

Fleet Advisory 2026-10

PSC inspection deficiencies, Ghent, Belgium on 15 June 2026

S.No./ Code	Description								
1/ 01220	At the time of the inspection, a portion of SEA's were checked. It has been noted that on the SEA of the 2nd Officer, the SEA was stating a contract duration of up to 10 months (start on March 23rd, 2026 - end on December 23rd, 2026 also mentioning the wording plus or minus one month. Noting that the CSA only allows for a SEA of up to 9 months, the SEA is hereby considered to be invalid. Comments: • The contract length in the Seafarer Employment Agreement (SEA) was 9 month (+/- one month). Inspector's rationale was that the contract length can stretch to 10 months which did not concur with CBA that allows contact length up to 9 months. • Check the contract length in the SEA (Form 4.10.8) not to exceed 8 months (+/- one month) to keep in compliance with CBA that allows contact length up to 9 months. Master to inform Crewing Officer, if the contract length in the SEA exceeds 8 months. • Crew manning company has been advised that contract length in SEA (Form 4.10.8) not to exceed 8 months while keeping option of +/- one month. • Fresh crew contracts (8 months duration) have been issued on all applicable vessels in compliance with the CBA.								
2/10133	At the time of the inspection, the OOW was asked to switch on the N.U.C. lights. The OOW promptly switched on 2 signal lights, which were not correct as per the visibility range, visibility sector and horizontal spacing. Even when going to the monkey bridge, still, the OOW was unaware that signal lights are not to be mixed up with N.U.C. lights. Minutes later, a second OOW found out that the NUC lights are to be switched on by one single flip switch. Comments: • Our SMS Checklist Form NAVB3 – Bridge Equipment Familiarization requires deck officer to familiarize with NUC lights as following: <table border="1"><tr><td>15.0</td><td>Navigation Lights, Shapes and Signalling Equipment</td><td>YES</td><td>NA</td></tr><tr><td>15.1</td><td>Location and operation of navigation and signal light controls and alarm panel (NUC lights, RAM lights etc)</td><td>☐</td><td>☐</td></tr></table> • All deck officers to familiarize themselves with the N.U.C. lights switch including location on the mast and function of the lights. • Refer to COLREG Rule 27 "A vessel not under command shall exhibit: (i) two all-round red lights in a vertical line where they can best be seen;". These all-round lights characteristics - visibility range, visibility sector and horizontal spacing is in accordance with Annex I of COLREG unlike other signal lights. • Ensure the N.U.C. lights are tested prior departure, refer item 2.17 in checklist NAVB6 – Preparation for Sea. • Deck officers to familiarize themselves diligently with the bridge equipment upon joining the vessel using company checklist Form NAVB3 and carry out prior departure checks diligently using checklist NAVB6.	15.0	Navigation Lights, Shapes and Signalling Equipment	YES	NA	15.1	Location and operation of navigation and signal light controls and alarm panel (NUC lights, RAM lights etc)	☐	☐
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15.1	Location and operation of navigation and signal light controls and alarm panel (NUC lights, RAM lights etc)	☐	☐						
3/10101	During the deck tour it has been observed that the vessel rigged the pilot ladder in an unsafe way. At the time of the inspection, the vessel was engaged in bunkering operations and was using the pilot boarding arrangements for transferring personnel to and from the bunker barge.								

	Instead of putting the load on the manilla (side) ropes, the load of the ladder was on one of the wooden steps. Comments: • Master to conduct the training using OJT 64 - Securing the Pilot Ladder to deck crew educating them as following: ▪ weight should rest on the side ropes ▪ using rolling hitch knot to secure the pilot ladder to strong point. ▪ no stress on the steps or chocks. • Duty officer to check and ensure that pilot ladder is rigged safely and correctly.
4/13104	At the time of the inspection, the EOW was asked to start the Fire, ballast and G/S pump. It was observed that the rotating disc (priming system) was not engaging when starting the pump. Comments: • Check and confirm to your Ship Manager that respective priming pump to Fire, ballast and G/S pumps are operating without any issue. • Check engagement / disengagement of attached priming pump regularly during starting of the pumps. • Carry out maintenance diligently as per PMS.

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

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