

## Company Circular no. 02 - 2026

### MONTHLY SAFETY CAMPAIGNS - FEB 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. **USCG Marine Safety Alert 03-26 Immersion Suit Maintenance and Inspections**

Refer attached **USCG Marine Safety Alert 03-26 Immersion Suit Maintenance and Inspections**, during recent USCG vessel examinations, attention has been drawn to immersion suit performance issues related to the bond between the main zipper and the suit body. When this bond deteriorates, the suit's ability to maintain watertight integrity can be reduced. Factors that may contribute to this condition include maintenance practices that are not aligned with manufacturer guidance, unsuitable storage conditions, and the absence of periodic testing. In some cases, degradation of seams or closures may not be readily evident through visual inspection alone.

The USCG **strongly recommends** as following:

- Conduct thorough inspections of all immersion suits, focusing on zipper-to-body seams and seam-taped areas such as boots, gloves, and hoods. Check for signs of delamination, seam tape lifting, adhesive failure, and zipper malfunction. Verify zipper function and proper lubrication using only manufacturer approved products.
- Store suits with zippers fully open and use monthly inspections as opportunities for crew donning practice.
- Conduct air pressure leak testing at least every three years, or at more frequent intervals for suits over ten years old.
- Address any identified defects immediately and ensure repairs are performed by an authorized repair station in accordance with manufacturer instructions and remove non-functional suits from service.
- Replace any suits that cannot be restored to a watertight condition to the satisfaction of the vessel's Flag Administration.
- Update maintenance procedures to ensure manufacturer directions are followed and only manufacturer-approved products are utilized to service and maintain equipment.
- Maintain detailed records of inspections, tests, defects, repairs, and replacements.

Please refer monthly inspection PMS in MESPAS. Ensure proper maintenance is carried out as per PMS. Also ensure retroreflective tape marking is as per attached Res.MSC.481(102) Page 4.

#### 2. **AMSA Marine Notice 2024/05 - Fuel Isolation for multi-engine installations**

This circular was issued in view of increase in the failure of remotely operated isolation valves in the fuel supply lines to generators.

"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." (SOLAS Chapter II-2 Regulation 4.2.2.5.5)

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.

## 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.

Please check and ensure that vessel is in compliance with above. Test remote quick-closing devices when opportunity permits and inform to your Ship Manager if vessel is not in compliance with above or any defect is noticed.

It is also included in RISQ 7.10 for checking by RightShip inspector. Please familiarize with it.

7.10 Are the Quick Closing Valves serving fuel and lubricating oil systems being regularly tested and in good order? (V)

Yes   
  No   
  N/A   
  N/V

### Guide to Inspection

Quick Closing Valves are fitted to the outlets of lubricating and fuel oil storage, and settling and service tanks within the machinery space, boiler room and the emergency generator room. These spring-loaded valves may be operated locally or remotely by pull wires, hydraulics, or compressed air. Quick Closing Valves are essential safety devices. They should be properly maintained.

(Quick Closing and Self Closing Valves, 2011)

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. ( SOLAS 74 2020)

AMSA Marine Notice 2024/05, "Fuel Isolation for Multi-Engine Installations," states that one common solution is to install a quick-closing valve on the fuel supply line to the engine, between the fuel changeover 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 5 metres from the engine in any direction. Where this is not possible, protection by obstructions may be implemented.

For further inspection references, please refer to AMSA Marine Notice 2024/05 and pages 24, 25, 26, and 27 of MSC.1/Circ.1321, dated 11 June 2009.

## 3. Fleet Advisory 2025-01

Attached Fleet Advisory 2025-01 which contains all the Fleet Advisories issued in year 2024 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 28th Feb 2026.

#### 4. Familiarization with UKC calculation Form

All deck officers to familiarize with the attached OJT 079 on UKC calculation Form 1.3.1a. File the signed OJT in the Share point 3.2.3 Training folder by 28th Feb 2026. Master to cross check the UKC Form before signing the passage plan.

#### 5. Custom fine - Improper store declaration, San Lorenzo, Argentina

Customs Officers conducted an inspection on our vessel for arrival clearance formalities. Upon completion of the inspection, a discrepancy was found between the quantity of chemicals / powdered milk declared on the ship's store list and the quantity found on board.

| SOTKA            |                            |                            |                |
|------------------|----------------------------|----------------------------|----------------|
| Commodity        | Custom's Store Declaration | Custom's Inspection Result | Difference     |
| Dry Chemicals    | 12.5 kilos                 | 47 kilos                   | + 34.5 kilos   |
| Liquid Chemicals | 11,369 litros              | 12,177.5 litros            | + 808.5 litros |
| Powdered milk    | nil                        | 675 kilos                  | + 675 kilos    |

In view of above, vessel was fined USD 14000/-. Customs required a letter of guarantee for US\$ 14,000/- (fourteen thousand dollars) was required from P&I Club before vessel was cleared.

There was no proper records of expired items remaining onboard.

#### Lessons Learned

- Always keep proper inventory of the stores on board as there may not be sufficient time to check physically all items for customs declaration during short voyage when crew is busy for cargo holds cleaning and other activities. All items in a store are to be identified and included in the inventory list. Check and search stores to ensure that all items are included in your inventory list.
- The chemical drums in forecastle store were not labelled. Ensure all chemical and other drums are properly labelled. Check for any unlabelled drum in the stores.
- The milk powder had expired and was stored in forecastle store at inaccessible place. Dispose expired items as per the garbage regulation to shore reception facility. Check your store for any item which needs to be disposed.

Master to ensure compliance with above.

#### 6. Vaping and e-cigarette ban

Several countries have a ban on vaping or smoking e-cigarette including possession of e-cigarettes and vaping products. In some countries possession can lead to high fines or imprisonment of the violator. Hence vaping is not allowed on board the vessel. Please don't buy or bring vaping product / e-cigarette on board.

#### 7. KARCO TRAINING

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

- **Calibration of Portable Gas Detection Equipments**
- **Collision & Grounding Incident of a VLCC**
- **Li-Ion Battery Fires in Crew Cabins - The New Emerging Threat**

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](mailto:support@karcoservices.com)) for any queries regarding KARCO. Records of training to be maintained in form 3.2.3 filed in Share Point.

## 8. 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.

**Fleet Advisory 2024-02**

PSC deficiencies in Tianjin, China on 08 April 2024

| Code  | Description  |
|-------|--|
| 04118 | <p><b>The enclosed space list not exhaustive.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Ships' enclosed spaces have been identified in a table in the HSE Procedure manual/4.10 Enclosed space entry/para 3.4 with the hazards and safe working practices to be observed when entering these spaces. Though the list in the SMS is exhaustive, it was not the ship specific resulting in this deficiency.</li> <li>Refer IMO <b>Resolution A.1050(27)</b>:<br/>=====</li> </ul> <p>2.1 <i>Enclosed space</i> means a space which has any of the following characteristics:<br/>.1 limited openings for entry and exit;<br/>.2 inadequate ventilation; and<br/>.3 is not designed for continuous worker occupancy,<br/>and includes, but is not limited to, cargo spaces, double bottoms, fuel tanks, ballast tanks, cargo pump-rooms, cargo compressor rooms, cofferdams, chain lockers, void spaces, duct keels, inter-barrier spaces, boilers, engine crankcases, engine scavenge air receivers, sewage tanks, and adjacent connected spaces. <b>This list is not exhaustive and a list should be produced on a ship-by-ship basis to identify enclosed spaces.</b><br/>=====</p> <ul style="list-style-type: none"> <li>Prepare ship specific exhaustive enclosed spaces list and post the laminated copy at or near notice board.</li> <li>The following amendments were made in the Enclosed space entry chapter para 3.5: <b><i>"A detailed ship specific list of enclosed spaces shall be prepared by the Master and posted on the Notice board. All crew shall be briefed on the list of enclosed spaces onboard"</i></b>.</li> </ul> |
| 05116 | <p><b>Duty Officer not familiar with false alert cancellation procedure for GMDSS equipment.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>PSCO required the duty officer to demonstrate false alert cancellation of various GMDSS equipment. The officer demonstrated the false alert cancellation of all the GMDSS equipment except the Inmarsat-C equipment which resulted in this deficiency.</li> <li>All officers are required to familiarize themselves with the false alert cancellation procedure. Refer checklist Nav B19 / maker's instructions and flow chart in this regard.</li> <li>Ensure maker's instructions / flowchart for cancelling the false alert are posted in vicinity of each GMDSS equipment.</li> </ul>  |
| 07122 | <p><b>Fire control plan stored in the weathertight enclosure outside the deckhouse without prominently standard IMO mark posted.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The IMO symbol for the fire plan was already posted near the weathertight enclosure on the port and stbd side. The PSC inspector insisted that each IMO symbol shall also have an IMO logo printed on the bottom.</li> <li>Company consulted CLASSNK who confirmed that it is not a mandatory requirement to have IMO logo printed at the bottom of the symbol.</li> </ul>   |

