FAIRMONT SHIPPING SINGAPORE
TAMAR SHIP MANAGEMENT

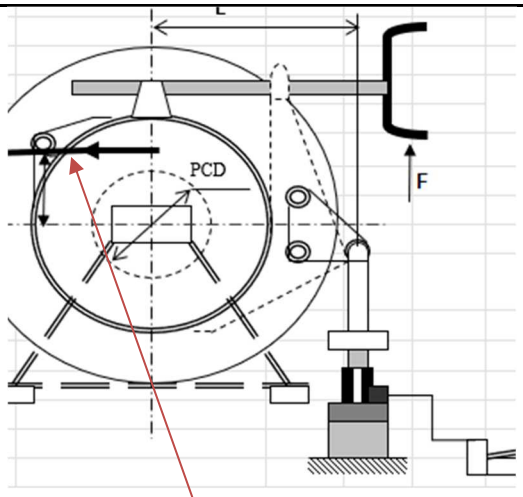
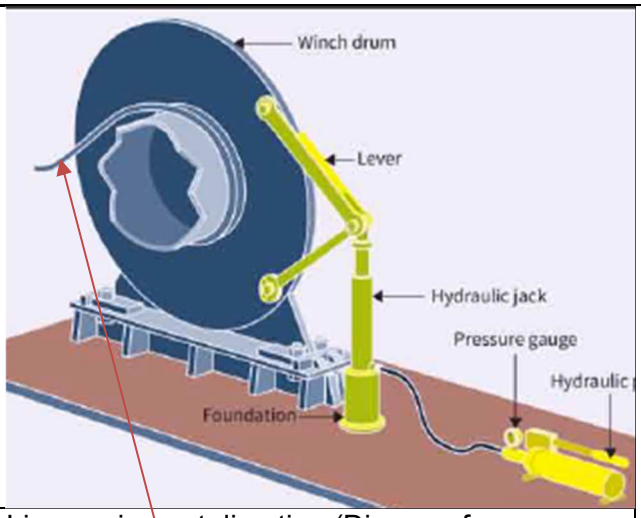
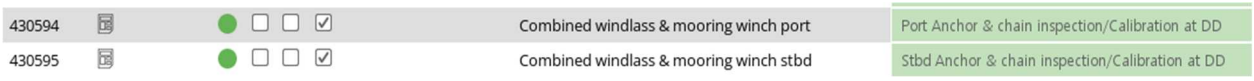
Fleet Advisory 2026-07

RightShip inspection findings, Singapore on 21 Jul 2026

2.7	**There was no evidence that the officers and crew responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk had undergone formal training.** **Comments:** • The course should be conducted according to IMO Model Course 1.45, titled 'Safe Handling and Transport of Solid Bulk Cargoes'. (RISQ 2.7) The training certificate should mention it. • Check and ensure that all crew members have completed the training in accordance with IMO Model Course 1.45, titled 'Safe Handling and Transport of Solid Bulk'. • Inform office if any crewmember has not completed the training on dangerous and hazardous substances.
3.6	**The Tug Bollard pull information was wrongly recorded.** **Comments:** • Ensure all information as required is correctly filled up in the Master/Pilot information exchange Form without leaving any blank. • In case of doubt of any information exchanged between Master/Pilot is not clear, OOW should not hesitate to inquire from Master or Pilot. • Master to verify the information filled up in the Form is correct and all relevant information as required is filled up. • Master to audit filed Pilot/Master information Form for verification and educate the OOW where required.
3.9	**The details of the lookout for arrival Singapore and departure from last port was not recorded.** **Comments:** • Company Bridge Manning Level requires crew assigned with independent Helmsman and Lookout duties during port arrival/departure. In this case, the lookout was one of the forward station team members. However, the name of the crew member assigned with the lookout duty was not recorded in the deck logbook, hence resulted this finding. The helmsman and lookout person name is to be recorded in the logbook. • Please ensure following: ➢ If the lookout duty is assigned to crew at forward station, the name of the crew assigned with lookout duty is to be recorded in deck logbook. ➢ Master to review the entries in the deck logbook for completeness before signing the bottom of the page. ➢ Master to audit the last few pages of deck logbook for entries and conduct the training to bridge team on the importance of recording all relevant information in the logbook.
4.2	**The safety officer's certificate did not make any reference to IMO model course 3.11.** **Comments:** • The Safety Officer training course shall adhere to the STCW Code 2010 Tables A-II/2 and A-III/2 and the IMO Model Course 3.11. (RISQ 4.2) • Check and ensure that Chief Officer has completed the Safety Officer Training Certificate as per STCW Code 2010 Tables A-II/2 and A-III/2 and the IMO Model Course 3.11. It should be mentioned in the Safety Officer Training Certificate. • Inform office if safety officer's certificate doesn't mention as above.

