

Company Circular no. 11 - 2025

MONTHLY SAFETY CAMPAIGNS - OCT. 2025

Dear Captain/CE

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

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. It has been revised by adding few more points. Please go through each item carefully to ensure compliance. Send the completed CIC Guidance checklist to your Ship Manager/Marine Supt. by 15th Oct 2025.

2. ClassNK PSC Bulletin

Refer attached ClassNK PSC Bulletin – 27, vessels are being detained due to leaking isolation valve on fire main line. All vessels are required to check the integrity of the Isolation valve on fire main line. Operate the fire pump while keeping the isolation valve fully closed and hydrant on deck open, check for any water leakage from the fire hydrant. If water is leaking out from the hydrant, the isolation valve is to be opened and repaired. Test the fire line isolation valve for water leakage and report result to your Ship Manager by 10th Oct 2025. Also ensure that fire line isolation valve operates freely.

3. CARGO DAMAGE

Vessel had loaded the Sunflower Extraction Meal cargo in Constanza, Romania for discharge in Port Reunion. The cargo damage to the top layer approximately 4–5 cm deep was observed in cargo hold no.3 at discharge port upon opening the cargo hold, refer below photographs. P&I Club surveyor boarded the vessel for assessing the damage to cargo.

The hatch covers were tested for weathertightness without any leak before and after the cargo operation. It was a long voyage from Constanza to Port Reunion via Cape of Good Hope, vessel transiting the zones of different air temperatures.

Atmospheric air temperature during transit at the following areas:

1. Loading port - Constanza = average 27 deg. Celsius
2. When transiting equator = 26 deg. Celsius
3. When transiting Cape of Good Hope = 15 deg. Celsius
4. Temperature at disport = 25 deg. Celsius

It is very likely that the load port air (27 deg. C) inside the cargo hold condensed during transit of the Cape of Good Hope (air temperature 15 deg. C) due to cooling down of the hatch covers and coaming, and condensation on the underside of the hatch cover in the cargo hold no.3 led to droplets falling onto the cargo, resulting in the surface damage to the top layer of the cargo.

There was no restriction from charterers for ventilating the cargo.



Lessons learned

- The cargo hold no.3 should have been ventilated during transit when air temperature was at least 3 deg. C below that of the cargo temperature (temperature taken at the load port). There was no restriction on ventilation by charterer/fumigation etc.
- Keep daily record of the cargo temperature taken during loading.
- Maintain proper daily record of the temperatures, action taken using SMS Form – Cargo Temperature / Ventilation Log
- All deck officers to familiarize with the Chapter 12.1 Cargo Ventilation/Dry Cargo Manual
- Don't hesitate to contact office for any clarification

4. CARGO DAMAGE ON A FLEET VESSEL (Air vent pipe)

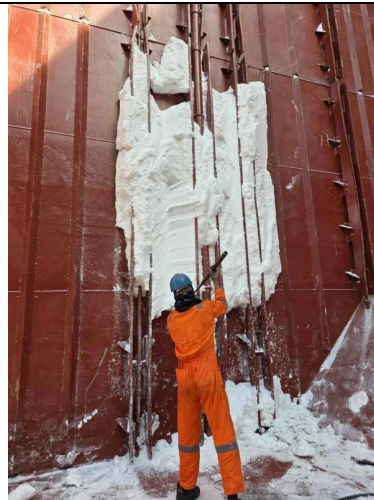
During discharging of Urea at 2nd disport, the stevedores noticed compacted cargo on the aft bulkhead of the cargo hold no.5, the agent and crew including Master was informed, initially the cause of the cargo damage could not be established but wet damage was suspected. Approximately 0.5mt of Urea was hardened due to this incident. After discharge of the cargo and departing port, crew carried out inspection of manholes, airpipe by pressing up the WBT No.5 P/S. The water was found leaking from the air vent pipe at the location where cargo had hardened. Air vent pipe was leaking from the air vent pipe sleeve which was repaired permanently.

All WBTs airvent pipes were tested for water leakage, one more airvent pipe was found leaking in cargo hold no. 3.

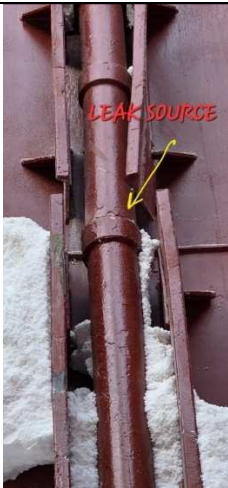
Same air vent pipe was also found leaking again at different location before loading the next cargo. It was noticed that air vent pipe was in poor condition due to corrosion.





Hardened cargo at cargo hold no. 5



Hardened cargo at cargo hold no. 5 in way of airvent pipe WBT No. 5 (P)



Water source was from broken welding seam at air vent pipe sleeve approx. 5 meters from the tank top	After repair
	
WBT No.3(S) vent pipe was found leaking from the pipe sleeves approximately 12 meters from the tank top, the stevedore damage went unnoticed.	WBT 5(S) air vent pipe was found leaking again at different location during cargo hold inspection before loading next cargo. Permanent repair was carried out before hold was passed.

Lessons learned

- Master reported cargo damage to office on 2nd day, any damage to cargo **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.
- Inspect all air vent/sounding pipes which pass through the cargo hold for any crack or corrosion. Ensure these are maintained in good condition without excessive corrosion.
- Test/check all ballast/fuel air vent pipes and sounding pipes exposed inside the cargo holds for any leakage.
- Inspect the cargo holds internals and pipes for any stevedore discharge.
- Ensure no water leakage from the WBTs manhole, check gasket before boxing the manhole cover.

5. Parting of mooring lines due to strong wind

Event

On 14 Sep 2025 at 1112 LT, the vessel was safely moored at Rhenus Waalhaven, Rotterdam with standard mooring arrangement Fwd (4+2) and Aft (4+2) in ballast condition (freeboard 13.35m).

On 15 Sep at 1420 LT, strong SW winds gusting up to 54 knots began affecting the mooring ropes. By 1425 LT, one stern line broke, causing the aft to swing 3 meters off the berth and another stern line failed shortly after.

Emergency measures were initiated: crew was alerted, engine put on standby, spare ropes prepared, and tug assistance requested. Two tugs arrived and helped re-moor the vessel.

By 1535 LT, the vessel was secured with reinforced mooring Fwd (4+3) Aft (6+3+2).

Root Cause:

Excessive wind force (SW gusting up to 54 knots) acting on the vessel's stbd side (pushing vessel away from berth)

Vessel in ballast condition with high freeboard (13.35m) created a large windage area, exerting significant lateral force on mooring lines

There was no adverse weather forecast from Port/Agent/Fleet weather.

Lessons Learned

- Master to liaise with Pilot for extra mooring lines in addition to normal mooring configuration required by port tailored to ballast condition freeboard, accounting for increased windage.
- Monitor weather forecast closely and inquire with Pilot/Port Authority/Agent for any anticipated adverse wind/weather during port stay.
- Tend the mooring lines regularly keeping equal tension on all mooring lines.
- Use rope protectors in way of fairlead for avoiding chafing damage to mooring lines.
- Check condition of mooring lines before use in addition to routine PMS.
- Ensure brakes are tightened to rendering mark so that mooring line renders in case of excessive force.

6. KARCO TRAINING

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

- **ISPS Code**
- **Bilge Water Management (Including Ship Specific OWS)**
- **Mooring Accidents**

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 05 – Pollution prevention and control

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, all officers shall go through the attached “**SECTION 05 – Pollution prevention and control**” 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.