- Ensure both symbols IMO and symbol required by MSC/Circular.451 showing fire on ship are posted near the fire plan enclosure on both side of the accommodation.

|   |  |
|---|--|
| <p style="text-align: center;"><b>Fire</b></p>  <p style="text-align: center;"><b>Plan</b></p> |  |
| <p>IMO SYMBOL as per fire plan</p>  | <p>SYMBOL as required by MSC/Circ. 451</p>   |

18399

**The refrigeration line in the meat room iced seriously.**

**Comments:**

- The line found frosted by the PSC inspector was the gas return line after the evaporator which does not require lagging as per the maker and will automatically defrost during the set defrost cycle. There was no requirement from the maker to insert lagging on this line.
- Refer to the maker drawings and ensure that the refrigeration room pipelines are covered with appropriate lagging material (if applicable) to prevent icing of the pipeline.

|  |   |
|--|---|
|  |  |
| <p>Before without lagging</p>  | <p>After installing lagging</p>   |



Date: 20 Apr 2024

Fleet Advisory 2024-03

PSC deficiency in Vancouver on 15 April 2024

| Code  | Description  |
|-------|--|
| 04118 | <p data-bbox="261 383 1458 450"><b>DEFICIENCY</b> - FORWARD FREEBOARD MARKS NOT PROPERLY PAINTED – MIDSHIP INCORRECTLY SHOWS AB CLASS</p> <p data-bbox="261 488 560 519"><b>Company comments:</b></p> <p data-bbox="261 521 1481 719">The vessel changed CLASS from ABS to NK on 27 March 2023. During the change of CLASS , the ship staff overlooked and only painted the NK markings on top of the existing ABS plimsol line. The ship staff lacked attention in detail and did not weld the CLASSNK markings on the plimsol line upon change of class. During the PSC inspection the NK markings on the plimsol line and forward freeboard marks were found faded which resulted in this deficiency.</p> <p data-bbox="261 786 528 817"><b>Preventive Actions</b></p> <p data-bbox="261 819 1433 1122">Ship staff shall ensure that all ship side markings like vessel name , port of registry , IMO number , draft markings , load line markings etc are kept properly painted and legible. (This is the first item any inspector would check prior boarding vessel and the condition of these markings are critical in creating a good impression about the vessel.) At each port of call these markings shall be inspected and painted if deemed necessary. (By obtaining permission from port authorities) Also whenever there is change of classification society , the ship staff shall ensure that permanent markings are welded on the plimsol line. Illegible marks can result in PSC deficiencies or fines in certain ports.</p> |



Date: 11 Jun 2024

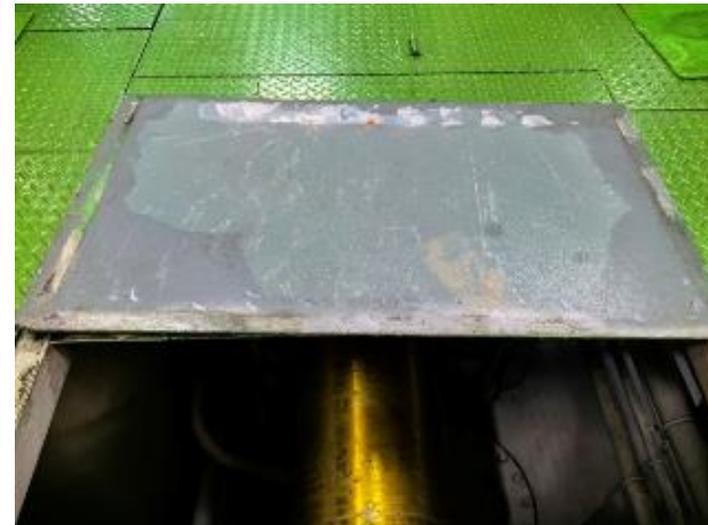
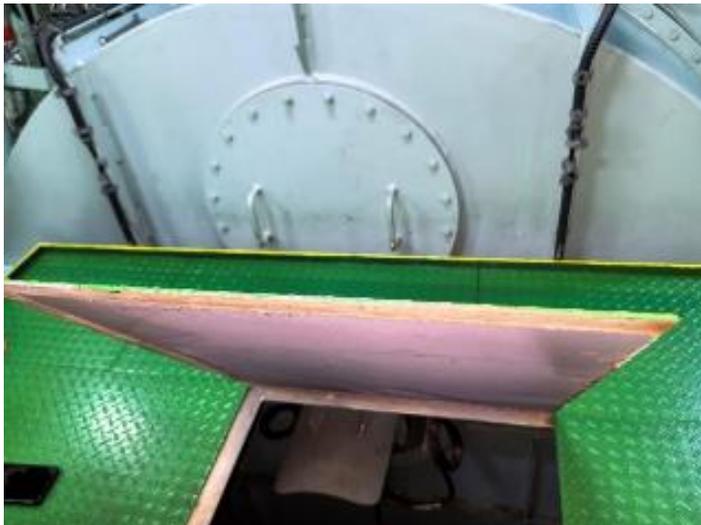
Fleet Advisory 2024-04

Port: San Antonio, Chile

**PSC deficiency - Securing of Engine Room Floor Plate**

| Code | Description  |
|------|--|
|      | <p><b>DEFICIENCY</b> - Floor Plates in Engine room not secured or properly fastened. As per PSCO requirement, the floor plates in ER should be secured on the frame to avoid shifting in case of ship rolling &amp; pitching at sea / listing / flooding.</p> <p><b>Company comments:</b><br/>It was observed that many vessels were delivered from the shipyard and the floor plates were not secured.</p> <p><b>Root cause:</b></p> <ul style="list-style-type: none"><li>• <b>Inadequate design</b></li><li>• <b>Lack of situational awareness</b></li><li>• <b>Inadequate identification of hazards</b></li></ul> <p><b>Preventive Actions:</b><br/>The Engine room floor plates should be secured on the frame to avoid injury to the crew .<br/>The floor plates may shift due to<br/>a) heavy rolling and pitching at sea<br/>b) listing of ship during cargo operations in port<br/>c) flooding of engine room (water sloshing the bilge area due to rolling creating a hydraulic hammer and forcing the deck plates upwards)</p> <p>Floor plates to be secured as per attached guidelines where the details of tools and brass countersunk screws to be used for securing, are provided.</p> <p>Floor plates with hinge or the sections of floor plates that need to be removed for valve operation below the floor plate should not be secured permanently by screws.</p> <p>The valve number should be stencilled on the top of these plates for easy identification of the valve underneath the plate.</p> <p>Requisition for necessary tools and screws to be raised , if not on board . The PO raised shall be informed to the Ship Manager .</p> <p>The Chief Engineer to confirm present condition and send pictures of the floor plates to the Ship Manager using picture submission form.</p> <p><b>Target date for compliance: 30th July 2024</b></p> |

As per PSCO requirement, the floor plates in ER should be secured on the frame to avoid shifting in case of ship rolling & pitching at sea / listing / flooding.



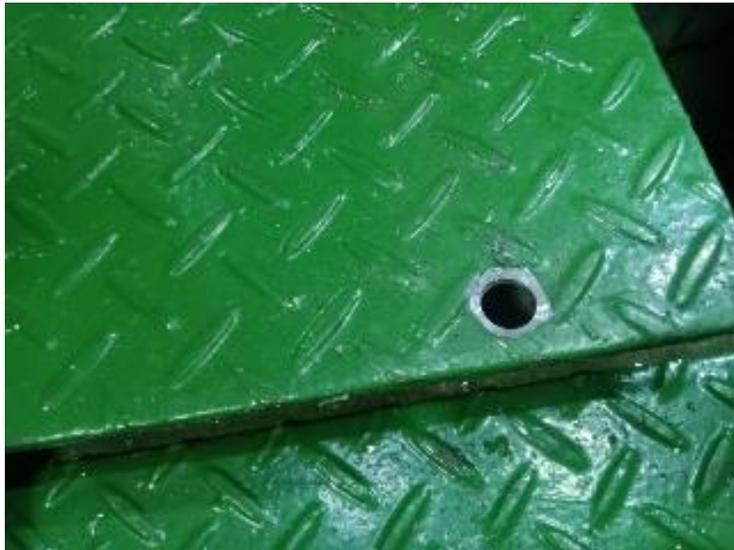
At delivery from shipyard, the floor plates are not secured.

# Drill holes in the plates and supporting frames with straight twist drill (Drill $\Phi$ : 9mm)



Drill through the plate and the frame bar.

Carry out chamfering of the drilled hole on the plate.



Use the M20 straight twist drill to chamfer the hole on the plate.

