

Company Circular no. 01 - 2026

MONTHLY SAFETY CAMPAIGNS - JAN 2026

Dear Captain/CE

Please note as following for your compliance and discussion with all officers and crew members. Lessons Learned to be discussed in the monthly Safety Meeting.

1. ClassNK PSC Bulletins

Refer attached **ClassNK PSC Bulletin - 19** “Termination of sounding pipe for tanks containing fuel oil in engine room is not fitted with a small-diameter self-closing control cock.”,

As per SOLAS requirement, sounding pipes of fuel oil tanks that terminate in the machinery space are to have a **small-diameter self-closing control cock** fitted at the top of the sounding pipe in addition to **self-closing blanking devices**.

SOLAS II-2, Part B, Regulation 4 – Probability of Ignition

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 2.2.3.5.1.3 the terminations of sounding pipes are fitted **with self-closing blanking devices** and **with a small-diameter self-closing control cock** located below the blanking device for the purpose of ascertaining before the blanking device is opened that oil fuel is not present. Provisions shall be made so as to ensure that any spillage of oil fuel through the control cock involves no ignition hazard.
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 <p>Bilge Separated Oil Tank Sounding head, not fitted with overflow indicator</p>	 <p>Example of small-diameter self-closing control cock</p>
<p>Self-closing blanking device</p>	

Safety Check Signal



Above is also acceptable.

The Safety Check Signal is mounted on the top of the sounding pipe head. It has the same role as the “small-diameter self-closing control cocks” to confirm that that oil fuel is not present as described in the SOLAS regulation, and it is widely used. Inform third party inspector if a defect is pointed out stating that **self-closing control cock** is missing.

In context of above, please check and confirm to your Ship Manager by month end following. 2/E is the PIC of the maintenance of these valves.

1. Inform office if sounding pipe is not fitted with **small-diameter self-closing control cock** or **Safety check signal**
2. Ensure that **self-closing blanking device** operate smoothly and close the sounding pipe fully. It was often found that horizontal spring type not operating smoothly. Carry out maintenance if required.
3. **Small-diameter self-closing control cock** – these are normally push-button type, check and confirm these operate smoothly.
If vessel is provided with Safety Check Signal, ensure the glass is clean so that any oil leakage is visible before removing the cap from the sounding pipe.
4. Ensure all sounding pipes are fitted with cap.

Refer attached **ClassNK PSC Bulletin - 20** “The spare charge of powder fire extinguisher was expired.”

Although there is no clear requirement concerning the validity date of powder in the FSS Code, it is generally considered necessary to refill the powder every 5 or 6 years, in principle. It is highly recommended that spare charges should also be replaced at the same time taking into account age deterioration, even though the expiration date of the charges is not specified by the manufacturer.

- Where spare charge has expiry date marked on it, it should be replaced prior to expiry date.
- Spare charge without expiry date marked on it, it should be replaced at five-year interval. Check manufacturing date on the spare charge.
- Replace the spare charges of the fire extinguishers at the same intervals as the refilling intervals specified by the manufacturer. Normally refilling is required every five years.

Portable fire extinguishers

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Spare charges shall be provided for 100% of the first 10 extinguishers and 50% of the remaining fire extinguishers capable of being recharged onboard. Not more than 60 total spare charges are required. Instructions for recharging should be carried onboard. (SOLAS II-2, Reg. 10/3.3.1)

For fire extinguishers which cannot be recharged on board, additional portable fire extinguishers of the same quantity, type, capacity and number as determined in paragraph above shall be provided in lieu of spare charge. (SOLAS II-2, Reg. 10/3.3.2)

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SOLAS II-2, Reg. 10/3.3.2 is basically for the portable CO2 fire extinguishers on board our vessels. Ensure these are inspected monthly as required.

Please check and confirm following to your Marine Superintendent:

- Spare charges quantity including cartridges (where required) for portable fire extinguishers is as per above requirement. Also refer Fire Safety Plan for spare charges.
- For cartridges 5 years or more from the manufacturing date, weigh the gas cartridge and check the mass against that marked on the gas cartridge. If the gas cartridge has sustained a loss of content greater than 10% of original content, replace it from new cartridge.
- Check the date marked on the cartridge. Cartridges should be removed from service if more than 10 years have elapsed since the date of manufacture.
- Refer Form 3.1.6 for keeping the inventory of the spare charges.
- Maker's declaration is on board that foam fire-extinguishing charge does not contain PFOS.

