



RightShip inspection findings at Port Canaveral on 24 April 2025

4.5	<p><b>The enclosed space entry permits provided by the operators were missing the following critical elements: Emergency signals and evacuation procedures were merely ticked but not agreed upon. Means of communication during emergencies, along with associated signals were merely ticked but not agreed upon.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• The permit has been revised to record the emergency signal in case of failure of primary communication, emergency evacuation signal and evacuation procedures.</li><li>• Discuss the changes on board during next safety meeting.</li><li>• Master to ensure the signals and evacuation procedure is discussed, agreed and same recorded in the permit.</li></ul>
4.11	<p><b>The vessel carried out Rocking tests on cranes 1, 2, 3, and 4 on 08 and 09 March 2025 respectively. However, working aloft permits for these dates had not been filled out.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• We will be reviewing whether Permit to Work is required for being present on the crane platform which is guarded by railings.</li><li>• Wear safety harness during Crane Rocking test.</li></ul>
4.31	<p><b>The SCBA Compressor air quality test was conducted on 31 March 2025; however, the test values were either at or exceeded the limits. For example, the EN 12021 standard requires a maximum CO<sub>2</sub> value of 500 ppm, and the test result was exactly 500 ppm. Additionally, the required H<sub>2</sub>O range was 50 mg/m<sup>3</sup>, but the certificate indicated a range of 120 mg/m<sup>3</sup>. Despite these discrepancies, the test was passed, although it should have been considered a failure.</b></p> <p><b>Comments:</b></p> <p>It is important that air quality is within the parameters for safe breathable air for the SCBA users and note as following:</p> <ul style="list-style-type: none"><li>➤ Check that the SCBA air compressor air filter is dry and free from excess moisture or visible contaminants. If damp, replace air filter or dry it before taking air sample.</li><li>➤ Allow air to flow for few minutes to purge residual gases before collecting a sample.</li><li>➤ Compare test values against regulatory requirements upon receipt of the new air quality test certificate.</li><li>➤ If results show deviations, take corrective action such as servicing the compressor or replacing filters.</li><li>➤ Ensure filters and air dryers are replaced regularly to prevent contamination buildup and SCBA maintenance is carried out as per maker's recommendations.</li><li>➤ After corrective action, re-send the sample for air quality test.</li></ul>



5.11	<p><b>The operator's SMS does not have a Management of Change (MOC) process. As a result, any major equipment changes, such as the BWTS retrofitting, did not have an MOC document on the vessel.</b></p> <p><b>Comments</b></p> <ul style="list-style-type: none"><li>• Management of Change procedure and Form has been published in SMS as following.<ul style="list-style-type: none"><li>➢ 4.35 Management of Change in HSE Procedure Manual</li><li>➢ Form 5.2.2 – Management of Change Form</li><li>➢ Management of Change (MOC) Form 5.2.2 will require to be submitted to office prior any modification and installation of the equipment on board the vessel.</li></ul></li></ul>
7A.3	<p><b>The remote control digital level gauges for the bunker tanks, located in the ship's office, were sporadic and did not provide accurate readings.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• Please note as following:<ul style="list-style-type: none"><li>➢ Inform office if remote level gauges (where provided) are sporadic and unreliable.</li><li>➢ Remote level gauges (where provided) are to be checked for their accuracy against manual soundings monthly and before bunkering and record maintained in the sounding book.</li><li>➢ Any unreliable remote level gauge is not to be used for the measurement of the fuel in the tank.</li><li>➢ Follow manufacturer's recommended calibration interval and procedures.</li></ul></li></ul>
9A.17	<p><b>Various engine room travelling cranes equipped with chain blocks ranging from 5 MT to 2.5 MT (a total of five units) were found not to have been load tested, nor were they included in the chain register.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• Load test of the lifting appliances/engine room travelling cranes is carried out in dry dock. Normally certificate is filed in the dry dock file along with other work done reports.</li><li>• Refer RISQ 9.17 - All lifting appliances and every item of loose gear shall be thoroughly examined by a competent person at least once in every twelve months and five yearly load testing shall be carried out when the safe working load (SWL) of the lifting appliance is more than one tonne.</li><li>• Inform your Ship Manager if valid load test certificate of E/R travelling cranes is not on board.</li><li>• Load test certificate is to be kept in the certificate file.</li></ul>
10.4	<p><b>The SDMBL (Ship Design MBL), as per the LMP (Line Management Plan), was 481 kN; however, the mooring ropes in use had the following MBLs: 760 kN, 774 kN, 705 kN, 73.9 MT, 70.5 MT, and 55.5 MT, respectively.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• Carry out risk assessment for using the mooring lines of excessive MBL than required for the vessel for operational safeguards. Refer Risk Assessment template in CSM:</li></ul> <p>LDBF of mooring line exceeding 105% of Ship Design... Created on 07/11/2024</p>



