

Fleet Advisory 2024-07

PSC deficiencies at Ortona, Italy on 30 Aug 2024

S.No./ Code	Description
1/ 18302	<p>E/R washbasin damaged & inoperative.</p> <p>Comments:</p> <ul style="list-style-type: none"> • The washbasin support base was rusted/wasted and non-operational. • Ensure that all washbasins on board are in good operational condition, check washbasin in the neglected areas E/R, change rooms, tally room and common toilets. • The washbasins of the common areas are to be inspected during weekly inspection of accommodation. Check taps, water colour, piping, drainage and cleanliness.
2/ 04102	<p>During test Emergency Fire Pump was inoperative. Crew solved the problem before the ending of the inspection.</p> <p>Comments:</p> <ul style="list-style-type: none"> • The water from the water priming tank to the casing was not flowing due to clogging of the pipe. Water tank was cleaned and pipe was unclogged. • The water priming tank and flow of water from it is to be checked during routine weekly inspection of the self-priming pump, same is being added in the weekly job description in the PMS.
3/04110	<p>Crew member with assigned emergency duties are not fully familiar with their duties.</p> <p>Comments:</p> <ul style="list-style-type: none"> • Crew took longer time than usual to lower, to rig the embarkation ladder, to board the lifeboat in water and releasing the painter from lifeboat. Assigned person was not aware with the painter release device but was trying to release the painter by opening the frozen shackle. • Observe the crew performance during abandon ship drill when lowering the lifeboat and carry out the training in the lacking areas. • Ensure all crew are aware of following: <ul style="list-style-type: none"> ➤ Abandon ship signal ➤ Crew suitably dressed and lifejackets are correctly donned ➤ Inquiring the duty of each crew member ➤ Preparing the lifeboat for lowering – rigging forward painter, removing the safety pin, removing F&A gripes ➤ Lowering the lifeboat – using manual handle and pulling the wire from inside ➤ Rigging the embarkation ladder ➤ Disembarkation using ladder ➤ Releasing lifeboat falls ➤ Releasing forward painter ➤ Starting lifeboat engine ➤ Recovering the lifeboat from water ➤ Checking release device is correctly set ➤ Check the lifeboat/rescue boat magnetic compass heading, compared to ships gyro head when lifeboat away from vessel during routine launching in water and record in the deck logbook. (There is going to be large difference if compasses compared in stowage position due to the magnetic field of the ship's structure)
4/18327	<p>Some opening /closing devices of ventilation on outside decks are put in too high position that cannot be reached in safely because steps are missing.</p>

Comments:

- If the air vents around accommodation are not reachable safely from the deck level, please inform your Ship Manager/Superintendent for installing the step below the air vent.



Step installed on deck



Step and hand hold installed on bulkhead

5/15150

Corrective action taken on the ISM system by the company is required within 3 months. Deficiencies marked ISM are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM code. The ship will be eligible for reinspection after 3 months from the final date of the report.

Comments:

- Lack of familiarization with the lifeboat launching/boarding/releasing painter, Inadequate inspection and maintenance of emergency fire pump and wash basin, rusty condition of vessel resulted in this deficiency.
- Staff is required to carry out maintenance/drills diligently, take action as required.

6/03105
7/02117

No 1,3 & 4 hatch covers show many points of rust. The crane guard poles on deck show extensive signs of rust (Fixed Timber Stanchions)

Comments:

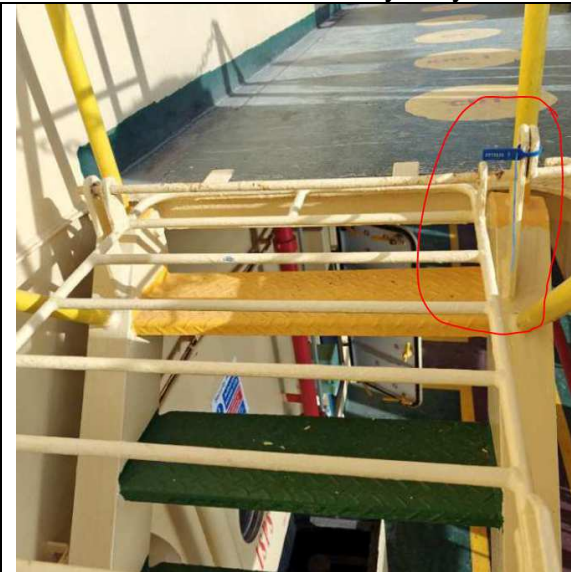

It is important the vessel is kept in good cosmetic and rust-free condition for good appearance. inspection.

Vessel was provided with the hydro blaster, but it was not being used for de-rusting. The hydro-blaster provided on board must work to its optimum pressure rating and is to be used for de-rusting to cover the larger areas bearing in mind favourable weather is not always available, the deck maintenance is to be maximized during favourable weather. Please check operation of hydro-blaster on board, inform to your Ship Manager/ Superintendent if any spare part/assistance/PPE required. Senior management team on board should plan the area for the maintenance for each voyage and procure FW and paint as required for the maintenance.