2. Fleet Advisory 2026-01

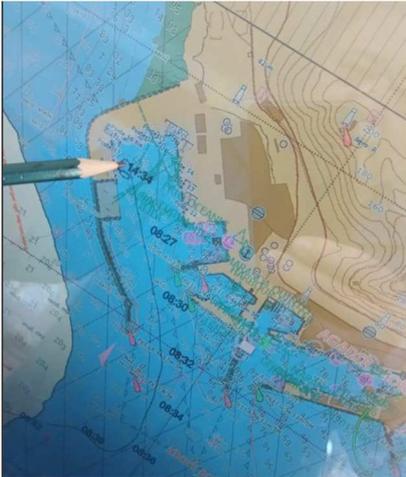
Attached Fleet Advisory 2026-01 which contains all the Fleet Advisories issued in year 2025 containing PSC deficiencies and RightShip findings. All officers are required to familiarize with the Fleet Advisory. Master and CE to ensure that corrective/preventive actions are implemented to avoid recurrence of these deficiencies/findings on board your vessel. Let us know if any support is required from office.

File the signed fleet advisory in the Share point 3.2.3 Training folder by 31st Jan 2026.

3. Mooring lines parting incident

The vessel berthed port Agadir terminal No.17 at 1830LT/11Dec2025 for cargo discharge operation. The weather with about 1.5m swell experienced at berth from 0100LT/13Dec2025 onwards, vessel started rolling and surging due to improper shelter at the berth. Port's breakwater was unable to protect the vessel against the sea and swell. The vessel's movement at berth imposed excessive strain and damaged the ropes due to chafing resulting in failure of the ropes. By 0600LT/13 Dec 2025, 6 pcs mooring lines had parted at fore and aft stations, making it extremely difficult vessel to stay at berth. Vessel had to shift to anchorage until improvement of weather. Other vessels in port reported similar issue and were shifted to anchorage.

Port Agadir, Morocco



Our ships do call the port/berth which are not adequately protected against the sea. Please note as following:

Lessons Learnt

- Inform office immediately when such adverse weather is experienced at berth.
- Collect evidence of the ship's surging and rolling by taking video showing ship side movement against the berth and general condition of the sea around vessel
- Capture vessel movement at berth using ship's position in ECDIS
- Issue Note of protest to Port Authority and Charterer against unprotected berth
- Keep all concerned parties informed of the parting of the mooring lines.
- Refer SMS – 'HSE Procedure Manual/4.12 Safe Moorings/5.Mooring roles and responsibilities' for further guidance.

Mitigating Actions

- Use mooring rope protector in way of fairleads, ensure sufficient protectors are on board.
- Check all fairleads/rollers, these should be smooth, smoothen if you find any sharp edge, you may also apply thin coat of grease around fairlead.
- Check and ensure that all rollers are turning
- Avoid ropes via sharp edges, especially spring ropes which may come in contact with the ship side, refer item 3 in the attached OJT 078. you may insert damage rope or canvass at such points
- Don't over tighten the mooring winch brakes, refer your last mooring winch brake rendering mark for tightening
- Keep equal tension on all ropes
- Where possible depending upon the bollard's location at berth, try to use longer length of the rope.
- Tend the mooring ropes regularly
- Monitor the weather forecast and keep the tide timings in the ship's office
- Brief crew on snap-back zones, donning of PPE, high tension on ropes due to surging/rolling

4. NEW REGULATION

Amendments to the International Code for the safe carriage of grain in bulk (TEC-1341 attached)

Amendments to the Grain Code related to a new loading condition "Partly filled hold, in way of the hatch opening, ends untrimmed" entered into force on 01 January 2026.

The port authority may require addendum in grain loading booklet containing information necessary for the new class of loading conditions, the Document of Authorization, and grain stability calculation results thereof.

