

Fleet Advisory 2026-09

RightShip inspection findings, Kobe, Japan on 19 June 2026

2.9	Review of the hybrid documents, provided by the operator, indicating that the last calibration of the shipboard alcohol test kit, model - ALCOSCAN AL7000, was on 03/MAR/2023, which exceeded a year, required by the manufacturer. Comments: - The submitted calibration certificate was provided with the initial supply of the alcohol test kit (ALCOSCAN AL7000) to vessel in 2023. - As per maker's manual, sensor module is to be replaced or calibrated every 300 tests or 1 year, whichever is earlier. Company procedure is to renew the sensor annually, instead of calibration as approx. 275 tests are carried out annually. Sensor renewal has been carried out annually, with last renewal on 15th Feb 2026. - Alcohol tester does not have counter for no. of tests but displays "CAL" sign in case no. of tests exceeds 300 tests, indicating that it is time for calibration or replacement of sensor module as per maker's manual. - Company procedure is the annual replacement of the sensor module, as per maker requirement. Please ensure a spare sensor module is available on board, please place order as required. - The Alcometer calibration certificate / sensor replacement has been added in the company Form 3.1.1- VCSS-VESSEL CERTIFICATES & SURVEYS STATUS for monitoring the expiry date of calibration / sensor. Please update the last/future sensor renewal date in the Form and MESPAS certificates.
3.12	Review of deck bell book at the last port of call, Kawasaki, Japan indicating that BNWAS (Bridge Navigational Watch Alarm System) was switched off from 1554 hours to 1842 hours 16/JUN/2026 whilst the vessel was under pilotage from the dock to P/S. Review of the operator's BNWAS procedure indicating that the de-activation of BNWAS was allowed under pilotage. Comments - SOLAS V, 19.2.2.3 requires that "the bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea". - SMS - Nautical Manual/7.0 Navigation Equipment/par 21.3 has been revised as following: == Bridge navigational watch alarm system (BNWAS) must remain operational during all periods the vessel is "underway," including pilotage and at anchor. Activate BNWAS upon unberthing and deactivate upon berthing." == - All deck officers to familiarize with the above SMS revision. - Master to ensure compliance with the revised SMS requirement on BNWAS.
3.20	A navigational warning, No.26-1155 for gunnery at Honshu, S coast Kumano Nada, 220000Z to 221500Z Jun. and alternate 0000Z to 1500Z daily 24 and 26 Jun., was in force on 0500Z, 17 Jun. 2026, which was not plotted on primary and secondary ECDIS. The navigational warning was located 5 miles off from the intended course line. Comments:

	- The navigational warning (Navtex) was received on 17th June 2026 at 0522UTC (17th June 2026 at 1422 hrs LT) after vessel had transited the nearest location of the Gunnery practice when vessel was enroute from Kawasaki to Kobe. Date of Gunnery practice was on 22nd June 2026. - OOW had checked the navigational warning location and found that vessel has already transited the nearest location of gunnery and Gunnery practice date was on later date on 22nd June 2026. Based on above factors, OOW assumed plotting was unnecessary since the vessel had already passed the nearest point and the gunnery exercise was scheduled for a later date. - Refer company SMS on Navigational Warning – Nautical Manual/7B.0 ECDIS/Para 28.5 requires as following: == Navigation warnings received from all the sources (Navarea, Coastal and Local) during the watch are to be checked immediately by the OOW upon receipt. The Master is to be advised immediately of any Navigational Warnings which are within 50 miles of vessels track (either side). In case the Nav warning affects the passage for example firing exercise area, then the route is to be changed in consultation with master & passage plan amended. Specific details of a critical navigational warning should be plotted and made alarmable by using the look-ahead feature in order to highlight the navigational hazard for the OOW. == - SMS requirement for plotting all relevant warnings within 50 miles is to be complied with, even if vessel has already transited the area. All deck officers to familiarize with the SMS requirement on Navigational Warning - Master is to be informed of all warnings within 50 miles.
4.8	There was no objective evidence indicating that the vessel issued a work aloft or overside permit for rigging the accommodation ladder (S) at the current terminal, as required by the operator's work permit system. The attending officer stated that there was a time constraint in preparing the discharging operation after berthed. Comments: - Our SMS – HSE Procedure Manual / 4.11.02 Permit to Work/ para f. requires work aloft permit for rigging the accommodation ladder as following: == f. Over the Side (any maintenance work like chipping / painting over the ship side6, rigging accommodation ladder, combination ladder etc.) (Note: Work should only be carried out over the side if there is no reasonably practicable alternative to doing so. Where a reasonably practicable alternative does exist, it should be adopted. If the task is not urgent, the ship manager shall be consulted, and the task may be postponed until drydock. Where work must be carried over the side, the work shall be properly planned, appropriately supervised and carried out in as safe a manner as is reasonably practicable. == - The crew followed physical safety measures PPE like fall arrestor, safety harness and life west near accommodation ladder, but failed in documentary compliance. Hence resulted in this finding.

