

Fleet Advisory 2025-11

RightShip inspection findings at Qingdao, China on 12 Sept. 2025

RISQ 3.20	No evidence was available to confirm that T&P notices had been updated or cross-checked during the vessel's previous voyage from New Zealand to South Korea. The navigating officer was unfamiliar with the status of T&P information in the ENCS and was unable to provide such status at time of inspection. Comments: All ENC in the ECDIS were updated latest weekly notices including latest AIO as applicable. However, applicable T&P Notices were not verified against weekly Notices to Mariners and nor AIO/T&P NMs record in NP133C was updated, resulting in this finding. Please note as following: • All deck officers to familiarize with OJT 043 - Temporary and Preliminary (T&P) Notices in ENCs. • Navigation officer should not entirely rely on AIO as they may not be updated, and applicable T&P notices should be verified against weekly Notices to Mariners. (refer Nautical Manual/7B.0 ECDIS/28.4 AIO) • AIO/T&P NMs record in NP 133C is kept updated. • Master to ensure compliance for each voyage • Master to carry out Navigational audit using checklist in CSM for ensuring compliance. (Refer Nautical Manual/10.0 General Navigation/22. Navigation Audit)
RISQ 3.24	During the last voyage from Changshu to Qingdao via the Yangtze River, parallel index techniques were applied using floating buoys as reference marks. Comments: • All deck officers to familiarize with OJT 77.0 – Parallel Indexing • All parallel indexing is carried out using fixed radar-conspicuous objects as floating buoys are susceptible to drift resulting in positional inaccuracy. • Master to check and verify the route for correctness of parallel indexing before approving the passage plan. • Master to carry out Navigational audit using checklist in CSM for ensuring compliance. (Refer Nautical Manual/10.0 General Navigation/22. Navigation Audit) • The Master is to discuss this requirement during Pre-Passage Planning Meeting with all navigating officers and cross-check for compliance with NP133C updates and T&P verification.
RISQ 4.7	History records of hot work permits were randomly reviewed and noted that company's authorization was not obtained for those hot works conducted outside the engine room workshop. As stipulated in the SMS manual, the such authorisation is first required before carrying out hot work anywhere outside of E/R workshop. Comments:

	- Familiarize with the SMS requiring company authorization for carrying out hot work outside the engine room workshop. (Refer HSE Procedure manual/4.11.1 Hot Work/section 2) - Discuss this finding with crew during forthcoming Safety Meeting, crew are to be reminded of this requirement and the rationale behind it.\ - Safety Officer and all those involved in HW activity are to strictly enforce this requirement and verify documentation before commencement of any such hot work. - Master & Safety officer to ensure compliance on board.
RISQ 4.37	The Record of Approved Safety Equipment not updated to reflect the material, manufacturer, and the standard to which the pilot ladder was made and tested. Two pilot ladders were equipped on board. Comments: - Whenever any equipment provided in the Record of Approved Safety Equipment is renewed/alterd from its original specifications - Make/Model etc, update it in Section 10 of the Record of Approved Safety Equipment and get it endorsed by Class surveyor visit to vessel during annual/occasional surveys. - Keep Type Approval certificate of the newly installed equipment ready for showing to surveyor for getting the equipment endorsed in the Record of Approved Safety Equipment. - Verify the equipment entered in the Record of Approved Safety Equipment match with the equipment installed on board the vessel.
RISQ 5.8	Hydraulic control stands (5 stations) for operation of all hatch covers, were not arranged with containment arrangement in place. Comment: - Inform your Ship Manager if containment is not installed under the Hydraulic control stands for our planning and installing the same. - Ensure hydraulic pipes, flexible hoses and couplings are kept in good condition by regular inspection and maintenance as per PMS. - Ensure scuppers/save-alls are plugged during operation of deck hydraulic machinery.
RISQ 6.4	In Cargo Hold No.1 forward, one section of guardrail approximately 1 m in length on the vertical ladder platform at a height of 6 m was damaged and detached from both mountings during the last voyage. No temporary safety measures were in place to protect against falls, and no risk assessment was available onboard. On upper platform of the inclined ladder in Cargo Hold No.1 aft, port side handrail of platform was wasted and missing. No temporary safety means or warning signs were arranged in the vicinity to prevent falls. On the lower part of the inclined ladder in Cargo Hold No.1 aft, the ladder protection was fractured and bent inward, occupied as well as compressed the ladder space and created a risk of personnel impact when climbing up or down the ladder. Comments Carry out the regular inspection of the cargo hold structure and access ladders after each cargo operation. Document each damage using Stevedore damage Form or in Defect list as applicable.

	- Assess the damage to cargo access ladder for analysing whether ladders are usable with the implementation of the temporary safety controls for interim period until repaired permanently. - If damaged access ladders are to be used for interim period when repair is not possible due to cargo and other restrictions, carry out Risk Assessment for using these. Implement temporary safety control measures. Brief personnel on hazards and interim safety controls before use. - A risk assessment on using the damaged access ladder for interim period has been prepared in the CSM and distributed to each vessel with following title. Make it ship/job specific before use. Damaged access ladder in cargo holds - Expediate the repair of the access ladders.
RISQ 13.33	Auxiliary boiler fitted with two water level gauges (fore & aft), incorrect reading of water level was noted at the aft level gauge due to its cock was chocked. Comments: Please ensure following: - Daily reading of the level gauge and cross checking between fore and aft gauges to confirm accuracy. - Routine weekly blow-down of boiler water and blow through of all boiler water level gauges. - Gauge cock and stop valve inspection and cleaning as per the Planned Maintenance System (PMS).

Above has been read and understood.

C/O

2/O

3/O

D/C

2/E

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ETO

E/C

Verified by: Master/CE

Please file signed copy in the shared drive 3.2.3 Training folder