8/14703	<p>The ship's hull where the antifouling paint was applied has several rust spots.</p> <p>Comments: Inspect the ship's hull when vessel alongside in port and plan to carry out the maintenance and painting the ship side as required. Master to obtain the permission from Port Authorities via agent prior arrival and carry out ship side painting/maintenance in port/anchorage if permitted. If permission for painting is not granted, please make an entry in the deck logbook.</p>
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Fleet Advisory



PSC deficiencies at Porto Marghera, Italy on 17 Oct 2024

S.No./ Code	Description
1/ 16101	<p>One port side, a padlock has been found used to close a gate for security purposes along with a means of escape.</p> <p>Comments:</p> <ul style="list-style-type: none"> • The plastic security seal is to be preferred for locking the accommodation external ladders in place of a padlock in ports where there is a negligible security risk of theft, stowaways, contraband etc. • The accommodation external ladders are to be padlocked in ports where there is a security risk of piracy, robbery, theft & stowaway/contraband and during transit of high-risk areas. • In port: If external ladder is locked using a padlock, the key is to be kept at the gangway security desk and another key is to be kept in ship's office. • At sea: During high-risk transit area when external ladder is locked using padlock, the key is to be kept in wheelhouse and another key is to be kept in ship's office. • All crew is to be made aware of the locations of the keys keeping in mind that safety of the crew overrides the security. Keys are to be properly marked for the location. <div style="display: flex; justify-content: space-around;"> <div data-bbox="343 1272 917 1841">  </div> <div data-bbox="954 1272 1385 1841">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div data-bbox="343 1841 917 1877">Plastic seal in use</div> <div data-bbox="954 1841 1385 1877">Pad lock in use</div> </div>
2/ 18425	<p>On forward mooring station, grid for safe passage found with minor corrosion, in addition, a cable gland on starboard side found with point of rust.</p> <p>Comments:</p> <ul style="list-style-type: none"> • The forward mooring winch gratings and cable gland pipe along the foremast was having spot rust.

- When carrying out cosmetic maintenance as per maintenance plan, all fittings within the area to be attended, without missing out or ignoring any sections.

Fleet Advisory

PSC deficiencies at Zhenjiang, China on 18 Oct 2024

S.No. / Code	Description
1/ 0710 1	<p>Decks bulkheads and penetrations - Insulation materials for pipes from E/R to fire station on A-60 deck not extended 450mm.</p> <p>Comments:</p> <ul style="list-style-type: none"> • The insulation was not installed on the two compressed air pipes passing through the A Class floor to the fire station. • All other pipes, ducts and penetrations passing through the A-Class protection deck are to be insulated up to 450 mm. • Check pipes penetrating the A-Class division are insulated until length of 450mm. <div style="display: flex; justify-content: space-around;"> <div data-bbox="316 898 898 1305">  </div> <div data-bbox="906 898 1489 1305">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Before - without insulation After - with insulation </div>
<p>Following ClassNK Guidance Part R Annex R9.3.1 Fig.2.1.3-1 for quick reference in accordance with SOLAS II-2 / Reg.9.3.</p>	

2.1.3 Prevention of Heat Transmission

1 Where a pipe penetrates in a deck or a bulkhead which is required to be insulated, the insulation is to be carried past the penetration for a distance at least 450 mm. (See Fig. 2.1.3-1)

2 Notwithstanding 1 above, for a penetration of a pipe made of material having low-heat conductivity character (e.g. a metallic pipe) and an outside diameter of less than 150 mm in a "B" class division, the insulation may be terminated at the end of penetration piece or sleeve as required. (See Fig. 2.1.3-2)

Fig. 2.1.3-1

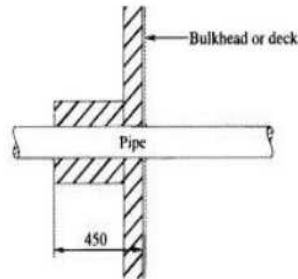
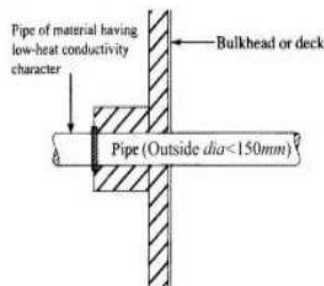


Fig. 2.1.3-2



2/
1110
6

Rescue boat - Seating position of R/B not marked.

Comments:

LSA Code requirement

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4.4.2.3 Each seating position shall be clearly indicated in the lifeboat.

5.1.1.1 Except as provided by this section, **all rescue boats shall comply with the requirements of paragraphs 4.4.1 to 4.4.7.4 inclusive.**

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As per above requirement, each seating position shall be clearly indicated in the lifeboat and rescue boat.

- If the rescue boat seats are not marked, please mark the seats in accordance with the maker's manual and send the photo to your Ship Manager/Technical Superintendent for verification.



Before – without marking the seat



After – seat marked

Above has been read and understood.

C/O

2/O

3/O

D/C

2/E

3/E

4/E

ETO

E/C

Verified by: Master/CE

Please file signed copy in the shared drive 3.2.3 Training folder