

Company Circular no. 06 - 2026

MONTHLY SAFETY CAMPAIGNS - June 2026

Dear Captain/CE

Please note as following for your compliance and discussion with all officers and crew members. Lessons Learned (Confined space fatalities, Lifeboat Engine Runaway) to be discussed during the monthly Safety Meeting.

1. US Top 10 USCG Deficiencies and Suggested Hyper Mist Operation Precautions

Attached US Top 10 USCG Deficiencies and Suggested Hyper Mist Operation Precautions. Check each 10 USCG Deficiencies, advise us if any non-compliance or office support is required. Please check and ensure your vessel is in compliance with Suggested Hyper Mist Operation Precautions. Carry out marking as required.

2. Hull Contact Damage Incident

Attached please find incident report pertaining to the hull damage on our vessel caused by contact with quay while transiting narrow dock passage under pilotage and with the assistance of tugs. Please discuss the incident and following Lessons Learned with all deck staff to avoid recurrence.

Lessons Learned

- Review tug positioning and line configuration to maximize control in narrow confines.
 - Confirm tug positions and each tug's roles with Pilot during Master/Pilot information exchange like:
 - Forward tug: heading control
 - Aft tug: stern swing control
 - Midship tug: lateral centring
 - Officer at mooring stations to visually monitor clearances and report deviations immediately
 - Adjust tug leads based on prevailing situation
 - Keep vessel at minimum speed
- Strengthen bridge–pilot–tug communication with commands and manoeuvring orders. Discuss with pilot following during Master/Pilot information exchange:
 - Closed loop communication audibles to all concerned Master, Pilot, OOW – acknowledge and repeat, confirm once executed
 - Discuss with Pilot before departure covering Planned sequence of manoeuvring
 - Maintain shared situational awareness: Pilot's commands and tugs action
 - Assign clear roles: Master supervises, Pilot directs, OOW monitors execution, Tug Masters report forces applied.
 - Ensure tug actions are synchronized with engine and helm orders to avoid conflicting forces.
 - For critical narrow passage – reduce speed, assign officer for monitoring clearance manually, tug aft check for swing
- Conduct risk assessment before attempting stern-first entry into narrow docks.
 - A Risk Assessment has been conducted in CSM and distributed to all vessels. Master is required to make it ship specific whenever stern-first entry into narrow docks is attempted. Refer attached Risk Assessment in CSM

3. Japan Transport Safety Board: two confined space fatalities

Refer attached safety flash, two stevedores collapsed inside the cargo hold of the vessel during unloading operations. One died and the other was seriously injured. The incident occurred shortly after they entered the hold without conducting atmospheric testing. The atmosphere in the hold had low oxygen and high carbon dioxide levels, likely caused by fermentation of the cargo – palm kernel shells.

- There was no testing of the atmosphere in the hold before entry – a very basic confined space entry protocol not followed.
- There was a lack of management oversight:
 - No adequate risk assessment.
 - No safe system of work or procedures.
 - Failure to comply with local (Japanese) regulatory requirements on workplace health and safety.
- There was an “assumption of safety”.
- “Task seen as routine” – as loading and unloading was a routine operation, there was some complacency.
- There was a lack of awareness: there was insufficient understanding of the risks associated with this cargo and of confined space hazards in general.

Similarities exist between this incident and other enclosed space fatality incidents where:

- Access to a hold was not properly controlled.
- Consideration was not made for a seemingly non-toxic cargo to generate an atmosphere which is unsafe for humans.

Actions taken

The recommendations of the Japan Transport Safety Board included:

- Mandatory Atmospheric Testing before entry into cargo holds, especially with cargoes of organic materials.
- Further and enhanced training for stevedores and supervisors on confined space risks.
- Development of “Cargo Risk Profiling” - guidelines for handling high-risk cargoes.

In view of above and similar other fatal incident in cargo holds, we have implemented following in our SMS for compliance on board:

- **The cargo holds access hatches are to be secured by plastic seal and warning placard posted ‘Unsafe For Entry’ at access hatches**
- **Entry allowed only after compliance with enclosed space entry permit and post placard ‘Safe for entry’ at access hatch hatches**
- **Verify compliance with cargo hold entry procedures at least once every watch with Stevedores Foreman/Representative using Form 2.3.3 – Ship / Shore Safety Checklist**
- **Form 2.3.15 – Stevedores Safety Checklist**

Please discuss above with all crew members.

4. COLREGS – Rule 17: Action by stand-on vessel

Please discuss attached Rule 17: Action by stand-on with deck officers.

