energy for the GMDSS equipment, the reserve source shall be tested. **Monthly test:** > The EPIRB should be examined by carrying out a self-test function without using the satellite system. > The Search and Rescue Transponder (SART) is equipped with a self-test mechanism to test the operational function of the beacon. The SART to be tested using the ship's X band radar. > Each survival craft should carry two-way VHF equipment to ensure proper operation in case of a distress situation. It should be tested on a frequency other than vhf channel 16 (156.8 MHz). The expiry date of the battery needs to be checked and changed when required. > Battery: The battery connections and compartment should also be checked. The level of the electrolyte and the specific gravity of each cell should be checked and recorded. > All antennas for security of mounting and visible damage to the cables and insulators.	Instructions provided in front section of GMDSS log Also sample completed entries available Ensure daily , weekly , monthly tests are carried out and recorded Also predeparture tests for each port to be recorded.	☐

Section 11: RADIO AND COMMUNICATION

11.3	Has the Satellite EPIRB been correctly installed, tested and maintained? (V & M)	**Guide to Inspection** Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency, with particular emphasis on frequency stability, signal strength and coding. Satellite EPIRBs are subject to shore-based maintenance at intervals not exceeding five years. (SOLAS74,2020) 406 MHz EPIRBs are to be physically examined and the self-test function checked at least once per month. Check that the EPIRB ID and other information (include call sign and MMSI of the ship) is clearly marked on the outside of the equipment. Check for the presence of beacon operating instructions.	Ensure EPIRB ID , call sign and MMSI is clearly marked outside EPIRB Ensure EPIRB is tested at least once a month by ships officers and recorded in GMDSS LOG. EPIRB annual test will be conducted as part of GMDSS annual survey. Ensure EPIRB operating instructions are available. Ensure retroreflective tape is in good condition	☐
11.4	Is the most current edition and up to date List of Radio Signals available on board? (V)	**Guide to Inspection** The record of Equipment for Cargo Ship Safety (Form E) attached to the Cargo Ship Safety Equipment Certificate should be endorsed, if electronic nautical publications are provided.	ADP /ENP Certificate to be updated to latest Notice to Mariners on bridge and Masters laptop Check if FORM E mentions electronic nautical publications	☐

Section 11: RADIO AND COMMUNICATION

11.5	Is the vessel equipped with sufficient portable two-way UHF radios, for use in general on-board operations? (V)	**Guide to Inspection** The primary means of communication between the personnel involved in shipboard operations and between the terminal and ship are VHF or UHF radio. The main difference between UHF and VHF radio is their range. UHF radio waves are smaller than VHF, which means that UHF frequencies have smaller waves that produce a wider reception, while VHF has longer wavelengths. UHF signals are more likely to pass barriers like steel, bulkheads, and building walls more easily. UHF radio is generally a better signal for long-distance communication. UHF is particularly effective when using radios for indoor use, such as shipboard operations within the ship. An advantage of using UHF is that the crew is less likely to experience interference from other two-way radios. Sufficient portable radios with chargers and spare batteries should be available to allow communications between the Chief Officer, deck officer in charge of cargo operations, the deck watch, and the Master. If a vessel uses VHF radio for shipboard operations, the emergency channels and designated port operational channels must not be used. The GMDSS portable survival craft VHF units are designed for emergency use only. These radios are not for use in general on-board operations.	Vessel is provided with 8 walkie talkies for general use. Vessel is provided with 4 walkie talkies for firefighting purpose Ensure all walkie talkies , spare batteries and chargers are operational Ensure the 3 GMDSS walkie talkies are not used for any other purpose	☐
11.6	Are Search and Rescue Radar Transponders (SARTs) in good order and tested regularly? (V)	**Guide to Inspection** On vessels equipped with a minimum of two (2) search and rescue locating devices and free-fall lifeboats, one of the search and rescue locating devices should be stowed in a free-fall lifeboat. The other device should be situated in the immediate vicinity of the navigation bridge, ensuring it can be utilized on board and is readily available for transfer to any other survival craft. The Search and Rescue Radar Transponder as a part of GMDSS is subject to annual testing. (IMO Resolution A.802 (19). One SART is required for ships of between 300 and 500 gross tons. Two SARTs are required for ships 500 gross tons or greater. Each SART should have self-test capability (Resolution A.802 (19) Performance Standards for Survival Craft Radar Transponders for use in Search and Rescue Operations, 1995) Check that the battery expiry label shows sufficient battery life to cover the next routine voyage.	SART annual test will be conducted as part of GMDSS annual survey. For vessels provided with freefall lifeboat , One SART to be stowed in free fall lifeboat Ensure each SART is tested at least once a month by ships officers and recorded in GMDSS log. Check battery expiry date	☐
11.7	Are survival craft portable VHF radios in good order and charged? (V)	**Guide to Inspection** Equipment for which the source of energy is intended to be user-replaceable should be provided with a dedicated primary battery for use in the event of a distress situation. This battery should be equipped with a non-replaceable seal to indicate that it has not been used. (Resolution A.809 (19) Performance Standards for Survival Craft Two-Way Radiotelephone Apparatus, 1995)	Check dedicated battery expiry dates Check if each battery is properly sealed and not used Test all the 3 GMDSS walkie talkies during drills.	☐