When grain cargo is **filled partly in way of hatch opening and the fwd and aft ends of the cargo hold remain untrimmed**, this condition is not covered in the existing grain stability booklet and loading computer calculation. As per our information, the grain loading terminals in Canada/USA require when grain filled partly in the hatch coaming with ends untrimmed to comply with this new requirement for which this new condition needs to be added in the grain stability booklet and adding corresponding feature in the loading computer for calculating the grain stability and heeling moment.

At present our ships don't comply with this requirement unless grain surface is trimmed under cross deck, refer left side below figure. Surface trimming requires engaging the shore labour which is not easily available in USA/Canada/Australia/European ports or cost is very expensive.

Refer below figure - right side condition is not included in the existing Grain Stability Booklet and Loading Computer calculation.

2. Newly defined class of loading conditions

"specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed"
(Refer to Figure 1)

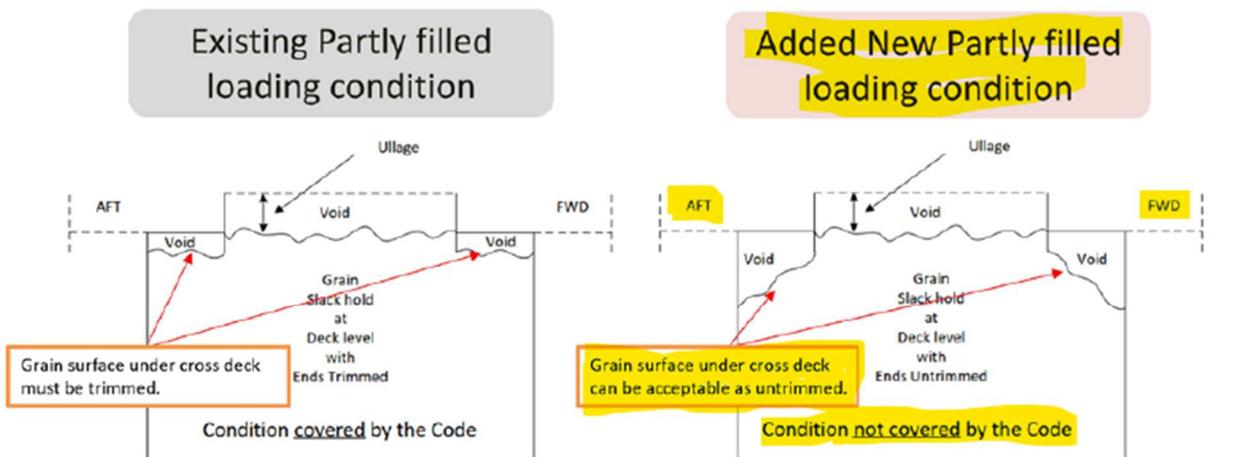


Figure 1 Existing partly filled condition(left) and Newly defined partly filled condition(right)

Please note as following:

- When planning grain cargo stowage, **avoid the condition of partly filled grain cargo in way of the hatch coaming** as following, these conditions are there in the Grain Stability Booklet.
 - **Keep the hatch coaming 100% full of grain (Full Untrimmed), or**
 - **Keep level of the grain below the bottom of the hatch end beam, and the hold is then considered partly full. (load less cargo in the hold)**
- **Inform office if condition of partly filled grain cargo in way of hatch coaming is not avoidable.**

5. KARCO TRAINING

The ship staff shall conduct the following training modules this month:

- **Enclosed Space Entry & One More Tragic Casualty**
- **COLREG RULE 13,14 and 15**
- **Auditing the Engine Room & Steering Gear Compartment NEW**

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

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

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

The Master can contact IT department and support team (support@karcoservices.com) for any queries regarding KARCO. Records of training to be maintained in form 3.2.3 filed in Share Point.

6. RIGHTSHIP SECTION 4 – ISM

RIGHTSHIP uses checklist (RISQ) which is uploaded on the landing page of SHEQ.

There are 17 chapters in the RIGHTSHIP questionnaire.

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

For this month, all deck officers shall go through the attached “**SECTION 4 – ISM**” checklist and ensure that the vessel is in compliance with all the items.

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

Master to ensure that this section is read and understood by all deck officers. Last page of this section to be signed by all deck officers and verified by Master. Please upload the last signed page in the Share Point by end Feb 2026.