	- Brief crew on importance of Permit to Work - a checklist ensuring that high-risk jobs are only started after all hazards are checked and proper safety controls are in place to prevent injury/incident. No work is to be started until the permit has been issued, even under operational pressure. - Crew to familiarize with the SMS requirement - HSE Procedure Manual / 4.11.02 Permit to Work/ para 2.7: "No work is to be started until the permit checks have been completed." - Risk assessment and toolbox meeting shall be completed prior any task involving Permit to work. The same is also required by Permit to Work form. (HSE Procedure Manual / 4.11.02 Permit to Work/ para 1.3)
4.11	Review of the operator's PPE matrix indicating that the use of respirators while handling Chemicals and Cleaning solvents was optional and not required to be worn at all times. Comments: - Familiarize with the SMS on the use of the respirators – HSEP Manual/4.8 PPE/3.0 Respiratory Protective Equipment. - Master to brief crew on respirator limitations - filter selection, and cartridge replacement intervals. Incorrect use may lead to hazard to health. - Chemicals are to be handled in the well-ventilated space, wherever reasonably practical. - PPE Matrix has been revised to clarify that respirators are mandatory when required by MSDS or risk assessment, but not suitable for oxygen-deficient or enclosed spaces. Implement revised PPE Matrix with immediate effect.
4.16	The vessel was provided with 2 (two) sets of CO₂ (Carbon Dioxide) gas detectors, model - BTYQX-4(BX), manufactured by Shenzhen Wanbo Hi-Tech Ltd. However, only an operational instruction in the Chinese version was provided. The shipboard working language was English. Comments - Check the language of the operation manual of an equipment supplied on board, inform office if English version of the operation manual is not supplied with the equipment. - The language of the operational manual supplied along with equipment to be checked immediately upon receipt - Official language on board is English, hence operational manual/instruction of an equipment is to be available in English.
4.24	Seawater leakages were noted between the fire hose couplings and the connecting seals at each end of the fire hose, where located at aft mooring station at the time of testing the ship's fire hoses by emergency fire pump. Comments - Ensure hose -to-coupling interface is checked for any water shippage/leakage during annual pressure testing of fire hoses as per PMS - Ensure fire hose is dry after use before returning it to the fire box. Fire hose is not to be exposed to seawater and UV radiation for long. - Check for hose couplings and seals, coupling binding, rubber gasket for early signs of cracking or damage during monthly routine PMS. - Ensure adequate inventory of spare hoses and couplings for immediate replacement when defect is found.