5. HSE Shares for awareness and good practice sharing (RioTinto)

RTM_2026_009: Lifeboat Engine Runaway – Awareness of Shutdown and Exposure Risks

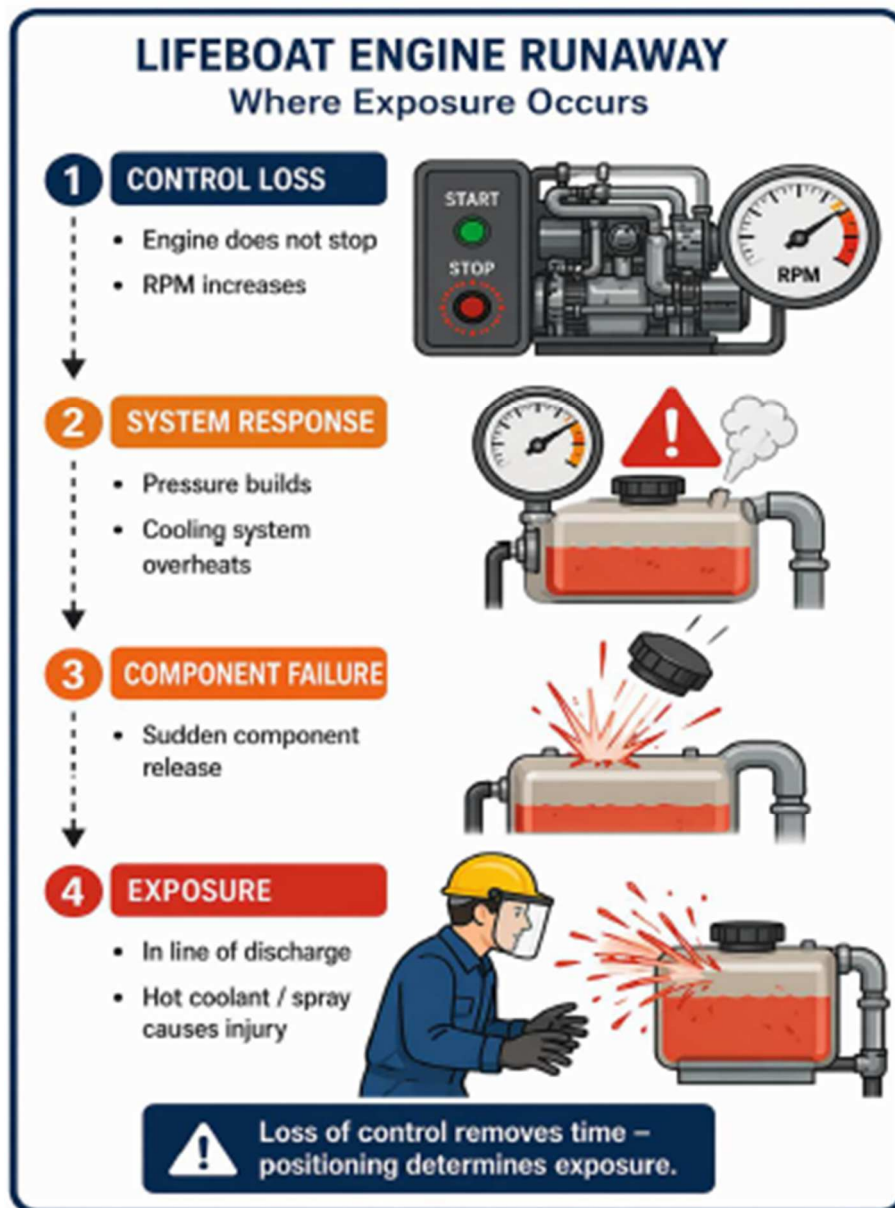
During maintenance and testing of a lifeboat engine on a bulk carrier within a chartered fleet, the engine entered an uncontrolled high-speed (runaway) condition after restart.

Attempts to stop the engine using the operation panel control were unsuccessful. A further attempt using the local stop lever also did not stop the engine. The engine continued to accelerate.

The fuel supply valve was then closed; however, the engine remained uncontrolled, and pressure and temperature within the cooling system increased.

Shortly after, the coolant expansion tank cap was expelled, releasing hot coolant. A crew member positioned in line of fire with the release, sustained significant burn injuries.

Please discuss Key Risks Identified, Critical Expectations (Engine Shutdown Awareness, Access & Arrangement, Exposure Hazards, Recognition) Points for considerations onboard and Next Steps as provided in the attached. HSE Notification.



6. UK P&I - Crew Health Advice: How to Quit Smoking

Attached Crew Health Advice: How to Quit Smoking. There are many benefits to stopping smoking, including improving your physical and mental health and saving money.

Smoking gives you nicotine by burning tobacco, which creates many harmful toxins that can cause serious illnesses including cancer, lung disease, heart disease and stroke. Stopping smoking is the best thing you can do for your health.

7. KARCO TRAINING

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

- **Enclosed Space Entry & One More Tragic Casualty**
- **Permit to Work**
- **Stop Work Authority**
- **Hold Cleaning - Bulk Carriers**

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.

8. RIGHTSHIP – RISQ Section 4 - ISM

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

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 June 2026.

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