

## Company Circular no. 12 - 2025

### MONTHLY SAFETY CAMPAIGNS - NOV 2025

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. 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 Nov 2025.

#### 2. SAFETY BULLETIN (Tokyo MOU) - Proper Maintenance and Rigging of Pilot Transfer Arrangements

Refer attached **SAFETY BULLETIN (Tokyo MOU) 02/2025** on Proper Maintenance and Rigging of Pilot Transfer Arrangements, [ensure proper and diligent maintenance of Pilot Ladder as per the Job description provided in the MESPAS/PMS](#), [discuss attached monthly pilot ladder Job card provided in PMS](#) and [carry out crew familiarization with the rigging of Pilot Ladder as per attached OJT 064](#). Same are attached.

As per Safety Bulletin, several issues continue to persist. These include:

- Failure to properly secure pilot ladders and accommodation ladders to the ship's side
- Inadequate securing of stanchions with locking pins
- General complacency regarding ladder maintenance
- Lack of clear identification and differentiation between pilot ladders and other types of ladders

#### 3. HULL CONTACT INCIDENT WITH THE LIGHTERING BARGE

Attached hull contact incident with the lightering barge during ship-to-ship operation at Chittagong on 28<sup>th</sup> Sept. 2025 on our vessel.

During berthing manoeuvring, the lightering barge bow made contact with own vessel's hull in way of Water Ballast Tank (Top Side) No. 3(S) resulting in hull indentation.

Please discuss the incident with crew during safety meeting highlighting the preventive measures as Lessons Learned for preventing the similar recurrence.

##### Lessons Learned

- Carry out operations with lightering barges in accordance with the SMS guidelines provided in Cargo Manual/Chapter 16.0 STS operation plan
- Own vessel to keep portable fenders ready on deck when carrying out cargo operation with barges keeping in mind that lightering barges may not be adequately fendered.
- Keep close watch on the movement of the barge during mooring/unmooring operation, if Master has the slightest doubt about the safety of the manoeuvre of the barge or insufficient fenders on lightening barge, the berthing operation should be aborted at any time.
- Check whether sufficient fenders are rigged on the lightering barge. Inform barge Master or Cargo Supervisor if lightering barge lacks adequate fenders.

Please mention above discussion the monthly Safety Meeting minutes Form 5.2.1c under the section 'Lessons Learned discussed'.

#### 4. EYE INJURY INCIDENT

Around 1542 LT 06 Oct 2025 when our vessel was at sea, Crew member was dismantling the nut of engine room air vent damper by spanner, the paint cover of this nut cracked and punctured to the cornea of his left eye. He cleaned his eye with eye wash, but he was unable to remove the foreign object. His vision was normal but felt eye discomfort.

Master sought remote medical advice from the doctor for interim period. Upon arrival at the port on 10th Oct 2025, Fitter was sent ashore for eye checkup, the foreign particle was removed from his eye. His vision was normal without any discomfort.



- Crew member dismantling the nut of engine room air vent damper
- Not wearing eye protection during work

### Lessons Learned – Protect your eyes

- Paint flakes and brittle coatings can become sharp projectiles during mechanical work, the eye protection is critical even during routine work.
- Wear safety goggles or face shield during mechanical work
- Wear face shield to protect against liquid flying/splattering into the eye during handling of chemicals/paint/thinner/battery electrolyte.
- Comply with the company PPE matrix for different jobs on board
- Carry out toolbox meeting before starting the job, discuss PPE requirements.
- Senior officers to supervise the crew members for the safe working practices
- Stop work and report near miss, if any crew member is found working unsafely or without proper PPE.

## 5. NEW REGULATION

### Prohibition of fire-extinguishing media containing Perfluorooctane Sulfonic Acid (PFOS)

Starting January 1, 2026, the use and storage of firefighting media containing Perfluorooctane Sulfonic Acid (PFOS) will be prohibited on all ships due to SOLAS amendments. PFOS is associated with environmental and health risks.

SOLAS amendments prohibit the onboard use and storage of fire-extinguishing media containing PFOS in both fixed and portable fire-fighting systems and equipment, with the PFOS maximum allowable concentration limit set at 10 mg/kg (0.001% by weight).

**Effective date for existing ships:** the first Safety Equipment Survey (except for Occasional Survey) on or after 1 January 2026.

In order to verify that foam fire-extinguishing media does not contain PFOS, **one of the following documents is to be kept on board.**

- (1) Maker's declaration
- (2) Laboratory test reports

Where documents of (1) or (2) are not available, following is required to be conducted.

- (3) Sampling and testing of the extinguishing media on board

Please provide the make of your spare foam charge stock to office, send us the photo of the packing of foam charge and foam applicator compound in engine room for getting Maker's declaration or Laboratory test report from the supplier.

When you request spare foam charge for the foam fire extinguisher, request Maker's declaration. Don't receive foam charge onboard without Maker's declaration stating that foam compound does not contain Perfluorooctane Sulfonic Acid (PFOS).

## 6. KARCO TRAINING

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

- **Safety Management Chapter 5 of VIQ (Vol - 1 of 3)**
- **Launching and Recovery System of Free Fall Lifeboats**
- **FUEL MANAGEMENT PROTOCOL**

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 10 – Mooring Operations

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 10 – Mooring Operations**” 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.