FAIRMONT SHIPPING SINGAPORE
TAMAR SHIP MANAGEMENT

**Company Circular no. 13 - 2025**

**MONTHLY SAFETY CAMPAIGNS - DEC 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. ClassNK PSC Bulletins

Refer attached **ClassNK PSC Bulletin - 26: "Free fall lifeboat release mechanism not correctly reset." "Freefall lifeboat release defective."**, please check the hook release system of your free fall lifeboat. The clearance between "freefall lifeboat hook end" and "lock block piece" has been frequently pointed out by PSCOs as improper reset condition. Check maker's operation manual for reset procedure for familiarization as applicable. Inform office if clearance is found excessive.

**Davit launched lifeboats**

Please check following

- Release hook mechanism is reset correctly. Forward and aft release hook reset indicators pointing in green zone
- Condition of forward and aft release hook assembly, side cheek plates
- Forward and aft hook locking device – cam lever or hook retainer/hook locking piece, check release hook resting firmly on the locking part
- The condition of aft and forward hook release cables for corrosion/broken wires
- Condition of forward and aft cable connections to hook release assembly
- The Lifeboat launching, Hook Reset and Recovery procedure is posted inside.

Send the photos to your Ship Manager as required in attached sheet.

Refer attached **ClassNK PSC Bulletin – 24: Oil filtering equipment does not comply with Marine Notice 2024/03 "Considerations during testing."**
AMSA had detained the vessels when OWS was tested with isolation valve (fitted on the sampling line) closed and when there was no alarm after inspector asked to close the isolation valve on the sampling line during test. Please check your OWS for compliance.
Revert following information using the attached sheet.

- Sampling line layout and isolation valve photo
- Any locking arrangement for isolation valve
- Confirm alarm/tripping of the OWS when OWS operated with isolation valve closed.

Send the photos to your Ship Manager as required in attached sheet.

## 2. STOP-WORK AUTHORITY

Refer attached Marshall Islands (MI) Marine Safety Advisory No. 12-25 dated 18 Nov 2025, MI flag state requires fleet wide safety campaign on stop work authority.

Recently published new version of RightShip Inspection Ship Questionnaire (RISQ) November 2025/3.2 has also stressed on Stop Work Authority. Following excerpt from RISQ 4.8 Guide to Inspection:
**===**
**Stop Work Authority (SWA) Policy:**
The company should establish a Stop Work Authority (SWA) policy that empowers all personnel, regardless of role or rank, to halt any work activity that poses a risk to health, safety, the environment, or equipment. This policy should clearly outline the following key requirements for implementation across all operations:
1. **Universal Authority**: Every individual has the right and responsibility to stop work when unsafe conditions or behaviours are observed.
2. **No Retaliation**: Personnel who exercise SWA in good faith should be protected from any form of disciplinary action or retaliation.

3. **Immediate Response**: Work should be stopped immediately upon identification of a hazard, and the issue should be reported without delay.
4. **Assessment & Resolution**: The hazard should be assessed, corrective actions taken, and the situation resolved before work resumes.
5. **Training**: All personnel should receive training on the SWA policy during induction and through ongoing safety briefings.
6. **Leadership Support**: Managers should actively support and promote the SWA policy to foster a strong and proactive safety culture.

**Stop Work Authority (SWA)**
The SMS should include a Stop Work Authority (SWA) policy and procedure. SWA recognizes the importance of encouraging any employee on board a vessel to express concern if they believe that an operation is being incorrectly undertaken or unsafe. SWA gives crewmembers the responsibility and obligation to intervene and stop work if they see something unsafe that may cause an accident.

A typical SWA is comprised of six steps:
**Stop** – When you or a colleague perceive condition(s) or behaviour(s) that pose imminent danger to person(s), equipment, or the environment, they must immediately initiate a stop work intervention with the person(s) potentially at risk.
**Notify** – Notify affected personnel and supervision of the stop work action.
**Investigate** – Affected personnel will discuss the situation and come to an agreement on the stop work action.
**Correct** – The affected area(s) will then be inspected by qualified experts to verify completeness of the modifications and ensure all safety issues have been properly resolved.
**Resume** – All affected personnel will be notified of what corrective actions were implemented, and the affected area(s) will be reopened for work by personnel with restart authority.
**Follow-up** – The Safety Manager will publish the incident details regarding the stop work action to all Operations Managers and employees, outlining the issue, corrective action, and lessons learned.
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Company SMS contains briefly Stop Work Authority in HSE Procedure Manual/Chapter 4.25 Safety Culture /2.HSE Stoper. Following excerpt from SMS.