5.6	The records indicating that the vessel last conducted tests and overhauls of the non-return valves in the cargo hold bilges, dated 04/MAY/2026. However, the jobs were not incorporated into the ship's planned maintenance system (MESPAS program). Comments: • Inspection and pressure testing of non-return valve of cargo hold bilge well is carried out during each cargo hold cleaning prior loading the cargo using company Form 2.3.21. • New job for maintenance and overhaul of non-return valves at 30 months intervals has been included in the PMS. • All deck officers and ratings to familiarize with this Job Description.
5.9	It was noted that the remote control bilge overboard valve, fitted in the forecastle store, did not provide a warning to prevent the accidental discharge of oil on the remote control panel in the navigation bridge. Comments: • Post the warning notice (if missing) "Check for oil before operation" on the remote-control panel in the navigation bridge. • Also check and ensure that this pollution prevention warning notice is also posted near each bilge well in bosun store and at overboard discharge valve. • Please send us the photographic evidence of the above warning notice.
7A.3	Both drain lines on port and starboard bunker manifolds were fitted with a single valve without blanking. Comments: • Bunker manifold drain lines are to be blanked/capped/plugged (as applicable) where drain lines are provided with single valve. • Check metallic caps/plugs are tight-fitting and leak-proof • Blanking is to be checked prior to bunkering. • Please send the photographic evidence to your Ship Manager of blanked/capped/plugged (as applicable) manifold drain lines. • Refer following photos for your guidance.  Fabricated Plugs for Bunker Manifold (P,S)

	  Before After   Bunker Manifold Port side Bunker Manifold Starboard side
9A.13	Loose rust scales were noted on the wheel trackway of #2(P) forward side hatch cover. Comments: - Loose rust found on trackway was due to rust build up during a month-long voyage and cargo holds not being opened during this period, - As usual, check the condition of compression bar, track ways, water channel and drains and clean prior loading the cargo as required by company Form 2.3.20. - Document above maintenance and condition in company Form: 2.3.20 – Hold Condition report prior loading of the cargo.
10.6	It was observed that two of the headlines from #3 and #4 mooring winches (P) side were led through the same lead on the forward mooring station. The attending officer stated that it was inevitable to deploy the head lines on the same lead, as the head lines were touched with the port anchor by design. Comments: - Brief deck officers and ratings using attached OJT - Deployment of mooring lines: ➤ The Panama chock, with a SWL of 64 tonnes, intended for a single mooring line but was used for two mooring lines, each mooring line with a MBL of 50 tonnes. Use of two mooring lines via single Panama chock will lead to extra load on the mooring structure. ➤ The MBL of the mooring rope should not exceed SWL of the fittings to which it is in contact with. ➤ Discuss in pre-mooring toolbox meeting the lead and deployment of the mooring lines with correct fairlead/chock. Refer to the mooring arrangement plan for correct lead and fairlead/chock for

	the mooring line. A laminated copy of the mooring arrangement plan is to be kept on bridge for reference of deck officers. ➤ The mooring lines should be arranged as shown in the mooring arrangement plan to avoid the possibility of any extra load being applied to the mooring fittings (fairleads, chocks, bits). ➤ Any unexpected change in the intended mooring configuration of mooring operation should be immediately reported to the Master. ➤ Pre-planning and a risk assessment of the mooring operation must be completed, especially in cases where unusual or non-standard mooring arrangements are used or expected. • Master to ensure compliance with above.
10.20	By design, bitter end securing arrangements were located inside of the chain lockers. 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 and post same on the manhole of the chain locker.
14.5	It was observed that the A-class fire door with a self-closing device, located between the engine room 2nd deck and the steering gear room, failed to close completely when released. The door remained ajar during two consecutive tries. Comments: • Check fire door closes and latches smoothly during routine weekly PMS, adjust self-closing device/rectify as required. • Check and Inspect fire doors diligently as per the monthly job card in PMS such as hinges, tighten and lubricate hinges as required. • Check door and frame face for any misalignment and resistance. • Brief crew on the importance of fire doors which are meant to contain the fire and reduce the risk of fire spread to other compartments. If they find, any fire door with self-closing device is not closed/latched, they should immediately inform to their superior.

Above has been read and understood.

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2/O

3/O

D/C

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ETO

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Verified by: Master/CE

Please file signed copy in the shared drive 3.2.3 Training folder