Section 11: RADIO AND COMMUNICATION

11.8	Is the AIS static, dynamic and voyage data up to date and has an AIS annual test been performed and the record available on board? (V & M)	**Guide to Inspection** The Automatic Identification System (AIS) shall be subjected to an annual test by an approved surveyor or an approved testing or servicing facility. A copy of the test report shall be retained on board and should be in accordance with a model form set out in the annex to MSC.1/Circ.1252. (SOLAS 74,2020) (MSC.1/Circ.1252, Guidelines on Annual Testing of the Automatic Identification System (AIS), 2007) Static data that is set up during equipment installation and includes information such as MMSI, IMO Number, International call sign, beam, and ship type. Dynamic data that is current navigation information including position, course, speed, and navigational status (at anchor, moored, underway or special condition); and Voyage data relates to the specific voyage and include information on draft, destination, ETA and hazardous cargo. It is important that the AIS is operated correctly and that watch keepers are familiar with the equipment, including how to check that all information being transmitted by AIS is both accurate and update. Bridge Procedures Guide, 2022) According to IMO guidelines provided by Resolution A.917(22), AIS should always be in operation when ships are underway or at anchor. Only if the Master believes that the continual operation of AIS might compromise the safety or security of the ship, the AIS may be switched off. The Master should report the switch-off and the reason for doing so to the competent authority. Actions of this nature should always be recorded in the ship's logbook together with the reason for doing so. Rightship recommends that the date and time of switching on (and off as per above) should be recorded in the deck logbook. Deliberately turning off the transmitter signal without legitimate reason represents a breach of SOLAS and puts the ship in breach of flag state regulations.	Ensure annual test report is available on board. Check if all static information is correct Ensure dynamic data , navigational status and voyage data are updated and checked each watch. Deck officers shall familiarize with operation of AIS equipment (NAV B3 - Bridge familiarization) Ensure compliance with Bridge arrival / departure checklists (NAV B6/B7) Ensure AIS is kept ON at all times. AIS shall not be switched off without Company approval.	☐
11.9	Is there a Shore-Based Maintenance Agreement in place to fulfil the maintenance requirements? (M)	**Guide to Inspection** A shore-based maintenance agreement / certificate is needed on board to fulfil the maintenance requirements as mentioned in the "SOLAS GMDSS" regulations (CHAPTER IV Reg. 15) and the Radio Maintenance Guidelines (RES. A702-17), for GMDSS equipment sailing in Sea Area A2-A3-A4.	SOFIO MARINE is the Shore-Based Maintenance Agreement company for IVSS vessels Certificate to be posted on bridge Entry that SOFIO MARINE is the Shore-Based Maintenance Agreement company to be made in the	☐

			front section of GMDSS log	

Fuel Isolation for multi-engine installations

Purpose

A reminder of the requirements to test and maintain fuel isolation valves for multi-engine installations.

Reminder for

- Ship owners
- Operators
- Masters
- Engineers
- Recognised Organisations

Background

We have seen an increase in the failure of remotely operated isolation valves in the fuel supply lines to generators.