4.5	**A review of entry into enclosed space permits reflected the following 1. Single person entry. 2. No evidence that an EEBD was brought along despite same being a requirement in the PPE matrix. 3. The responsible person was making the solo entry.** **Comments:** • Regarding finding, please note following in our SMS: 1. HSE Procedure Manual / 4.10 Enclosed Space Entry states as following about number of persons entering enclosed space: **+++** **4.23 It is prohibited to enter an enclosed space compartment alone. All spaces must be entered with a minimum of 2 people.** **++++** 2. HSE Procedure Manual / 4.10 Enclosed Space Entry states as following on EEBD: **+++** **2.6 Under no circumstances is an EEBD to be utilised for any rescue attempts.** **9.29 Persons entering into enclosed spaces should consider taking EEBD's with them in order to facilitate an emergency escape in the case of oxygen depletion within the area, or the person feels unwell and needs to leave the enclosed space, the have the option to utilse the EEBD for this purpose.** +++ **3.** HSE Procedure Manual / 4.10 Enclosed Space Entry - role of different persons associated with enclosed space entry – 2.3 Competent Person, 2.4 Responsible Person, 2.5 Attendant • Master to carry out briefing to all officers and crew as following using SMS. ➢ No single entry allowed in enclosed space ➢ To follow company PPE matrix for an activity and same to be discussed in toolbox meeting. ➢ Role of persons in the enclosed space entry: - Master and/or Chief Engineer to approve the enclosed space permit - Competent person - any officer (CO, 2O, 3O, 2E, 3E, 4E) for completing the Section 1, 2 & 3 of the enclosed space permit. - Attendant – Any officer or rating to act as an attendant for keeping watch over those entering the enclosed space, maintaining communication and to initiate the emergency procedures in the case an emergency. • No single person entry allowed has been added in Enclosed Space Entry Permit itself. Refer revised Enclosed Space Entry Permit in SHEQ portal. • Master to ensure compliance with the eclosed space entry procedure on board.
4.7	**There was a hotwork inside No.3 S TST over a period of 3 days. No evidence was sighted of office approval for same.** **Comments** • Our **SMS – HSE Procedure Manual/4.11.1 Hot Work/para 2.6** clearly stipulates that company authorisation is required before carrying out any Hot Work outside of the designated Hot Work Area — the engine room workshop. ''2.6. Company authorisation is first required before carrying out Hot Work anywhere outside of the designated Hot Work Area (Engine room workshop or welding shop) on board.'' Please comply with the SMS requirement. • Our company Superintendent was physically present on board to supervise the repair activities and associated Hot Work. In view of the Superintendent's presence, the Master understood that office approval was not separately required, as the Superintendent was acting as the company's representative. • If Superintendent is on board, obtain his signature as office approver before conducting the hot work. Hot work permit has been revised in this regard.

	Officer authorising work Master / Chief Engineer — Name: — Signature: Date: — Time authorised: Superintendent (if onboard) — Name: — Singnature: Period of Validity (Period of validity to commence only after permit has been authorised) . Max Validity of 8 hours or Permit remains valid only as long as the permit conditions are met VALIDITY FROM — DATE: — TIME: VALIDITY TO: — DATE: — TIME:
4.31	**The BA bottles were being pressurised to 150 bars but the relief valve fitted on the BA compressor was for 300 bars.** **Comments:** • Check relief valve pressure setting of the SCBA air compressor. The relief valve setting at filling line or compressor should not exceed the normal working pressure of the BA bottles. Confirm relief valve setting and BA bottles normal working pressure to your Ship Manager. • Familiarize with the air compressor instruction manual and relief valve setting. • Where two relief valves are fitted (one at compressor and other at filling line), place a clear label at the air compressor showing both relief valves pressure settings e.g. compressor relief valve 300 bar, filling line relief valve 150 bar.
9A.3	**The ultrasonic tests carried out on the 9th May 2026, did not have any OHV value.** **Comments:** • Company Form 2.3.14 for Testing the Hatch Covers by Ultrasonic equipment contains procedure for obtaining the Open Hatch Value (OHV) and the field in the Form for recording it. **2. Initital measurement with OPEN HATCH** Open hatch value, OHV — **dB** — **%** • Ensure to record all readings as required in the Form without leaving any blank. • Master to verify that all fields including OHV are recorded before filing or submission of the Tightness testing Form. • Master to audit the past Hatch Covers Tightness Test record for proper recording.
9A.16	**There was no PMS activity for the maintenance of the emergency portable pump unit.** **Comments:** • There are two PMS activities on emergency portable pump unit as following: ➢ Testing of the Emergency portable pump ➢ Maintenance of the Emergency portable pump • During inspection the job on Testing of Portable Pump was shown to inspector. The job on Hatch Cover Portable Pump Maintenance was overlooked to present to inspector. • Testing of the Emergency portable pump and Maintenance of the Emergency portable pump are two different jobs in PMS. Officers to familiarize themselves with these jobs.
10.5	**The BHC tests for the aft mooring drums were carried out with the jacks on the opposite side.** **Comments:** • The placement of the jack was not correct. The jack should be placed on the side when jack force is applied its effect should to turn the drum in pay out direction. It is the force direction against which brake rendering is tested and marked on the brake tightening spindle. • Refer following diagram for the placement of the Jack.

		
	Pay out direction in company Form 6.5.6	Line paying out direction (Diagram from MEG4)
10.18	**The Inspection of the anchor, anchor shackle, enlarged links, swivel, joining shackles (Kenter / Baldt / Lugless), anchor D shackles, shackle pins, crown pin, joining shackles, flukes, and shanks for damage was not included in the PMS.** **Comments:** • New job for the inspection of anchor, anchor shackle and associated fittings has been included in the PMS as following: •  • All deck officers to familiarize with this Job Description.	
13.2	**The change in engine room manning level was not mentioned in the logbook.** **Comments:** • Refer SMS – Fleet Procedure Manual/16.0 Technical Ship Procedures/para 4. Manning of Engine Room, E/R manning level III is required during arrival/departure ports, channel/river/canal transits. E/R was manned as required, however it was not recorded in the engine logbook. • Chief Engineer to brief the engine staff on recording of manning level changes in the engine logbook. • Chief Engineer to ensure that engine room manning level change is recorded in the engine logbook before signing the completed page.	

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