Tap the drilled holes on each frame with M10 hand tap.



Secure the plates with M10 countersunk screws.



Screw IMPA Code: 694201, Name: Machine Screw; Material: Brass; Shape: Countersunk flat. Normal size and thread: M10\*1.5; Length: 20mm.

## Painting the secured bolts with yellow paint.



Area around each bolt to be painted with approx. 8 X 8 cm square for each identification.

Valve No. to be painted on top of check plates for easy identification of valve below the plate.





Date: 29 Jul 2024

Fleet Advisory 2024-05

Port: Higashi Harima, Japan

PSC deficiencies

| Code  | Description  |
|-------|--|
| 10109 | <p><b>DEFICIENCY</b> – RESPONSIBLE OFFICER WAS NOT FAMILIAR WITH OPERATION OF NUC LIGHT</p> <p><b>Company comments:</b><br/>During the PSC inspection , the inspector requested the OOW the distance between the two NUC lights as per COLREGS.<br/>The OOW replied 1.7 M which was incorrect .<br/>As per COLREGS ANNEX I ( POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES ) ,the vertical distance between the two NUC lights shall not be less than <b>2.0 M</b> apart.</p> <p><b>Root cause:</b></p> <ul style="list-style-type: none"><li>➤ Incorrect Judgement : When questioned , the OOW made an impulsive response and replied 1.7 M without verifying the exact specifications from the COLREGS publication</li><li>➤ Inadequate Information handling: The OOW assumed that the vertical distance between NUC lights was 1.7M. He did not refer to the COLREGS publication and provide the correct distance.</li></ul> <p><b>Corrective actions:</b><br/>The OOW referred to the COLREGS publication and informed the PSC inspector that that the requirement of vertical positioning of NUC lights is not less than 2 M.<br/>The portable NUC lights on board were verified for 2 M vertical distance.<br/>The deficiency was closed by the attending PSC inspector.</p> <p><b>Preventive Actions:</b><br/>All deck officers shall consult the rules and Annexes as per the COLREGS publication.<br/>It is not possible to remember all the technical specifications but the OOW shall know where to find them.<br/>Also whenever any inspector is requesting for some technical specifications / numerical values from the COLREGS, the OOW shall reply that he shall refer to the COLREGS and provide the information.<br/>Under no circumstances , the OOW shall make assumptions regarding any technical specification of lights , shapes and sound signals as per COLREGS.</p> |
| 14104 | <p><b>DEFICIENCY</b> – OIL LEVEL SENSOR OF NO.2 CHAMBER FOR O.W.S. NOT WORKING</p> <p><b>Company comments:</b><br/>As per design , the Oil level sensor needs to be immersed in the water/oil for activation.<br/>During the PSC inspection , the chamber did not contain sufficient sea water and the oil level sensor was not immersed and hence did not activate resulting in this deficiency.</p> <p><b>Root cause:</b></p> <ul style="list-style-type: none"><li>➤ Inadequate work/process planning/programming: The ship staff were in a haste and tested the OWS without ensuring that there was sufficient water in the chamber to immerse the oil level sensor</li></ul> <p><b>Corrective actions:</b> The Ship staff immediately refilled the chamber with sea water and the Oil level sensor was immersed. The OWS was then tested in presence of the PSC inspector and the deficiency was closed.</p>  |

|       |   |
|-------|---|
|       | <p><b>Preventive Actions:</b> The Chief engineer has briefed the ship staff to take time and systematically follow the makers procedures and not respond impulsively whenever testing of any equipment /machinery is requested by the PSC inspector .</p>   |
| 05110 | <p><b>DEFICIENCY – GUANGZHOU NAVTEX STATION NOT SELECTED AT MANUAL MODE DURING CURRENT VOYAGE FROM SOUTH CHINA SEA TO JINZHOU</b></p> <p><b>Company comments:</b><br/>While selecting the Navtex station , the second officer decided not to select Guangzhou Station as its coverage area overlapped with Hong Kong station.</p> <p><b>Root Cause:</b></p> <ul style="list-style-type: none"> <li>➤ Incorrect Judgement : The second officer assumed that Guangzhou Station need not be selected as its coverage area overlapped with Hong Kong station.</li> <li>➤ Inadequate monitoring of standard compliance : The Second officer did not select the Guangzhou Station and it was not monitored / crosschecked by the other watch keeping officers</li> </ul> <p><b>Corrective actions:</b><br/>The Second officer immediately selected the Guangzhou Station in the Navtex receiver in the presence of the PSC inspector.<br/>The deficiency was closed by the attending PSC inspector</p> <p><b>Preventive Actions:</b><br/>The deck officers were briefed that list of all the Navtex stations for the intended voyage shall be identified during the appraisal stage of the passage plan.</p> <p>The Second officer shall pay attention in detail and select the Navtex station so as to cover the area in which the vessel is currently sailing and also the one covering the area into which the vessel is about to enter. Each station overlapping with the other station shall also be selected.</p> <p>The Navtex stations selected by the Second officer shall be crosschecked by each officer during their watch so as to avoid one man error.</p> <p>The Master shall also check randomly if the Navtex stations are programmed in the correct manner.</p> <p>The Master has conducted on the job training on use of Navtex receiver to all the deck watch keeping officers.</p> |
| 07109 | <p><b>DEFICIENCY – : Fire safety/maintenance of fire protection system in the CO2 room, some valves(7) of the CO2 bottles have signs of rust.</b></p> <p><b>Company comments:</b><br/>During the PSC inspection , the inspector observed that 7 valves of the CO2 bottles had signs of oxidisation residue on the brass head component.<br/>These bottles which had signs of oxidisation residue were in line with the natural vent of the CO2 room. The mild steel manifold also showed signs of slight spot rust.</p> <p><b>Root Cause:</b></p> <ul style="list-style-type: none"> <li>➤ Inadequate assessment of preventive maintenance needs: There were no PMS routines for checking the bottle valves for signs of corrosion.</li> <li>➤ Inadequate preventative cleaning/resurfacings : The ship staff did not pay attention in detail and inspect the bottle valves thoroughly for corrosion during the monthly inspection routines.</li> </ul>   |

|       |   |
|-------|---|
|       | <p><b>Corrective actions :</b><br/>The ship staff immediately carried out maintenance of the Co2 valves which had signs oxidisation residue.</p> <p>The Chief engineer has rechecked and confirmed that all the remaining CO2 bottles and system were free of residue. The deficiency was closed by the attending PSC inspector.</p> <p><b>Preventive Actions:</b><br/>The Company has amended the Monthly PMS routines to check for corrosion and residue on the Co2 bottle valves and associated equipment. (i.e Check for corrosion / signs of oxidation on each Co2 bottle valve and the manifold and take necessary action as required.)<br/>Compliance will be verified by the ship staff during monthly inspections.<br/>Compliance will also be verified by the Company staff during internal audits / vessel inspections.</p>  |
| 11101 | <p><b>DEFICIENCY – :</b> Lifeboats/ Last lifeboat drill was done March 14, 2024 but boat was not manoeuvred</p> <p><b>Preventive action:</b><br/>The Master shall make attempts to lower and manoeuvre the lifeboat at every opportunity considering the fact that many ports do not permit manoeuvring of the lifeboat and more over the weather conditions may not be favourable.</p> <p>As per our SMS , Boats can be lowered and manoeuvred when drifting within 6 miles outside port limits.</p> <p>If there is suitable/safe position within 6 miles outside port limits you can consider stopping / drifting for lowering the lifeboat.</p> <p>If weather conditions are not favourable an entry shall be made in logbook.</p> <p>Also if port authorities deny permission , it shall be recorded in logbook with evidence.</p> <p>If unable to lower the lifeboat prior to the due date , the Company shall be informed and dispensation shall be obtained from the flag state.</p> |

