

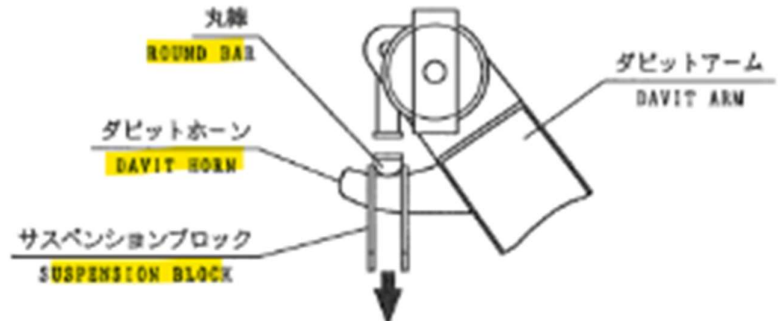
Fleet Advisory 2026-03

PSC deficiencies at Incheon, S. Korea on 05 Jan 2026

S.No./ Code	Description
1/ 15105 Resources and personnel	Not carried out ship energy efficiency management plan training after joining crew (25 Nov) Comments: - The Training record filed in the SEEMP was dated 15 Sep 2025. Training was conducted to all crew. As inspector didn't find training on SEEMP after the crew change in Nov 2025 in the SEEMP, hence resulted in this deficiency. 5 crew members (Master, C/E, D/Cadet, AB and Oiler) had joined vessel on 11th Nov 2025, Master and C/E had already familiarized with SEEMP on 20th Nov 2025 as required by Ship specific familiarization Form 4.1.2 which was not shown to inspector. It was D/Cadet, AB and Oiler who had not familiarized with SEEMP. As per company requirement, all officers except ratings are required to familiarize with SEEMP within 2 weeks of joining as per Form 4.1.2, refer attached. - Present Ship specific familiarization Form 4.1.2 for the SEEMP familiarization as required. - Master to conduct training on SEEMP to rest of the crew members as and when required to ensure newly joined crew members have familiarized with it. ===== Not implemented ISPS Drill after changing of more than 25% Crew (25 May) Comments: - ISPS Drill after change of more than 25% crew was not carried out. Hence resulted in this deficiency. Master was aware of the drill requirement as he had carried out ISPS Drill within one week of crew change (more than 25% change) at previous occasion but missed out at this occasion. - Please note ISPS Code requirement == 13.6 To ensure the effective implementation of the provisions of the ship security plan, drills should be conducted at least once every three months. In addition, in cases where more than 25 percent of the ship's personnel has been changed, at any one time, with personnel that has not previously participated in any drill on that ship, within the last 3 months, a drill should be conducted within one week of the change. These drills should test individual elements of the plan such as those security threats listed in paragraph 8.9. == - Company Drill Planner Form 3.2.1 also reminds about these drills, refer note at bottom. - Master to assign responsibility of Drill Planner to 3/O for planning the Drill dates so that 3/O can remind Master to conduct the Drills to avoid one man error. - Positive feedback is required from Master after change of more than 25 percent of the ship's personnel and confirmation of ISPS Drill conducted within one week of the change as following: Total Crew on board: Number of crew joined: Date of Joining: Date of ISPS Drill:

	- Carry out attached “OJT082 on SOLAS and ISPS Drill after crew change” to all crew. ===== Incorrect draft due to incorrect application of water density in passage plan (Tauranga to Incheon) <u>Comments:</u> - The change in draft figure due to change in density was not correctly entered in the UKC calculation sheet. 2/O had entered density instead of change of draft figure. Refer attached UKC calculation sheet. - Master to cross check the UKC calculation sheet for the figures before signing the passage plan.
2/01307 Work and rest record book	Training for safe ballast operations and ballast training for all crew not recorded in work and rest book (25 Nov) <u>Comments:</u> - A training on ballast operations was carried out in Nov 2025. Few crew members didn't record training as work hours, hence resulted in this deficiency. - Our SMS clearly states that time for Musters/Safety Meetings/Drills/Training is to be considered as work. Personnel Manual/Chapter 3.0/ section 3.3 Rest Periods and Rest Management == Musters, safety meetings and drills conducted on-board, crew called for work during emergency etc. is to be counted as “HOURS OF WORK”. For day workers, lunch timing of one hour duration is to be counted as “HOURS OF WORK”. Statutory training as per company Emergency Drill and Training Planner (Form 3.2.1), reflective learning, learning engagement tools and other training which involves mustering of the crew by Master shall be considered as work. == - Conduct attached On Job Training on Rest Hour Record management to all crew and inform them that Training and drills are considered as Work and to be recorded as work hour. - Head of the Department to cross check the Rest/Work hour sheet against Training/Drills/Bunkering/Arrival/Departure etc timings before presenting it to Master for signature. - Master to cross check randomly that the time used for training/drills etc is recorded as work before signing the Work and rest sheet.
3/11103 Stowage of Lifeboats	Suspension block not lowered on davit horn properly (Port, Stbd) <u>Comments:</u> The suspension blocks of port and stbd side lifeboats are required to rest on the davit horns. It is to protect the fall from load and avoid damage. Following from the Mansei davit maker's manual:

AFTER SETTING THE DAVIT ARM STOPPER, RAISE THE BRAKE LEVER OF WINCH SLOWLY AND UNWIND THE BOAT FALL SLIGHTLY. MOUNT THE ROUND BAR OF SUSPENSION BLOCK ON THE DAVIT HORN IN ORDER TO PROTECT THE BOAT FALL FROM LOAD.



- Refer your lifeboat davit maker's manual and ensure that suspension blocks rest on the davit horn.

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