



Fleet Advisory 2025-02

RightShip inspection findings, Chittagong on 31Jan2025

3.1	 Position fixing intervals under company navigation policy as presented by the Master for coastal navigation, confined waters, Pilotage waters found following: 1) Position fixing time intervals to decide by the half of the distance of next danger point ahead with considering the vessel speed etc. (Difficult way to decide for the navigating officers) 2) At another area mentioned, position fixing intervals for all those critical water's navigation "not more than 30 minutes" (Which seemed longer). However, all above instructions were open type and not usual fix/specific of 5/10/15 minutes intervals as per Industry practice. 						
	Comments:						
	 Item 1 'Position fixing time intervals to decide by the half of the distance' 						
	has been removed from the Nautical Manual.						
All deck officers to familiarize themselves with the section 3.2 Mo							
	Manual/Chapter 7B FCDIS						
	 In addition to recommended interval of 30/12 minutes for checking the 						
	accuracy of the GPS in coastal and confined waters, be guided by following						
	in Nautical Manual:						
	d. In coastal and confined waters, continuous track monitoring by parallel index and frequent position verification by the use of radar overlay. Radar						
	overlay will show instantaneously whether GNSS generated position is						
	Radar Overlay at mid interval between the LOP verification where possible,						
	keeping in mind that OOW may be associated with other navigational duties especially in confined waters, which may have priority to recording the						
2.2	verification in ECDIS.						
3.3	characteristics and stopping distances of the ship. In addition, the OOW						
	were not clearly aware how these characteristics were affected by the current and anticipated machinery status.						
	Comments:						
	Deck oncers to be wentaminal with the bridge poster containing ship's manoeuvring information for the characteristics and stopping distances of						
	the ship.						
	 Deck officers to familiarize with the 'OJT 085 - Influence of current, wind, 						
	water depth, vessel displacement and machinery status on handling						
	characteristics and stopping distances of the ship'.						
	 Complete above by 28th Feb 2025 and upload OJT record in the shared drive folder 3.2.3. 						
3.26	Deck watchkeeping officers were not aware of alarms and errors of RAIM,						
	Jamming and multipath errors associated with global navigation satellite system/GNSS. However, they also did not have clear understanding of why these errors and other related errors occurred at some situations and what safety actions to take for safe navigation.						
	Comments:						

4.20	Life jackets and immersion suits were kept in forward store, however no donning instructions were posted around there.
	 Comments: Ensure life jacket and immersion suit donning instructions are posted near the storage box in the forward store.
4.36	Regarding access to the vessel and the ladders: 1 portable aluminium ladder approx 12 feet length was placed behind of cargo hold no 5, however no safety markings (SWL etc) were in place and no class approval certificate for it found on board.
	 Comments: Ensure portable aluminium ladder (if provided) is marked with SWL and maker's plate is attached to it indicating the specifications. Load test certificate of the portable ladder is available on board.
5.8	No containment/Tray arrangement fitted for hatchcover operating hydraulic all Rams on deck
	 Comments: Ensure that following measures have been implemented for containing the oil on deck before operation of deck hydraulic winches, hatch covers and cranes. Scuppers are to be plugged Deck watch is maintained Hydraulic ram, associated connections/flexible hoses and hydraulic pipes are maintained in good condition in accordance with the PMS.
5.9	Warning poster/measures were not in place near the overboard discharge valve to prevent the accidental discharge of oil from forward store D'watering system.
	 Company Comments: Pollution prevention notice was posted near the bilge suction valve. However, it was missing at the overboard discharge valve. Mark 'Check oil content before discharging overboard' near the overboard discharge valve in forward store. Sample photo:

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6.8	One of the ventilator aft port side of cargo hold no 5, when opened up for inspection, found with heavy loose rusts' scales, rusts' flakes inside the net screen. (However, those were cleaned rectified during inspection).
	Comments:
	 Ensure all cargo holds air vents are inspected when preparing holds for loading the next cargo. Any trapped rust scales/flakes are removed before loading the cargo.
8B.34	A port log was being maintained for cargo operations activities and same important informations were recording in deck log book also, However the followings were found not recorded in the port logbook or in the deck log book: 1)Starting and stopping of work at each hold; times and dates. 2)Tonnages loaded/unloaded per pour into each hold, and a running total loaded; and in the case of unloading, tonnages offloaded per shift from each hold and a running total offloaded. 3) Weather conditions at intervals – for example, 6 hours. 4)Movement of barges alongside. 5)Draft readings 6)Any delays caused on board. 7)The values of SF and BM were not calculated at least at the end of each pour during cargo operation.
	Comments:
	All deck officers to familiarize with the instructions provided in the initial
	page of the new Port Log.
	Chief Officer to check that entries are made in the Port Log as required by the instructions
	 Master to ensure compliance with the instructions by carrying out random checks.
9A.4	No 3 cargo hold's all 4 sides coamings' outer & inner side of top areas, compression bars and the coaming tops' water channels were not clean, not free of corrosion, not free of rusts' blisters but rusted moderately to heavily. Cargo were closed since mid-Dec 2025 after loading the present cargo.
	Comments:
	 Ensure cargo holds coamings are cleaned and maintained at monthly
	interval as per PMS. This maintenance opportunity normally arises after discharge of the cargo.
	 Ensure water channels are clean before closing the hatch covers.
9A.16	The PMS did not include maintenance of portable pump for emergency hatch cover operation and the pump service/maintenance records were not available.
	Comments:

	There is no requirement pump is to be serviced annually by maker's representative as per maker's manual.				
	The yearly maintenance of portable pump for emergency hatch is included				
	in the PMS (MESPAS) as following screenshot from the MESPAS.				
	374595 Image: Solution of the so				
	 Check in the MESPAS using activity e.g. 'Portable Pump' in the search function for the last date of the maintenance. 				
	• Ensure all relevant staff is aware of searching the job history in MESPAS.				
9A.20	No 1 crane & crane operator's cabin inspection: 1) Cabin wall insulation laggings/foam were damaged at places and were missing from some areas. 2) An ordinary chair found placed in the cabin and not a standard operator's cabin chair with cushion and proper/good back rest. 3) Crane boom angle indicator degrees markings were faded, rusts' stained, wasted by rusts' and hence not clearly readable.				
	Comments:				
	 Maintain cargo cranes in accordance with the PMS. 				
	 Check/inspect/test cargo crane using company Form 2.3.7 – Cranes, Grabs and Deck fittings checklist 				
	 Any defect is to be immediately reported to office. 				
10.15	Two nos clutches' pins (Safety pins) at aft station's mooring winch were found out of its position since last mooring operations.				
	Comments:				
	Ensure safety pin is in place for securing the clutch control lever. It is to be				
practiced even if the mooring winches are not in use.					
11.2	Emergency storage battery for GMDSS Communication daily Tests by OFF/ON load,: Navigating officers found not clearly familiar with ON/OFF load test positions and hence the GMDSS log book writing was also being done incorrectly so far.				
	Comments:				
	All deck officer to familiarize with the OJ I 83 – GMDSS Battery off-load/on-load test by 28 th Feb 2025 containing Test procedure and purpose of the test and file				
	the training record in the Shared Drive folder 3.2.3.				
12.4	Vessel transited through Singapore & Malacca straits (Piracy risk areas), however				
	no updated security charts were on board for those areas.				
	Comments:				
	Ensure current edition of the security charts of the trading area are on board. Order the security charts if not on board.				
	Current edition no./date is as following as on 14 th Feb 2025:				