## Fleet Advisory 2024-06

PSC deficiencies at Beconcour, Canada on 09 Aug 2024

| S.No./ Code | Description   |
|-------------|---|
| 1/<br>01220 | <p><b>At the time of inspection, the SEA (contract) for Oiler #1 (Crew List's No.17) was not signed by the seafarer.</b></p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>• Check SEA of a crew member is signed by both the seafarer and the office representative when a crew member hands over the SEA to Master before filing the document onboard.</li> <li>• Also bring to the notice of the staff that SEA in their possession is signed by both the seafarer and the office representative.</li> <li>• Ensure compliance with the 2024-CIC on Crew Wages and Seafarer Employment Agreement (MLC) checklist sent separately. It is the first question in the CIC checklist as following:<br/>==<br/>Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner?<br/>==</li> </ul>   |
| 2/<br>03109 | <p><b>At the time of inspection the duct keel (pipe tunnel) watertight hatch was not sealing tight in the E/R.</b></p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>• Check the gasket of all booby hatches on board for proper sealing. Replace by new gasket where required.</li> <li>• Carry out the chalk test if required during routine maintenance.</li> </ul>  |
| 3/11101     | <p><b>At the time of inspection the lifeboat engine clutch did not disengage the propeller at the neutral position.</b></p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>• During last weekly routine testing of the lifeboat engine and propulsion system prior arrival port, ship staff observed sluggish disengagement of the clutch and so the propeller, but he was able to disengage the clutch in 2-3 attempts. Officer who carried out weekly test failed in his assessment to report it as defect to Chief Engineer for further investigation and reporting to company.</li> <li>• Whenever any problem with an equipment is detected or the person is doubtful in his assessment whether problem exists, he should not hesitate to report it as defect to the senior management on board.</li> <li>• Senior management on board to encourage reporting culture on board the vessel.</li> </ul> |
| 4/13102     | <p><b>At the time of inspection Auxiliary Engines Nos. 1, 2, and 3 were displaying multiple alarms regarding exhaust gas temperatures, e.g. mean temperature excessive deviation, turbocharger temperature, etc.</b></p> <p><b><u>Comments:</u></b><br/>Adhere to the following measures:</p> <ul style="list-style-type: none"> <li>- Implement regular maintenance schedule for fuel injector nozzles and fuel racks optimum setting</li> <li>- Conduct scheduled inspections to detect wear or malfunctions early based on alarm and monitoring system alerts.</li> <li>- Monitor engine parameters continuously for deviations</li> <li>- Provide crew training on maintenance importance</li> </ul>  |

|                |  |
|----------------|--|
|                | <p>- Maintain detailed records of inspections and maintenance activities.</p>  |
| <p>5/15150</p> | <p><b>Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Lack of verification, Inadequate maintenance, Inadequate assessment of the problem and lack of awareness with the MLC requirement resulted in the deficiencies on board the vessel.</li> <li>• Staff is required to carry out maintenance diligently as per PMS, seek advice from senior management in case of doubt about any problem with any equipment.</li> <li>• Report any defect, no matter how minor it may seem, to senior management on board.</li> </ul>   |
| <p>6/18316</p> | <p><b>At the time of inspection there was no hot water in the accommodations; minimum temperature of 60 degrees Celsius must be maintained to prevent bacterial growth, e.g. Legionella.</b></p> <p><b>Comments:</b><br/><b>Regulation</b><br/>====</p> <p><b>MLC 2006 / Regulation 3.1 – Accommodation and recreational facilities / 11. With respect to requirements for sanitary facilities:</b><br/>(d) with the exception of passenger ships, each sleeping room shall be provided with a <b>washbasin having hot and cold running fresh water</b>, except where such a washbasin is situated in the private bathroom provided;<br/>(f) <b>hot and cold running fresh water</b> shall be available in all wash places.</p> <p><b>Guideline B3.1.9 – Other facilities / 1</b><br/>(b) fitted with individual clothes lockers as well as with <b>tubs or showers or both and washbasins having hot and cold running fresh water.</b><br/>====</p> <p>Refer above regulation, if hot water is not available in the wash basins, bathroom showers and other wash places, it should be immediately brought to the attention of Master so that remedial action can be taken. The availability of hot water in the accommodation common areas such as hospitals, galley, tally room etc should be checked on weekly basis during routine accommodation inspection.</p> <p>Calorifier without efficient circulation and with dead ends provide optimum condition for bacterial growth in temperature range from 15 deg. C to 50 deg. C. The water temperature in the Calorifier should be set to at least 60 deg. C to minimize their growth.</p> |

## Fleet Advisory 2024-07

PSC deficiencies at Ortona, Italy on 30 Aug 2024

| S.No./ Code | Description   |
|-------------|---|
| 1/<br>18302 | <p><b>E/R washbasin damaged &amp; inoperative.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• The washbasin support base was rusted/wasted and non-operational.</li> <li>• Ensure that all washbasins on board are in good operational condition, check washbasin in the neglected areas E/R, change rooms, tally room and common toilets.</li> <li>• The washbasins of the common areas are to be inspected during weekly inspection of accommodation. Check taps, water colour, piping, drainage and cleanliness.</li> </ul>  |
| 2/<br>04102 | <p><b>During test Emergency Fire Pump was inoperative. Crew solved the problem before the ending of the inspection.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• The water from the water priming tank to the casing was not flowing due to clogging of the pipe. Water tank was cleaned and pipe was unclogged.</li> <li>• The water priming tank and flow of water from it is to be checked during routine weekly inspection of the self-priming pump, same is being added in the weekly job description in the PMS.</li> </ul>   |
| 3/04110     | <p><b>Crew member with assigned emergency duties are not fully familiar with their duties.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Crew took longer time than usual to lower, to rig the embarkation ladder, to board the lifeboat in water and releasing the painter from lifeboat. Assigned person was not aware with the painter release device but was trying to release the painter by opening the frozen shackle.</li> <li>• Observe the crew performance during abandon ship drill when lowering the lifeboat and carry out the training in the lacking areas.</li> <li>• Ensure all crew are aware of following: <ul style="list-style-type: none"> <li>➤ Abandon ship signal</li> <li>➤ Crew suitably dressed and lifejackets are correctly donned</li> <li>➤ Inquiring the duty of each crew member</li> <li>➤ Preparing the lifeboat for lowering – rigging forward painter, removing the safety pin, removing F&amp;A gripes</li> <li>➤ Lowering the lifeboat – using manual handle and pulling the wire from inside</li> <li>➤ Rigging the embarkation ladder</li> <li>➤ Disembarkation using ladder</li> <li>➤ Releasing lifeboat falls</li> <li>➤ Releasing forward painter</li> <li>➤ Starting lifeboat engine</li> <li>➤ Recovering the lifeboat from water</li> <li>➤ Checking release device is correctly set</li> <li>➤ Check the lifeboat/rescue boat magnetic compass heading, compared to ships gyro head when lifeboat away from vessel during routine launching in water and record in the deck logbook. (There is going to be large difference if compasses compared in stowage position due to the magnetic field of the ship's structure)</li> </ul> </li> </ul> |
| 4/18327     | <p><b>Some opening /closing devices of ventilation on outside decks are put in too high position that cannot be reached in safely because steps are missing.</b></p>  |

**Comments:**

- If the air vents around accommodation are not reachable safely from the deck level, please inform your Ship Manager/Superintendent for installing the step below the air vent.



Step installed on deck



Step and hand hold installed on bulkhead

5/15150

**Corrective action taken on the ISM system by the company is required within 3 months. Deficiencies marked ISM are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM code. The ship will be eligible for reinspection after 3 months from the final date of the report.**

**Comments:**

- Lack of familiarization with the lifeboat launching/boarding/releasing painter, Inadequate inspection and maintenance of emergency fire pump and wash basin, rusty condition of vessel resulted in this deficiency.
- Staff is required to carry out maintenance/drills diligently, take action as required.

6/03105  
7/02117

**No 1,3 & 4 hatch covers show many points of rust. The crane guard poles on deck show extensive signs of rust (Fixed Timber Stanchions)**

**Comments:**

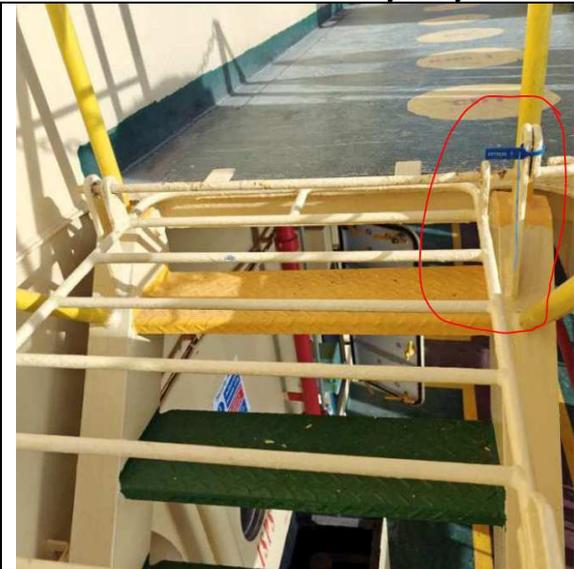
It is important the vessel is kept in good cosmetic and rust-free condition for good appearance. inspection.

