

Fleet Advisory 2026-08

RightShip inspection findings, Aveiro, Portugal on 29 Mayl 2026

4.5	On board, there were two personal Triple-C four-gas detectors fitted with attached electric sampling pumps, capable of measuring four gases excluding carbon dioxide (CO2). Additionally, two portable gas detectors fitted with built-in pumps were available; however, these units were capable of measuring oxygen and carbon dioxide (CO2) only. Records reviewed indicated that the latest enclosed space entry checklist involved two crew members entering the enclosed space simultaneously. Comments: • During enclosed space entry, all available detectors (Triple C 4 gas + Portable CO2/O2) were taken inside as PPE, leaving no unit outside to continuously monitor the atmosphere at periodical intervals. • We are in process of supplying 2 gas meters capable of measuring five gases O2, HC, H2S, CO and CO2 at next opportunity. Units have procurement delay at present. • Comply as following as an interim measure until 5 gases meters is delivered on board: ➤ Either keep one gas detector on top for regular monitoring of the atmosphere, with both personnel entering the space remaining together with 1 set of gas detector or ➤ In case 2 persons enter the enclosed space, each with one set of gas detector, the time of entry into enclosed space should be limited to 30 mins ➤ Refer company SMS – HSEP Manual/4.10 Enclosed Space/para 1.6 ‘If entry into an enclosed space can be avoided, it should be. If entry is essential, compliance with this chapter will assist in the protection of those entering the space. As a general rule, enclosed spaces should not be entered unless it is absolutely necessary and when there is no practicable alternative.’
4.7	The Hot Work Permit dated 04/Jan/2026 had been issued for multiple locations on the main deck for the fabrication of oil trays for hatch cover hydraulic cylinders. Comments • Ensure a separate hot work permit is issued for each distinct location with hazards and risks assessed individually. • The requirement of having a separate hot work permit for each location has been added in in our SMS – HSE Procedure Manual/ 4.11.1. HOT WORK to emphasize separate permit for each location as following: == 2.9. A separate permit for hot work is to be issued for each distinct location. ==

4.21	According to the Record of Approved Ship Safety Equipment, the vessel was documented as being fitted with 31 immersion suits manufactured by Wuxi Xing Tai. However, immersion suits manufactured by Jianxing Rongsheng were found on board, with a total quantity of 30 pcs, together with one immersion suit manufactured by Dongtai Martian. Comments: • Master to brief deck officers to reinforce the requirement for accurate documentation of all safety equipment in the Record of approved Ship Safety Equipment: ➤ Check and confirm if Record of Approved Safety Equipment requires to be updated for the equipment on board. ➤ Person in-charge of LSA/FFA maintenance to be assigned responsibility to cross check the alignment between physical equipment and documentation (Record of Approved Safety Equipment) and to bring to notice of Master if any equipment is not documented in it. ➤ Updating the Record of Approved Safety Equipment to include equipment renewals, alteration and/or additions ➤ Ensure equipment of all categories are included when updating the record. ➤ Get it endorsed by Class surveyor visit to vessel during annual/occasional surveys • Inform your Ship Manager if any safety equipment requires to be updated in Record of Approved Ship Safety Equipment.
7A.5	The Bunker Delivery Note (BDN) for the last VLSFO bunkering dated 26/Apr/2026 had all three fuel oil quality declaration boxes marked simultaneously under Regulation 18.3 of MARPOL Annex VI. Comments: • The bunker supplier incorrectly marked all three MARPOL Annex VI Regulation 18.3 declaration boxes simultaneously. Chief Engineer inadvertently signed the BDN without detecting the error • C/E to check and verify that bunker supplier has ticked applicable box correctly under Supplier's Declaration before signing, ➤ refer MARPOL Annex VI regulation, Information to be included in the bunker delivery note (regulation 18.5) === A declaration signed and certified by fuel oil supplier's representative that the fuel oil supplied is in conformity with MARPOL Annex VI regulation 18.3 and the sulphur content of the fuel oil supplied does not exceed: ▪ The limit value given by Regulation 14.1 of this Annex (<i>sulphur limit 0.5% m/m</i>) ▪ The limit value given by regulation 14.4 of this Annex (<i>sulphur limit 0.10%</i>) or ▪ The purchaser's specified limit value of ____ (% m/m), as completed by the fuel oil supplier's representative and on the basis of the purchaser's notification --- ==== ➤ The last box is not applicable for our vessels which are not fitted with scrubber unit.