	<ul style="list-style-type: none"> <li>Mention the mooring lines specification – Ship Design MBL and LDBF range when raising the requisition of the new mooring lines, refer Part D of Mooring Equipment Management Plan for the mooring lines particulars of your vessel, for example:           <table border="1" data-bbox="413 344 1139 463"> <thead> <tr> <th colspan="6">Mooring Lines Particulars</th> </tr> <tr> <th>VESSEL NAME</th> <th>IMO Number</th> <th>Equipment Number (EN)</th> <th>Ship design MBL (kN) (MBLSD)</th> <th>LDBF/Spliced mooring lines Breaking load (MBL) (kN) Min/Max (100% to 105% of MBLSD)</th> <th>LDBF/Spliced mooring lines Breaking load (MBL) (Tons) Min/Max (100% to 105% of MBLSD)</th> </tr> </thead> <tbody> <tr> <td>TVS MERLIN</td> <td>9604847</td> <td>2463</td> <td>481</td> <td>481 – 505.05</td> <td>49.08 – 51.53</td> </tr> </tbody> </table> </li> <li>We are also streamlining supply of mooring lines from a dedicated supplier.</li> </ul>	Mooring Lines Particulars						VESSEL NAME	IMO Number	Equipment Number (EN)	Ship design MBL (kN) (MBLSD)	LDBF/Spliced mooring lines Breaking load (MBL) (kN) Min/Max (100% to 105% of MBLSD)	LDBF/Spliced mooring lines Breaking load (MBL) (Tons) Min/Max (100% to 105% of MBLSD)	TVS MERLIN	9604847	2463	481	481 – 505.05	49.08 – 51.53
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10.6	<p><b>The vessel was deploying mixed moorings, with mooring ropes ranging from 55.5 MT to 73.9 MT, deployed on the same leads. The mooring equipment on the vessel was rated at 628 kN and 480 kN; however, the ropes deployed were of a higher capacity than the vessel's mooring design.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Refer RISQ 10.6 – ‘Mooring lines of the same size and material should be used for all leads. If this is not possible, all lines in the same service, i.e., breast lines, spring lines, etc. should be the same size and type.’</li> <li>Company will ensure all mooring ropes are purchased in accordance with vessel design specifications as provided in the Part D of Mooring Equipment Management Plan.</li> <li>Inspect mooring points, winches, and deck fittings for signs of excessive stress before and after use.</li> </ul>																		
10.14	<p>Mooring stopper certificates were not found on the vessel.</p> <p><b>Comments:</b></p> <p>Company ‘Form 2.3.26 - Mooring Ropes Inspection’ requires mooring stopper certificate number to be recorded.</p> <ul style="list-style-type: none"> <li>➤ Inform office if the certificate of mooring stopper is not on board</li> <li>➤ Keep mooring stopper certificate with the mooring lines certificates</li> <li>➤ Record certificate number in ‘Form 2.3.26 - Mooring Ropes Inspection’</li> <li>➤ Check certificate of the mooring stopper is on board before installing the new stopper and when a rope coil and when new mooring rope stoppers are supplied on board.</li> </ul>																		
13.37	<p><b>A spare starter motor was provided; however, no test records were available in the PMS, indicating that the critical spare had never been tested.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>➤ Test spare starter motor of Emergency Generator (where provided) and inform result to your Ship Manager</li> </ul>																		
14.12	<p><b>The lighting in the forecastle store was inadequate, with the design such that many areas were completely engulfed in darkness. Portable cargo cluster lights were used to illuminate the forward store.</b></p> <p><b>Comments:</b></p> <p>Please note as following:</p> <ul style="list-style-type: none"> <li>➤ Check lighting in the forward store across all areas is uniform and proper</li> </ul>																		



	<ul style="list-style-type: none"><li>➤ Keep the lighting fixture clean</li><li>➤ Inform your Ship Manager if additional lighting fixture is required</li></ul>
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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