Vessel was provided with the hydro blaster, but it was not being used for de-rusting. The hydro-blaster provided on board must work to its optimum pressure rating and is to be used for de-rusting to cover the larger areas bearing in mind favourable weather is not always available, the deck maintenance is to be maximized during favourable weather. Please check operation of hydro-blaster on board, inform to your Ship Manager/ Superintendent if any spare part/assistance/PPE required. Senior management team on board should plan the area for the maintenance for each voyage and procure FW and paint as required for the maintenance.

|         |   |
|---------|---|
| 8/14703 | <p><b>The ship's hull where the antifouling paint was applied has several rust spots.</b></p> <p><b>Comments:</b><br/>Inspect the ship's hull when vessel alongside in port and plan to carry out the maintenance and painting the ship side as required. Master to obtain the permission from Port Authorities via agent prior arrival and carry out ship side painting/maintenance in port/anchorage if permitted. If permission for painting is not granted, please make an entry in the deck logbook.</p> |
|---------|---|

**Fleet Advisory**

PSC deficiencies at Porto Marghera, Italy on 17 Oct 2024

| S.No./ Code | Description   |
|-------------|---|
| 1/ 16101    | <p><b>One port side, a padlock has been found used to close a gate for security purposes along with a means of escape.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The plastic security seal is to be preferred for locking the accommodation external ladders in place of a padlock in ports where there is a negligible security risk of theft, stowaways, contraband etc.</li> <li>The accommodation external ladders are to be padlocked in ports where there is a security risk of piracy, robbery, theft &amp; stowaway/contraband and during transit of high-risk areas.</li> <li><b>In port:</b> If external ladder is locked using a padlock, the key is to be kept at the gangway security desk and another key is to be kept in ship's office.</li> <li><b>At sea:</b> During high-risk transit area when external ladder is locked using padlock, the key is to be kept in wheelhouse and another key is to be kept in ship's office.</li> <li>All crew is to be made aware of the locations of the keys keeping in mind that safety of the crew overrides the security. Keys are to be properly marked for the location.</li> </ul> <div style="display: flex; justify-content: space-around;"> <div data-bbox="343 1272 917 1841">  </div> <div data-bbox="949 1272 1484 1841">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div data-bbox="343 1841 917 1877">Plastic seal in use</div> <div data-bbox="949 1841 1484 1877">Pad lock in use</div> </div> |
| 2/ 18425    | <p><b>On forward mooring station, grid for safe passage found with minor corrosion, in addition, a cable gland on starboard side found with point of rust.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The forward mooring winch gratings and cable gland pipe along the foremast was having spot rust.</li> </ul>   |

- When carrying out cosmetic maintenance as per maintenance plan, all fittings within the area to be attended, without missing out or ignoring any sections.

**Fleet Advisory**

PSC deficiencies at Zhenjiang, China on 18 Oct 2024

| S.No.<br>/<br>Code   | Description   |
|--|---|
| 1/<br>0710<br>1  | <p><b>Decks bulkheads and penetrations -<br/>Insulation materials for pipes from E/R to fire station on A-60 deck not extended 450mm.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• The insulation was not installed on the two compressed air pipes passing through the A Class floor to the fire station.</li> <li>• All other pipes, ducts and penetrations passing through the A-Class protection deck are to be insulated up to 450 mm.</li> <li>• Check pipes penetrating the A-Class division are insulated until length of 450mm.</li> </ul> <div style="display: flex; justify-content: space-around;"> <div data-bbox="316 898 895 1301">  </div> <div data-bbox="895 898 1481 1301">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span data-bbox="328 1323 679 1357"><b>Before</b> - without insulation</span> <span data-bbox="911 1323 1198 1357"><b>After</b> - with insulation</span> </div> |
| <p>Following ClassNK Guidance Part R Annex R9.3.1 Fig.2.1.3-1 for quick reference in accordance with SOLAS II-2 / Reg.9.3.</p> |   |

**2.1.3 Prevention of Heat Transmission**

1 Where a pipe penetrates in a deck or a bulkhead which is required to be insulated, the insulation is to be carried past the penetration for a distance at least 450 mm. (See Fig. 2.1.3-1)

2 Notwithstanding 1 above, for a penetration of a pipe made of material having low-heat conductivity character (e.g. a metallic pipe) and an outside diameter of less than 150 mm in a "B" class division, the insulation may be terminated at the end of penetration piece or sleeve as required. (See Fig. 2.1.3-2)

Fig. 2.1.3-1

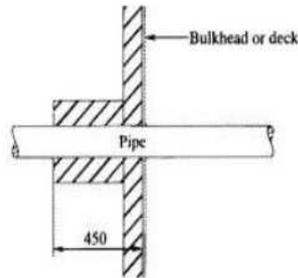
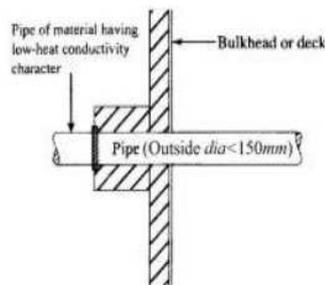


Fig. 2.1.3-2



2/  
1110  
6

**Rescue boat - Seating position of R/B not marked.**

**Comments:**

**LSA Code requirement**

===

4.4.2.3 Each seating position shall be clearly indicated in the lifeboat.

5.1.1.1 Except as provided by this section, **all rescue boats shall comply with the requirements of paragraphs 4.4.1 to 4.4.7.4 inclusive.**

===

As per above requirement, each seating position shall be clearly indicated in the lifeboat and rescue boat.

- If the rescue boat seats are not marked, please mark the seats in accordance with the maker's manual and send the photo to your Ship Manager/Technical Superintendent for verification.



**Before – without marking the seat**



**After – seat marked**

Date: 02 DEC 2024

Fleet Advisory 2024-08

Port: Nelson, New Zealand

PSC deficiencies

| Code  | Description   |
|-------|---|
| 01220 | <p><b>Deficiency - Seafarers onboard not provided with original SEA</b></p> <p><b>Company comments:</b> During the PSC inspection , the inspector requested the original contracts from 2 crew. The crew replied that they had the copy of the contract, and the original contract was with the Master.<br/>The PSC inspector informed that the crew should be in possession of the original contract as per MLC regulation and issued this deficiency.</p> <p><b>Regulatory requirement: MLC A 2.1 - SEAFARERS EMPLOYMENT AGREEMENT</b><br/>"The shipowner and seafarer concerned shall each have a signed original of the seafarer's employment agreement"</p> <p><b>Root Cause : Lack of Knowledge</b><br/>The ship staff were unaware that they shall be in possession of the original contract and had submitted the original contract to the Master upon joining vessel</p> <p><b>Preventive Actions</b><br/>The crewing department personnel were briefed regarding this deficiency.<br/>The crewing manager shall ensure that 3 original contracts are issued for any seafarer joining vessel .<br/>One for the Master , one for the crew and one for the Company.</p> <p>Each seafarer shall ensure they have the original contract in their custody at all times.</p> |
| 07113 | <p><b>Deficiency - Bridge wing stbd side fire hose punctured and leaking</b></p> <p><b>Root Cause:</b> Lack of situational awareness / risk perception / risk awareness<br/>Upon investigation, it was observed that the hose box was mounted with a bolt protruding inside the hose box. The hose was tightly stowed in direct contact with the bolt (which was rusted and sharp) and due to ships vibration the bolt had punctured the hose. Refer below photo.</p> <div data-bbox="261 1541 772 1962"></div> <div data-bbox="871 1541 1353 1962"></div> <p><b>Preventive Actions</b><br/>Check for protruding objects in the hose box and take necessary actions like renewing the corroded bolts , cutting excess length and applying Denso tape so that the hose is stowed in a safe manner.</p> <p>Compliance shall be verified by the safety officer onboard.</p>  |

10109

**Deficiency** - Stern light lower light defective

**Root Cause:** Failure to Follow Procedure/instructions

The Company's prearrival checklist requires that all the navigation lights are tested prior arrival port which was not complied with in true spirit. The OOW tested only the upper stern light and did not test the lower stern light.

**Preventive Actions**

The ship staff shall ensure that all lights are in good order and tested as per Company SMS requirements ( i.e All navigation lights (both main and emergency) shall be tested half an hour before sunset every day and also prior arrival and departure each port).

Any light found non-functional should be immediately reported & replaced.

The Company will take appropriate disciplinary action if the checklists are not complied with in true spirit by any officer.



**20 January 2026**

**Client Advisory – # 03-26**

**U.S. Coast Guard Marine Safety Alert # 03-26 - Immersion Suit Maintenance and Inspections**

**Overview:**

The U.S. Coast Guard (USCG) Inspection and Compliance Directorate issued Marine Safety Alert (MSA) 03-26 on 16 January 2026. This MSA discusses adhesive failures found by USCG inspectors in immersion suits.

**Background:**

During recent USCG vessel examinations, attention has been drawn to immersion suit performance issues related to the bond between the main zipper and the suit body. When this bond deteriorates, the suit's ability to maintain watertight integrity can be reduced.

Factors that may contribute to this condition include maintenance practices that are not aligned with manufacturer guidance, unsuitable storage conditions, and the absence of periodic testing. In some cases, degradation of seams or closures may not be readily evident through visual inspection alone.