9A.8	Cargo Hatch Covers No. 3 forward part, No. 4 forward part, and No. 5 aft part were observed not resting on their bearing pads. Gaps between the coaming bearing pads and the hatch cover landing pads were observed, ranging from approximately 4 mm to 9 mm. Additionally, skirt clearances ranging from approximately 20 mm to 25 mm were observed. According to the manufacturer's specification, the required skirt clearance was 10 mm. Comments: • The hatch cover condition during inspection: Measurements taken during cargo operation, with hatch cover cleats not fully secured and control levers in neutral. In this condition, covers may not sit fully on bearing pads, giving apparent gaps (4–9 mm rest pad and 20–25 mm skirt clearance). The thermal variation (clearances observed at noon time), wear and tear of hatch covers due to age, hogging and sagging of vessel with different cargo levels in each cargo hold during cargo operation also effects the skirt clearances. • Adjustment of rest pads during dry docking: During the last docking, when riser liners were inserted into the rest pads, the gaps in each hatch cover skirt were not taken into consideration. This led to skirt clearances exceeding the nominal 10 mm, even though the covers resting correctly on the pads. • Note as following: ➤ Clearances are to be measured with cleats fully tightened and control levers in closed position, and when the vessel is in a stable condition (not during cargo operations), refer maker's manual for measurement of the clearances. ➤ When riser liner is inserted into the rest pads after routine examination of hatch covers by maker's technician in dry dock if skirt clearance is not taken into consideration, the future skirt clearances may not meet nominal clearance as specified in the maker's manual even though rest pads clearances are within the specified range. The wear and tear of the hatch cover skirts due to age also has effect on the clearance measurement. However, maker needs to be consulted for each case of higher clearance measurements than specified. ➤ The condition of hatch covers (cargo operations, cleats, lever position, thermal variation) has effect on clearance measurement.
9A.15	No records were available on board to demonstrate that the hydraulic oil of the hatch cover system had been replaced at five-year intervals. The attending crew reported that replacement of the hydraulic oil was carried out in accordance with the PMS based on oil analysis results only. Comments • Vessel hatch cover maker "Nakata Mac" has no requirement for time based mandatory renewal interval for hatch cover hydraulic oil, as the hydraulic oil is regularly analysed and the test results are satisfactory. Attached communication with makers.

	• Similarly, hatch cover hydraulic oil supplier " Gulf Oil " also does not have a prescribed maximum service life or mandatory replacement interval based solely on time in service. As per attached communication from supplier, oil replacement should be based on the lubricant's condition, as verified through routine oil analysis, system cleanliness, and equipment performance. • The hatch cover hydraulic oil is analysed at 6 monthly intervals as per company procedures. All previous analysis of lubricant condition indicates normal condition and "fit for continuous use". Please refer attached analysis report. • The vessel hydraulic pipelines and cylinders for hatch cover system are well maintained, with no major renewal of piping during its lifetime. No hatch cover hydraulic cylinders have been renewed. Fresh oil is added to system to compensate loss of oil from system during periodical filter cleaning or 5 yearly replacements of flexible hydraulic hoses. • Based on the latest and previous analysis report results and confirmation from Hatch cover maker as well as lub oil supplier, present oil in use is fit for continuous use and 5 yearly oil renewal based solely on time in service, is not required. • Based on above, ➢ Maintain the hatch cover maker's and supplier's requirement for hydraulic oil renewal criteria on board ➢ Comply with the routine landing of the hatch cover hydraulic oil samples for analysis for close monitoring of the condition of hydraulic oil. ➢ Renewal interval may be reduced if there has been any major repair on hydraulic system or hydraulic cylinders carried out.
10.20	The bitter end securing arrangements of the anchors was located inside the chain lockers. To use them, the crew had to open the hatch cover, which was secured by twenty-four bolts. Comments: • At the time of construction, classification society rules allowed this design, but RISQ requires external accessibility. • Vessels fitted with the bitter end inside the chain locker to act as following: ➢ Staff to familiarize with the procedure for releasing the bitter end in an emergency. ➢ All bolts / nuts of the chain lockers are to be kept greased and free, and a dedicated hammer and spanner are to be kept in readiness in the vicinity. ➢ Conduct a formal risk assessment on release procedures with present limitations of the current design.
13.19	The exhaust surface temperature of Auxiliary Engine No. 2 was observed to be 239°C during the inspection. Comments: • The temperature using an infrared thermometer was measured and a small gap was identified between two adjacent insulation panels where temperature was observed 239 deg. C. • Refer SOLAS Chapter II-2, Regulation 4.2.2.6 ===

	Surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated. === • SOLAS Chapter II-2, Regulation 4.2.2.6 outlines strict fire safety precautions regarding flammable oil systems and hot surfaces in machinery spaces. It requires all surfaces with temperatures above 220°C that may come into contact with leaking or sprayed oil to be properly insulated to prevent fires. • Temperature of Exhaust manifolds/pipes and insulation joints to be monitored during engine room rounds using a portable infra-red laser thermometer gun for checking integrity of the insulation on exhaust systems. • After any routine maintenance is completed, to ensure that all insulation material are fitted back properly. To be confirmed during machinery operation after repairs, using portable infra-red laser thermometer gun. • C/E to brief all engineers on above for ensuring compliance.
--	--

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