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	CHART	AREA	SCALE	EDITION NO. / DATE	
	Q6099	Red Sea, Gulf of Aden and Arabian Sea Gulf of Aden to Red Sea Transit Corridor	9,000,000 1,200,000	i 0th (05/01/23)	
	G6110	Mediterranean Sea Strait of Gibraltar	4,700,000 465,000	3rd (25/03/21)	
	96111	Persian Gulf and Arabian Sea Strait of Hormuz	2,800,000 1,450,000	7th (05/01/23)	
	Q6112	Karachi to Quanzhou	10,000,000	1 st (14/11/24)	
	Q6113	Zhanjiang to Hokkaido Sulu Sea and Celebes Sea Transit Corridors	13,000,000 2,600,000	1st (14/11/24)	
	Q6114	West Africa including Gulf of Guinea Lagos and Cotonou Secure Anchorage Areas and Maritime Exclusion Zones	8,500,000 425,000	4th (2 1/1 1/24)	
13.9	The following were r Bunkering: Time pla Fresh waterlog 5) M Comments: • Engine staff logbook and the Shared D • CE to ensure the engine at	to familiarize with to other logbooks' by Drive folder 3.2.3. other logbooks by Drive folder 3.2.3.	dingly in Eng Bilge and Slud g. the attached ' / 28 th Feb 202 ade as requir	ne room logbook: 1) ge ROB. 3) Boiler soot OJT 84- Entries in the e 25 and file the training re ed on daily basis before	blow 4) engine ecord in e signing
13.14	Are the major components of the auxiliary engines maintained as per manufacturer's recommendations and records of periodic maintenance kept? (V) Findings: Auxiliary engine no 3 Fuel pump overhaul, Manufacturer/PMS recommendation every 5000 hours, however present running hours found 5788 hours. This item was overdue.				
	 Comments: The AE No. 3 due to a shee was updating was not upda Remove such Ensure runni MESPAS. All concerned for extracting 	3 fuel pump was ne et containing runni g the running hours ated. h uncontrolled doc ng hours of the ma d staff is to be well g maintenance of a	ot overdue. H ing hours reco s directly in th cuments from achinery are o I familiar with in equipment.	owever, this finding resords shown to inspector e PMS/MESPAS. This the computer. directly recorded in the the search function in N	ulted ∵ 3/E sheet ⁄/ESPAS
13.15	Are the emergency adequately lit? (V) Findings: Hoisting / Engine room was for 18mm/20mm size ro incapacitated persor	ifting rope over th und thin/approx. 1 pe for good grip a from engine roon	learly marked e block in the 2mm size rop t the time of e n.	d, free of obstruction emergency escape rou e and not with usual mergency lifting an	and utes in
	• Check the change the	e size of the rope one rope to 18mm/2	of the hoisting 20mm size for	J block, where rope is th good grip for lifting.	nin,

13.27	Is the engine room crane and other lifting gear regularly inspected, tested, and maintained? (V & M)		
	Findings: The engine room overhead transverse crane's beam and the internal fore and aft 'l' beam were not clearly marked with SWL in several locations to make visible from all standing positions. (Mark found at one place and only one side of the beams and not at both sides).		
	 Company comments: The engine room transverse crane beam should be clearly marked in several locations – not only on the travelling beam itself and, on the hook, but also on the internal fore and aft 'l' beam – so that no matter where you are standing on the engine room top plates the SWL of the equipment is clearly visible. (RISQ Guide to Inspection) Check the SWL markings is clearly marked at several locations visible from any location on E/R top plate, mark SWL where required. 		
	SWL marking example:		
13.30	1) Auxiliary cooling pump at engine room bilge port side pump's glands were leaking and water droplets falling continuously. 2) Good amount of water accumulations noted on engine room bilge forward starboard side under some seawater pipes. 3) Engine room bilge wells at after side found full of water accumulations.		
	 Comments: Attend and rectify any defect as soon as possible after detection. Transfer the water from the bilge wells as and when required. Always keep the bilges clean and free of oil. 		
13.44	Steering gear compartment walkways were found obstructed by oil drums and mooring ropes stored over there.		
	Comments: Check and ensure walkways around the steering gear unit are clear from any obstruction.		
13.45	Steering gears compartment outer walkways were found slippery and the surfaces were not provided with non-slip paints or with gratings.		
	 Comments: The steering gear compartment shall be provided with suitable arrangements to ensure working access to steering gear machinery and controls. These arrangements shall include handrails and gratings or other non-slip surfaces to ensure suitable working conditions in the event of hydraulic fluid leakage. (SOLAS II-1/29.13.2) 		

	 Check the condition of non-slip paint coating (not applicable where gratings are provided), plan painting non-slip coat if required. If required add sand to make the paint non-slip. 			
	Sample photo:			
14.2	Forward and Midship Draft Mark's some letters below 9m were faded and not			
	clearly readable.			
	Comments:			
	 Check the load lines and drait marks at each opportunity and paint as required. 			
14.4	Hydraulic pipes on deck (Going forward & return lines), approx, 40% of total			
	length of all pipes found rusted/corroded moderately to heavily.			
	Comments:			
	 Check the condition of the pipes (hydraulic/fire/CO2/Pheumatic etc) on madeck and plan maintenance where required 			
	 No Denso tape allowed on the hydraulic pipes except on the flexible hose 			
	connectors.			
	Ensure the hydro-blaster (where supplied) is in good working condition. Any			
	defect related to hydro-blaster is to be immediately reported to Ship			
	 Provide your feedback on the condition of the nines on deck to your Shin 			
	manager by 28 Feb 2025.			
Above	has been read and understood.			

C/O	2/0	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