**Action:**

Compliance partners are encouraged to review immersion suit inspection, maintenance, and testing practices and refer to the guidance provided in the USCG MSA 03-26, attached with this Advisory.

It is strongly recommended to conduct routine inspections of immersion suits with close attention to zipper-to-body seams and seam-taped areas such as boots, gloves, and hoods. Inspections should focus on signs of delamination, seam tape lifting, adhesive degradation, and zipper performance. Zipper operation should be verified following manufacturer directions; zippers should be lubricated using only manufacturer-approved products.

Additional recommendations include storing suits with zippers fully open, using monthly inspections as opportunities for crew familiarization and donning practice, and conducting air pressure leak testing at least every three years or more frequently for suits over ten years old. Any defects identified should be addressed in a timely manner with repairs completed by authorized repair facilities in accordance with manufacturer guidance. Suits that are not serviceable should be removed from use and replacement considered when watertight integrity cannot be restored.

Compliance partners may also wish to review and update maintenance procedures to ensure manufacturer instructions are followed and that inspection, testing, repair, and replacement records are maintained.

**Attachments:**

1. USCG MSA 03-26

**END OF ADVISORY**



# UNITED STATES COAST GUARD

U.S. Department of Homeland Security

## **MARINE SAFETY ALERT**

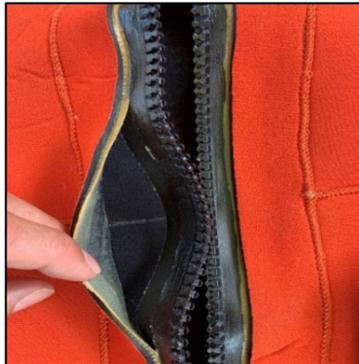
### ***Inspections and Compliance Directorate***

January 16, 2026  
Washington, DC

Safety Alert 03-26

## **IMMERSION SUIT MAINTENANCE AND INSPECTIONS**

U.S. Coast Guard (USCG) inspectors frequently find immersion suit defects caused by adhesive failures between the main zipper and the suit body. These failures, illustrated in Figures 1 and 2, compromise watertight integrity and pose serious survival risks from water ingress. Contributing factors to the defects include improper maintenance (e.g., the use of non-approved petroleum-based lubricants or scented powders), improper storage, and neglecting to conduct periodic pressure testing. Seam and closure deterioration may not always be detectable during routine visual inspections. Adhering to USCG regulations, manufacturer instructions, International Maritime Organization (IMO) regulations and guidance, and performing regular inspections and testing are essential to ensuring immersion suit reliability.



*Figure 1: Zipper failure due to glue separation.*



*Figure 1: Bottom of zipper failure due to glue separation.*

The International Convention for the Safety of Life at Sea (SOLAS) Chapter III Regulations 20.3 and 20.7 establish mandatory requirements for maintenance and monthly inspections of lifesaving appliances. IMO MSC/Circ.1047 and IMO MSC/Circ.1114 provide guidelines on how to meet the requirements of SOLAS Chapter III Regulation 20.7 and Regulation 36, which outline instructions for on board maintenance. For domestic vessels, Title 46 Code of Federal Regulations (CFR) Sections 199.180 and 199.190 provide requirements for inspection and maintenance of USCG-approved immersion suits.

The USCG **strongly recommends** vessel owners, operators, masters, and crew members:

- Conduct thorough inspections of all immersion suits, focusing on zipper-to-body seams and seam-taped areas such as boots, gloves, and hoods. Check for signs of delamination, seam tape lifting, adhesive failure, and zipper malfunction. Verify zipper function and proper lubrication using only manufacturer approved products.

January 16, 2026  
Washington, DC

Safety Alert 03-26

- Store suits with zippers fully open and use monthly inspections as opportunities for crew donning practice.
- Conduct air pressure leak testing at least every three years, or at more frequent intervals for suits over ten years old.
- Address any identified defects immediately and ensure repairs are performed by an authorized repair station in accordance with manufacturer instructions and remove non-functional suits from service.
- Replace any suits that cannot be restored to a watertight condition to the satisfaction of the vessel's Flag Administration.
- Update maintenance procedures to ensure manufacturer directions are followed and only manufacturer-approved products are utilized to service and maintain equipment.
- Maintain detailed records of inspections, tests, defects, repairs, and replacements.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by Sector Maryland-NCR and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CG-INV@uscg.mil](mailto:HQS-SMB-CG-INV@uscg.mil).

### Vessel information

|                                 |                           |  |
|---------------------------------|---------------------------|--|
| <b>Vessel name</b><br>IVS TEMBE | <b>IMO No.</b><br>9726164 | <b>Management company</b><br>Fairmont Shipping Singapore (2023338220Z) |
|---------------------------------|---------------------------|--|

### Product information

|  |   |   |
|--|---|---|
| <b>Product label</b><br>Immersion suit | <b>Brand (Maker)</b><br>Safety Equipment          | <b>Product type (Model)</b><br>Immersion Suit |
| <b>Serial no.</b>                      | <b>Builder (Manufacturer)</b><br>To be determined | <b>Operating system</b>                       |
| <b>Location</b>                        | <b>Running hours</b>                              | <b>Time since last job</b>                    |

### Activity information

|  |                                |                                  |                  |
|--|--------------------------------|----------------------------------|------------------|
| <b>Activity</b><br>Monthly inspection of immersion suits | <b>Job ID</b><br>372955        | <b>Class required</b><br>No      | <b>Class ID</b>  |
| <b>Critical product</b><br>No                            | <b>Critical activity</b><br>No | <b>Risk level</b><br>Not defined | <b>Date done</b> |
| <b>Reason for activity</b>                               | <b>Product condition</b>       |                                  |                  |

### Work instruction

Please check the Job Card for the Job description and complete it.

### Monthly inspection of immersion suits (Location as per LSA Plan)

#### Monthly inspection of immersion suits

#### Inspection Date

- |  |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|
| 1. Check closures on storage bag as well as general condition of bag for ease of removal of suit. Ensure donning instructions are legible. Confirm that suit is the type and size identified on the bag.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Lay the suit on a clean, flat surface. Make sure the suit is dry inside and out. Visually check for damage inspect the internal and external seams were the zip bonds to the suit. Check the base of the zip inside the suit for damage   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Rips, tears or punctures should be repaired in accordance with manufacturer's instructions by a suitable repair station.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Check the zipper by sliding it up and down to check for ease of operation. Using lubricant (normally bees wax) recommended by the manufacturer, lubricate the front and back of the zipper and the slide fastener. NB Do NOT use petroleum based lubricants ie Vaseline as this will damage the adhesive. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

5. Pull the zip up and using both hands grip the neoprene material on either side of the zip and pull against the fastened zipper use a fair amount of force. The suit should be able to handle this without parting

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

6. If the zipper is not functional, the suit should be removed from service and discarded or returned to the manufacturer or a suitable repair station.

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

7. If fitted, check inflatable head support and/or buoyancy ring for damage and ensure that it is properly attached. Check inflation hose(s) for deterioration.

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

8. Check retro reflective tape for condition and adhesion. Replace if necessary. Check retro reflective tape are fitted as per IMO Res.A.658 (16).

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

9. If fitted, check whistle and expiration date of light and battery

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

10. Replace suits in the bag with zippers fully opened.

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

11. The opportunity should be taken at such monthly inspections for the crew to practise donning the immersion suits or anti-exposure suits.

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

12. Record the result of the inspection in the comments section. Remove the defective immersion suit from service, inform office for dispensation and subsequent replacement.

|   |   |   |
|---|---|---|
| ✓ | ✗ | ⊘ |
|---|---|---|

## Footer

**Form ID**

6857

**Entered by**

Rajesh Sharma

**Approved by**

**Revision**

4

**Rank and name/signature of responsible officer**

**Remark**

|  |  |  |
|--|--|--|
|  | <p style="text-align: center;"><i>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</i></p> <p style="text-align: center;"><b>79.0 MANUAL HANDLING</b></p> <p style="text-align: center;"><i>ON THE JOB TRAINING</i></p> | OJT : 079<br>Page : 1 of 3<br>Date : 01-Nov-25<br>Rev : 10.1<br>Appr : DPA |
|--|--|--|