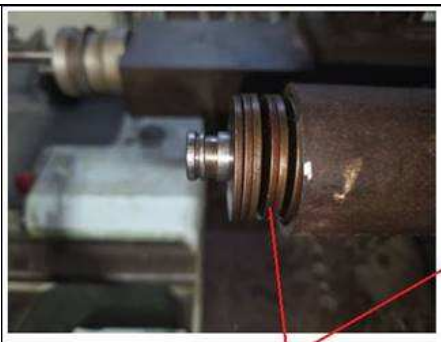
***Any person on board irrespective of rank, who feels or observes that a job is being carried out in an unsafe manner has the authority to intervene and stop the job and report the matter to the Safety Officer or the Master who will review the prevailing conditions and controls existing, prior resuming the job.***

**Please discuss above SMS HSE Stopper/Stop Work Authority in the Safety Meeting to aware staff on board. Report any Stop Work Authority exercised on board as Near Miss.**

## 3. NECK/CHIN INJURY INCIDENT

For overhauling/repairing the hydraulic valve of No.4 F.O tank (P) in E/R workshop, valve was disassembled, O-ring was found damaged, which was replaced with new one.
During assembling, the spring pieces of hydraulic valve were pressed by lathe to insert the cotters, cotter cover and snap ring with special stool. After completing it, spring pieces of hydraulic valve were released with pressure but the snap ring and cotters were loose, and spring pieces were thrown to fitter's neck when he was removing using special tool. Fitter's neck and chin was hit by a rebound compressed mechanical spring pieces resulting in neck and chin injury which caused pain and difficulty in speaking. Remote medical advice was sought, and later Fitter was sent to doctor on arrival port for further treatment.
Immediate Cause
The snap ring was not good condition
Snap ring was not checked properly before assembling

Neck and chin injury



Spring pieces

**Lessons Learnt**

- Ensure all hydraulic valves and spring-loaded components are handled strictly as per maker's maintenance procedure and safety precautions.
- Verify that cotter pins, snap rings, and locking devices are properly secured before releasing spring tension. Conduct a mandatory pre-assembly safety check to confirm correct positioning of fixtures and tools before removing the special stool or releasing pressure.
- Provide additional training to engineers and fitters on safe handling of compressed/ mechanical components and potential rebound hazards and always using proper PPE.
- Establish supervision by a senior engineer during high-risk maintenance tasks we ensure procedures are followed correctly.

## 4. NEW REGULATION

### GUIDELINES FOR LIFTING APPLIANCES (SOLAS regulation II-1/3-13)

### Requirements to Lifting appliances installed before 1 January 2026

New SOLAS regulation II-1/3-13 for lifting appliances will take effect on January 1, 2026, mandate that new and existing lifting gear must be certified, undergo regular load testing (every five years), and be subject to annual thorough examinations.

1. Definition of Lifting appliances (SOLAS II-1/2.30)

**Lifting appliances** are any load-handling ship's equipment such as the below (appliances not applicable for our vessels have been crossed).

(1) used for cargo loading, transfer, or discharge
~~(2) used for raising and lowering hold hatch covers or moveable bulkheads~~
(3) used as engine-room cranes
(4) used as stores cranes
~~(5) used as hose handling cranes~~
~~(6) used for launch and recovery of tender boats and similar applications~~
~~(7) used as personnel handling cranes~~.

The scope has now been extended to provision cranes, engine room cranes and other lifting appliances which will need to be included in the cargo gear book.

**Loose gear** means an article of ships equipment by means of which a load can be attached to a lifting appliance winch but which does not form an integral part of the appliance or load. e.g. shackle, wires, grabs

2. At the first **Cargo Ship Safety Construction Renewal Survey** conducted after 1 January 2026, surveyors will verify that:
   - **All applicable lifting appliances are certified** in accordance with an acceptable standard including **documentary evidence** of the **safe working load (SWL)**

- **All lifting appliances are properly marked with safe working load (SWL)** and other information essential for the safe operation of the lifting appliance (e.g. maximum/minimum slewing radius or boom angle).
- **All loose gear is clearly and permanently marked** with its unique identification (serial no.), the SWL and any additional marks required for safe use.
- **All lifting appliances and associated loose gear were load tested** and thoroughly examined by a competent person.
- **All lifting appliances are provided** with an operation and maintenance manual by maker

3. Lifting appliances will be subjected to regular maintenance and inspection. Records of the routine inspection and maintenance of lifting appliances or their components or parts shall be maintained and kept on board.
4. Personnel operating lifting appliances should be qualified, familiarized with the equipment and be authorized by the master. (refer company Form 4.1.2A and Form 4.1.2A1)
5. Personnel involved in lifting operations should be equipped with appropriate personal protective equipment for the task.

Attached ClassNK TEC-1361 containing amendments to SOLAS and MSC.1/Circ.1663 if you need more information.

**ClassNK requires that all lifting appliances onboard ships are to be registered, regardless of the safe working load, by the time of the first periodical survey (annual, intermediate, and renewal survey) of Safety Construction Certificate on or after 1 January 2026. Please provide the lifting appliances information as required by attached Form.**
Ignore loose gear sheet, we will advise later about the loose gears when we will need the information.

## 5. KARCO TRAINING

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

- **Safety Management Chapter 5 of VIQ (Vol - 2 of 3)**
- **Fatal Consequence of Negligence & Non- Compliance**
- **Crank Shaft Damage - A Manifestation of Lack of Training**

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.

## 6. RIGHTSHIP SECTION 3 – Navigation

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 3 – Navigation"** checklist and ensure that the vessel is in compliance with all the items.

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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