

**Company Circular no. 10 - 2025**

**MONTHLY SAFETY CAMPAIGNS - SEPT. 2025**

Dear Captain/CE

Please note as following for your compliance and discussing with all officers and crew members.

**1. CIC – BALLAST WATER MANAGEMENT**

This year's Port State Control Concentrated Inspection Campaign (PSC CIC) is taking place from 01 September to 30 November 2025 focusing on ballast water management. Attached CIC questionnaire and Guidance checklist in this regard. Please go through each item carefully to ensure compliance. Send the completed CIC Guidance checklist to your Ship Manager/Marine Supt. by 15th September 2025.

**2. CYBER SECURITY**

The monthly video training has been discontinued for the time being, please familiarize crew on cyber security using the attached OJT 068 on Cyber Security by 30th Sept. 2025 and file the signed OJT 068 in Share Point folder 3.2.3.

**3. HEAVY WEATHER DAMAGE ON A FLEET VESSEL**

While vessel's underway from Persian Gulf to Tamatave in adverse weather in Arabian Sea on 30<sup>th</sup> July 2025, the forward liferaft was swept to the starboard side main deck and inflated due to the impact of heavy sea waves. Subsequently crew took the forward liferaft to aft station to secure, further checking and found that the covers were also damaged

Even though two wires, turn buckle, shackle and senhouse slip were used for lashing the forward life raft, it was swept on main deck, inflated and damaged due to rough sea condition. Other damages were forward liferaft embarkation ladder and bent step of bosun store entrance.

Weather condition: SSW BFT 7-8; Sea height: SW 6 M; very rough seas, shipping seas and blue water on deck always.

		
Liferaft inflated	Lashing damaged	Bosun store entrance step broken

**Lessons learned**

- Monitor weather condition closely.
- Prepare vessel well for adverse weather using company checklist NAV , check each item before ticking the box.
- Take extra lashing in accordance with forecasted weather.
- **Adjust course and speed of the vessel to avoid structural damage and shipping of heavy sea aboard.** Bearing in mind that higher the speed of the vessel, higher will be the impact of the sea on ship structure and fittings. Slight deviation in course may avoid shipping heavy seas on board.

**4. CARGO DAMAGE ON A FLEET VESSEL**

3 steel coils in hold no. 3 stowed in centre row were found heavily rusted at disport at Bristol, UK on 2nd Aug 2025 after a long voyage. Hatch covers were tested for weather tightness before loading the cargo, there was no water leak. These coils in good condition were loaded in Tahara, Japan on 17<sup>th</sup> May 2025. The cargo hold no. 3 hatch covers were opened/closed few times due to rain/drizzling in port. The rust on these steel coils was noticed at next load port in Busan, Korea. However, it was not informed to office. The rust formation progressed during long voyage until discharged at Bristol On 2<sup>nd</sup> Aug 2025.

	
Departure Tahara, Japan 18 May 2025	Arrival Busan 26May2025, <b>office was not informed about the rusty coils</b>
	
Arrival Bristol, UK 01 Aug 2025	Arrival Bristol, UK 01 Aug 2025

#### Lessons learned

- Any damage to cargo / rust on steel coils/steel product **is to be immediately reported to office when sighted**. So that immediate action can be taken by arranging the P&I Club representative's attendance on board the vessel to protect the owner's interests to avoid heavy claims by charterer/receiver/shipper.
- Ensure water/any moisture is removed from the hatch cover prior opening when there is cargo in the hold.
- All drain holes and channels are cleaned and drain valves flaps (where fitted) are free to move prior loading the cargo.
- The hatch covers are tested for weather tightness before loading the water sensitive cargoes.

#### 5. VESSEL STOPPAGE DUE TO ME REPAIR

One of our vessels stopped at sea for 3.5 hours for replacement of the leaking exhaust valve. Office was informed after completion of the repair work.

Please **inform office prior carrying out such repair work when vessel is required to be stopped at sea**. Master to carry out associated risk when stopping at sea considering traffic situation, sufficient water around and safe distance from the coast and dangers.

Office also can assist staff on board about related risks such as safety of navigation, technical assistance, and about reporting to concern party.

#### 6. KARCO TRAINING

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

- Ten Sure Ways to Hurt Your Hands and Arms - VOL 1**
- Enclosed Lifeboat On Load Release Gear System**
- Port State Control Vol 2**

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.

## 7. RIGHTSHIP SECTION 03 – NAVIGATION

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded on the landing page of SHEQ.

There are 17 chapters in the RIGHTSHIP questionnaire.

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

For this month, the Master and Deck officers shall go through the attached “**NAVIGATION**” 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.