VESSEL: \_\_\_\_\_

DATE: \_\_\_\_\_

**Details of training: UKC Calculation using Form 1.3.1A**

- The UKC is to be calculated at shallowest depth following legs of the passage as minimum:
  1. Departure berth
  2. Berth to Pilot station
  3. Departure Pilot station to arrival Pilot station
  4. Pilot station to arrival Berth
  5. Arrival berth
- Depending upon the shallow depths along the passage/channel, a leg as above may be sub-divided into more sub-legs for UKC calculation.
- Indicate clearly using way points between which points UKC has been calculated.
- The **shallowest depth** is to be picked up from the ECDIS chart for each leg for entering the value in Charted depth e.g. shallowest depth at departure berth, shallowest depth for a passage from berth to pilot station, check dredged channel depth as applicable, shallowest depth for a passage from departure pilot station to arrival pilot station, shallowest depth for a passage from pilot station to arrival berth. Ensure route is to be manually scrolled to check and pick up the least depth along each leg of the passage.
- For **squat calculation**, use full ahead speed during maneuvering, full away sea speed for coastal & ocean passages. (If ship meets UKC requirement at higher speed, obviously there is going to be more UKC if vessel transits at lower speed than selected speed)
- If UKC is not met due to excessive squat calculated at the higher speed as above, calculate the squat at the speed which is just sufficient to meet the criteria. This speed becomes the maximum limiting speed for transiting the shallow depth and same marked on the ECDIS so that vessel doesn't transit at a higher speed than speed entered.
- The maximum **channel width** is to be entered 270 m even if the actual width of the channel is more than 270 m, if channel width is lesser than 270m, then enter actual value. The channel width is to be entered 270 m in open sea. Squat calculation formula takes into account the width of channel, if higher channel width value is entered, it will result in the low squat value.
- Take **height of tide** at low water. (If vessel meets UKC requirement at low tide, UKC is going to be more at rest of the time)
- If UKC requirement is not met at low height of tide as calculated above, it alerts the navigator when to transit the shallow depth and to re-calculate the UKC at high or intermediate height of tide when

|  |  |   |
|--|--|---|
|  | <p style="text-align: center;">HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p style="text-align: center;"><b>79.0 MANUAL HANDLING</b></p> <p style="text-align: center;">ON THE JOB TRAINING</p> | <p>OJT : 079<br/> Page : 2 of 3<br/> Date : 01-Nov-25<br/> Rev : 10.1<br/> Appr : DPA</p> |
|--|--|---|

it is safe to transit in order to comply with the company UKC. Same higher tide timings marked on the transit passage in ECDIS.

- Where vessel transit is dependent on high tide due to shallow bank, the combination of low speed and high tide timing is to be selected for transiting such depths. Bearing in mind that minimum speed of 6 to 7 knots is required to maintain the steerage of the vessel in the channel without the assistance of the tug.
- The height of tide value is not required for coastal and ocean passages where tidal information is not available.
- Increase of draft due to movements in sea and swell is to be realistic. Condition of the sea state is to be considered during various phases of the voyage i.e. increase of draft in open waters due to rolling and pitching is much higher than transiting a passage within the break/sheltered waters.
- **Wave Response Allowance:** It is the vertical displacement of the hull due to heave, roll and pitch motions experienced in open waters. Estimate angle of roll/pitch vessel is expected to experience, check the increase in draft due to angle of heel which is provided in Wheelhouse poster.
- **Hydrographic depth Accuracy** (Catzoc correction): Calculate Catzoc correction using formula in the Form 1.3.2, Catzoc correction need not to be applied at berth and Channel/Harbour or where depth exceeds 30 meters. Our rationale for not applying Catzoc correction at berth and Channel/Harbour is provided in Nautical Manual 7B/6.7, same reproduced asf:

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Depth accuracy correction need not be applied at berth and in channel as maximum safe draft is declared by local port regulation based on depth criteria:

- Port Authority manages channel navigation and terminal limitations based upon a declared safe draft
- There is clear precedent of similar sized vessels safely navigating the channel in numerous transits under similar conditions

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- **Allowance for bottom variation** is siltation, sand waves most likely found in rivers. Information is found in sailing direction.
- **Seasonal change** is sea bottom variation due to season change. Not all places are affected by bottom variation and seasonal changes. Information is found in sailing direction.

**Attachment:** Guidance for filling up UKC Form



Above has been read and understood.

CO: \_\_\_\_\_

2O: \_\_\_\_\_

3O: \_\_\_\_\_

X2O/X3O \_\_\_\_\_

D/C \_\_\_\_\_

Verified by: Master \_\_\_\_\_

Please file in OneDrive/ 3.2.3 Training folder

UKC Calculation Sheet

UKC Calculation Sheet form with various input fields (Draft, Depth reductions, Critical location, Passing time, Charted depth, etc.) and explanatory callouts.

**ANNEX 23**

**RESOLUTION MSC.481(102)**  
**(adopted on 9 November 2020)**

**REVISED RECOMMENDATION ON THE USE AND FITTING OF RETRO-REFLECTIVE  
MATERIALS ON LIFE-SAVING APPLIANCES**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.658(16), whereby the Assembly promulgated the *Recommendation on the use and fitting of retro-reflective materials on life-saving appliances* and the *Technical specification for retro-reflective materials for use on life-saving appliances* and requested the Maritime Safety Committee to keep this recommendation under review and to report as necessary to the Assembly,

RECALLING FURTHER that the Assembly, at its thirty-first session, invited the Maritime Safety Committee to consider proposals to amend resolution A.658(16), with a view to facilitating the consistent and global implementation of the provisions regarding accelerated weather testing and to reissue a revised Recommendation as an MSC resolution, given its technical nature and in order to facilitate future revisions,

MINDFUL of resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards and technical specifications, as well as amendments thereto, should be performed by the Maritime Safety Committee on behalf of the Organization,

CONSIDERING that under the provisions of paragraph 1.2.2.7 of the LSA Code life-saving appliances shall be fitted with retro-reflective material where it will assist in detection and in accordance with the recommendations of the Organization,

1 ADOPTS the *Revised recommendation on the use and fitting of retro-reflective materials on life-saving appliances* and the *Technical specification for retro-reflective materials for use on life-saving appliances*, set out in annexes 1 and 2, respectively, to the present resolution;

2 RECOMMENDS Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, as amended, to make arrangements to ensure that life-saving appliances are fitted with retro-reflective materials in the manner set out in annex 1 to the present resolution or in such other manner as is considered by the Administration to be substantially equivalent;

3 RECOMMENDS that the *Technical specification for retro-reflective materials for use on life-saving appliances* set out in annex 2 to the present resolution be considered by Administrations as a standard for retro-reflective materials, the application of which will contribute to keeping life-saving appliances at the high level of quality required;

4 AGREES that the Administration may accept life-saving appliances already fitted with retro-reflective materials in accordance with resolution A.658(16);

5 INVITES the Assembly to revoke resolution A.658(16) and endorse the action taken by the Maritime Safety Committee.

## ANNEX 1

### REVISED RECOMMENDATION ON THE USE AND FITTING OF RETRO-REFLECTIVE MATERIALS ON LIFE-SAVING APPLIANCES

#### 1 Lifeboats and rescue boats

Retro-reflective materials should be fitted on top of the gunwale as well as on the outside of the boat as near the gunwale as possible. The materials should be sufficiently wide and long to give a minimum area of 150 cm<sup>2</sup> and should be spaced at suitable intervals (approximately 80 cm from centre to centre). If a canopy is fitted, it should not be allowed to obscure the materials fitted on the outside of the boat, and the top of the canopy should be fitted with retro-reflective materials similar to those mentioned above and spaced at suitable intervals (approximately 80 cm centre to centre). In the case of partially enclosed or totally enclosed lifeboats, such materials should be placed, as follows:

- .1 for detection by horizontal light beams - at suitable intervals at half the height between the gunwale and the top of the fixed cover;
- .2 for detection by vertical light beams (e.g. from helicopters) - at suitable intervals around the outer portion of the horizontal (or comparable) part of the top of the fixed cover; and
- .3 on the bottom of lifeboats and rescue boats which are not self-righting.

#### 2 Liferafts

2.1 Retro-reflective materials should be fitted around the canopy of the liferaft. The materials should be sufficiently wide and long to give a minimum area of 150 cm<sup>2</sup> and should be spaced at suitable intervals (approximately 80 cm from centre to centre) at a suitable height above the waterline, doorways included, if suitable. On inflatable liferafts, retro-reflective materials should also be fitted to the underside of the floor, cross-shaped in the centre. The dimension of the cross should be half the diameter of the liferaft, and a similar cross should be applied to the top of the canopy.

2.2 On liferafts which are not equipped with canopies, materials which should be sufficiently wide and long (to give a minimum area of 150 cm<sup>2</sup>) should be attached to the buoyancy chamber at suitable intervals (approximately 80 cm from centre to centre), in such a manner that they are visible both from the air and from a ship.

#### 3 Lifebuoys

Retro-reflective materials of a sufficient width (approximately 5 cm) should be applied around or on both sides of the body of the lifebuoy at four evenly-spaced points.

#### 4 Buoyant apparatus

Buoyant apparatus should be fitted with retro-reflective materials in the same manner as liferafts without canopies, always depending on the size and shape of the object. Such materials should be visible both from the air and from a ship.