This notice is issued as general guidance only. Read with SOLAS II-2 Regulation 4.2 and MSC.1/Circ.1321.

Oil fuel piping

In the event of a fire on a generator, the fuel must be isolated to a single engine, without affecting the operation of other engines.

> "In multi-engine installations which are supplied from the same fuel source, means of isolating the fuel supply and spill piping to individual engines, shall be provided. The means of isolation shall not affect the operation of the other engines and shall be operable from a position not rendered inaccessible by a fire on any of the engines."
> Source: SOLAS Chapter II-2 Regulation 4.2

MSC.1/Circ.1321, issued June 2009 describes how to implement this.

One common solution is to install a quick closing valve on the fuel supply line to the engine between the fuel change over valves and the engine with a remote actuator in another part of the machinery space.

For ships built after June 2009, where possible the valves or the actuator for the remote closing valves should be at least 5m from the engine in any direction. Where this is not possible, protection by obstructions may be implemented.

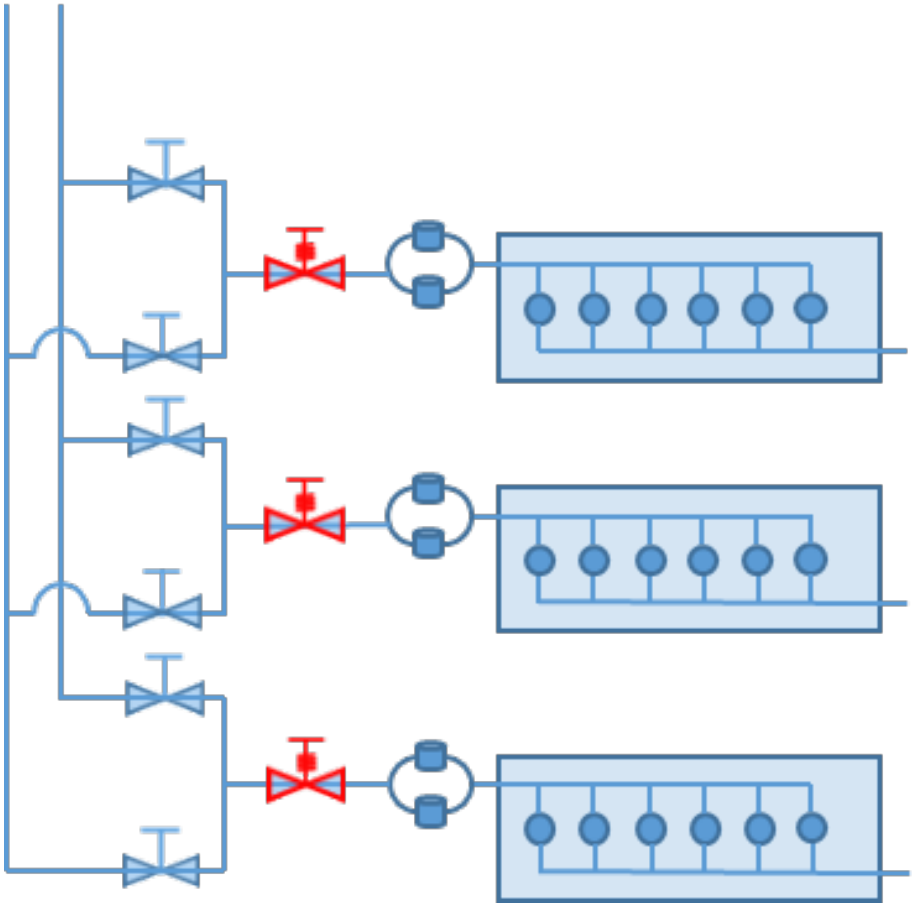
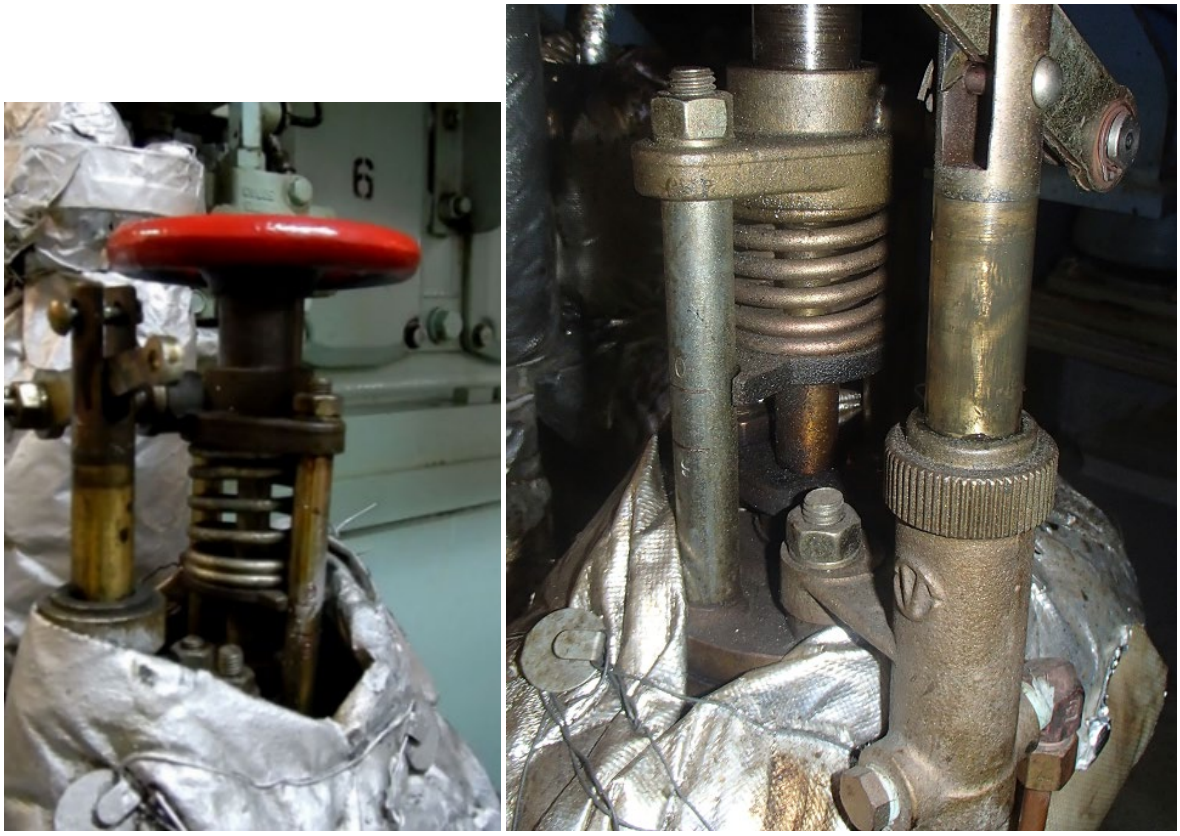


Figure 1: Diagram illustrates one solution by installing isolation valves adjacent to each engine, arranged to shut off individual fuel supplies without affecting the operation of the other engines.

Testing

Ship operators must have procedures to ensure that a ship is maintained. This includes the function of the isolation valves.
Source: Paragraph 10.1 of Part A of the International Safety Management Code (ISM)

Regularly test equipment that is not in continuous use, to promote reliability.
Source: Paragraph 10.3 of the ISM Code



Defective Quick Closing valve remaining in the open position after actuator is triggered to close the valve

Inspections

Port State control inspections can include testing quick-closing valves on a ships fuel system. This may include the remote operation of the fuel supply isolation valves.

Crew should be familiar with the remote operation of the valves, the reset procedures and how to ensure the valves are maintained in good working order.

A ship may be detained, if the remote quick-closing devices are:

- absent
- non-compliant
- substantially deteriorated to the extent that the remote quick-closing devices will not work if needed.

SOLAS II-2 Regulation 4.2

This Marine Notice only provides a summary of one aspect of SOLAS II-2 Regulation 4.2. Refer to SOLAS, the MSC Resolution or the IMO procedures for port State control. SOLAS II-2 is implemented in Australia by Marine Order 15.