## **5 Lifejackets**

Lifejackets should be fitted with patches of retro-reflective materials with a total area of at least 400 cm<sup>2</sup> distributed so as to be useful for search from air and surface craft from all directions. In the case of a reversible lifejacket, the arrangement should be complied with no matter which way the lifejacket is put on. Such materials should be placed as high up on the lifejacket as possible.

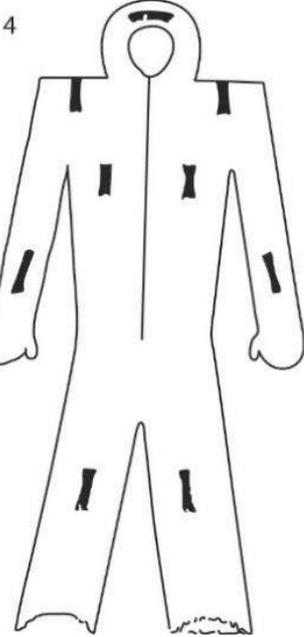
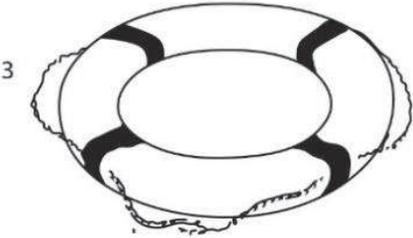
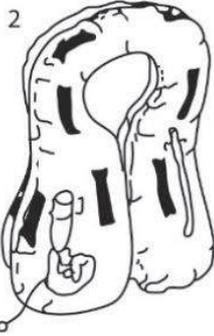
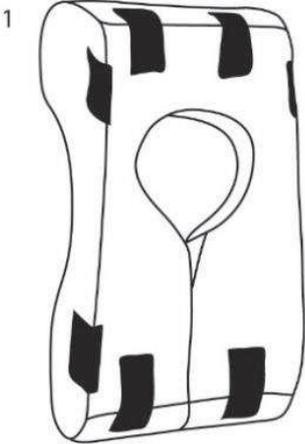
## **6 Immersion suits**

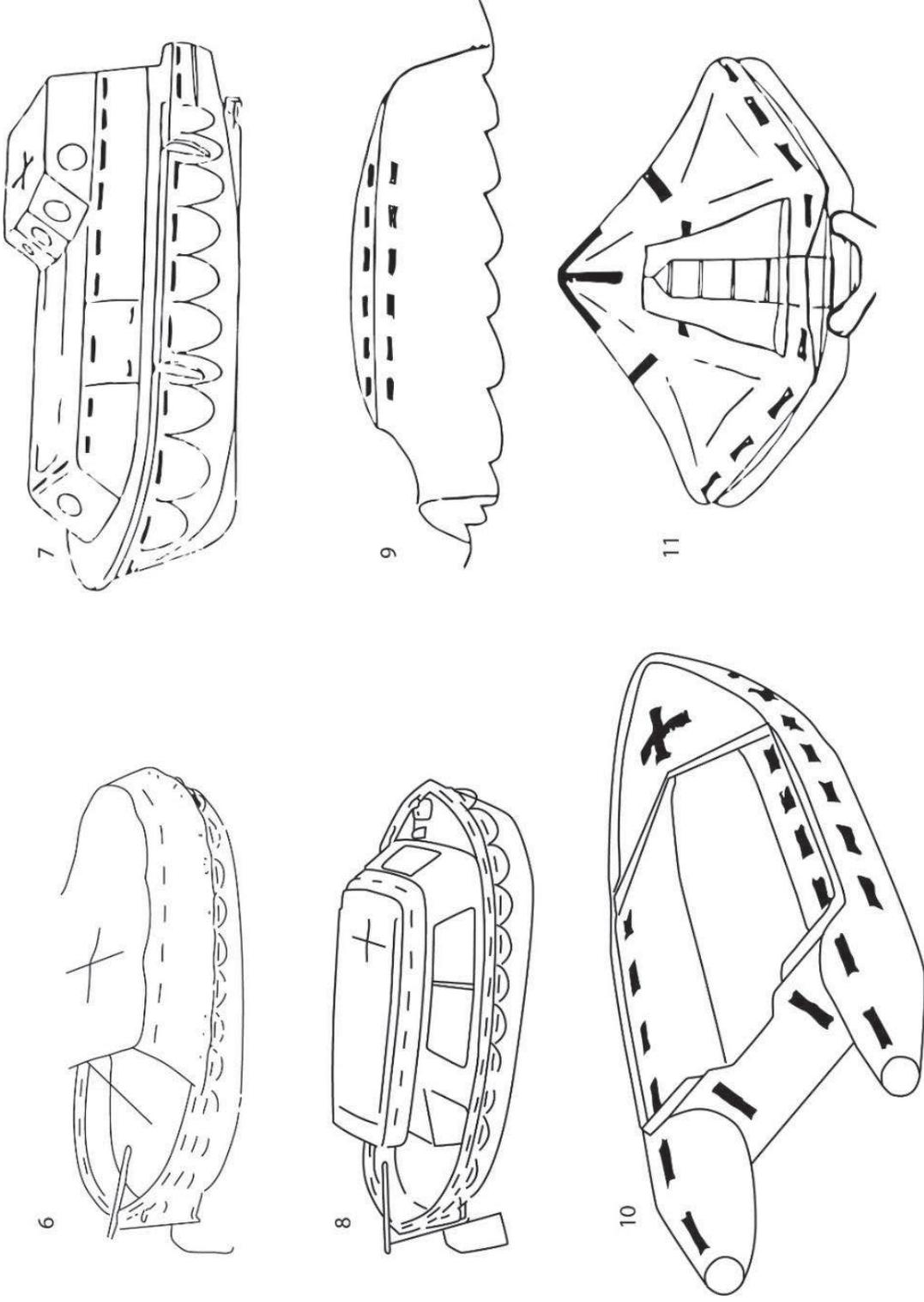
6.1 Immersion suits should be fitted with patches of retro-reflective material with a total area of at least 400 cm<sup>2</sup> distributed so as to be useful for search from air and surface craft from all directions.

6.2 For an immersion suit that does not automatically turn the wearer face up, the back of the suit should be fitted with retro-reflective material with a total area of at least 100 cm<sup>2</sup>.

## **7 General remarks**

- .1 Retro-reflective materials should be such as will meet the minimum technical specification given in annex 2.
- .2 The illustrations reproduced in this annex are intended to provide Administrations with examples from which guidance may be taken when fitting retro-reflective materials in accordance with these recommendations.





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## ANNEX 2

### TECHNICAL SPECIFICATION FOR RETRO-REFLECTIVE MATERIALS FOR USE ON LIFE-SAVING APPLIANCES

#### 1 Scope

The present specification describes retro-reflective materials for application to the flexible or rigid surfaces of life-saving appliances to assist in their detection.

#### 2 Classification

Type I: Flexible materials not for continuous outdoor exposure.

Type II: Highly weather-resistant materials for continuous outdoor exposure.

#### 3 Performance requirements

##### 3.1 Photometric requirements

The minimum coefficient of retro-reflection ( $R'$ ) when illuminated by CIE Standard Illuminant A (colour temperature 2856 K) should be as specified in table 3.1 for the retro-reflective areas of new and dry material when tested as described in section 4.2. The brightness of the retro-reflective material, when tested as described in section 4.9, should be not less than 80% of the table 3.1 values.

**Table 3.1**  
**Minimum coefficient of retro-reflection  $R'$  in  $\text{cd}\cdot\text{lx}^{-1}\cdot\text{m}^{-2}$**

| Entrance angle<br>$B_1$ ( $B_2=0$ ) | Observation angles |      |      |     |
|-------------------------------------|--------------------|------|------|-----|
|                                     | 0.1°               | 0.2° | 0.5° | 1°  |
| 5                                   | 180                | 175  | 72   | 14  |
| 30                                  | 140                | 135  | 70   | 12  |
| 45                                  | 85                 | 85   | 48   | 9.4 |

##### 3.2 Accelerated weathering

Applied to an aluminium test panel, the material should show no significant discoloration, cracking, blistering or dimensional change, and should have not less than 80% of the specified minimum reflective intensity values in table 3.1, when tested as described in section 4.10.

##### 3.3 Seawater immersion

Where tested as described in section 4.3, the material should show no evidence of blistering, delamination or subsurface corrosion. The material should show no evidence of "whitening" and its retro-reflective intensity should not be reduced below the retro-reflective values in table 3.1, except within 5 mm of each side of the required cuts.

##### 3.4 Flexibility

There should be no cracking of the retro-reflective material, after conditioning for 4 hours at -30° C, when bent around a 3.2 mm mandrel and tested as described in section 4.4.