

Fleet Advisory 2026-11

RightShip inspection findings - Changshu, China on 12 Sept. 2026

3.13	TMC outputs were not corrected for compass error, and evidence of weekly test not provided during inspection. Comments: - Carry out training to deck staff using attached “OJT 086 – Transmitting Magnetic Compass (TMC)” - Company ‘Form NAVB16 – Change of Watch at Sea’ has been revised to include the requirement: “Where a Transmitting Magnetic Compass (TMC) is fitted, compare the magnetic compass card heading with the digital reading on the panel and record any difference in the deck logbook.” - Record the Magnetic compass card and TMC comparison each watch in the deck logbook after drawing a table as following: <table><thead><tr><th>Time</th><th>Mag. Comp. card heading</th><th>TMC (Digital reading)</th><th>Difference</th></tr></thead><tbody><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr></tbody></table> - Test the autopilot operation on TMC (magnetic compass heading) at weekly interval (on vessels fitted with TMC) to verify its function and record result in the deck logbook. SMS has been revised in this regard – Nautical Manual/7.0 Navigation Equipment/section 8. Magnetic and Gyro Compasses. - Master to ensure compliance with above.	Time	Mag. Comp. card heading	TMC (Digital reading)	Difference																								
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4.11	The evidence of annual inspection of onboard fall arrestors by competent person in accordance with the manufacturer's instructions was unavailable. (Three sets fall arrestor date of manufacture: 2025-May). Comments: - Check manufacturer’s instructions on the life span and inspection requirement of the fall arrestors. - Where manufacturer’s instruction requires annual inspection ashore, company will arrange same or supply new fall arrestors as replacement. Accordingly raise the requisition in advance for replacement of the fall arrestors before expiry of annual inspection date. - Continue with the quarterly PMS and pre-use inspection to ensure fall arrestor is in good condition.																												
4.17	The welding machine located inside workshop of engine room, the return cable of welding machine was found connected to the floor in lieu of attaching to the workpiece. (rectified during inspection). Comments: Carry out training to engine staff using attached “OJT087 - Welding Machine Return cable connection”																												

	- Chief Engineer to highlight to Engine Room staff using OJT that return clamp must be attached directly to the workpiece to complete the localized circuit for earthing and for mitigating the risk of electrocution. - C/E or 2/E to ensure and verify that return cable is connected to the work piece during routine inspections and before welding work.
10.4	One piece forward loose rope noted worn out and fluffing on outer yarns. (replaced during inspection). Comments: - Master to carry out the familiarization training to all deck staff on 'section 10. Retirement Criteria of rope mooring lines' provided in the Mooring Equipment Management Plan (MEMP Part B). - Deck Officers at mooring station to visually inspect the mooring rope prior use, and during deployment & retrieval to identify localized damage. (refer MEMP Part B – Section 6 Inspection) - Diligent monthly inspection of the mooring lines condition using company Form 2.03.26 – Mooring Ropes Inspection.
13.20	A considerable section of thermal lagging wrapping fuel oil pipes on in machinery space was covered with white paint, including pipes for FO settle/service tanks, within purifier space. Such painted areas hinder visual inspection of the lagging integrity. Comments: - Inspect the lagging closely to ensure lagging is clean, intact, oil-free, and suitable for leak detection. - Avoid repeated layers of heat-resistant paint on the insulation lagging to keep the lagging outer layer penetrable by oil. Where practicable, clean the lagging surface manually instead of re-painting. - Where it is suspected that repeated layers of paint on insulation lagging around fuel pipes causing hinderance to the visual inspection of the lagging integrity, C/E to make plan to renew those sections by new lagging.
13.31	Engine room bilge high level alarm was tested weekly instead of daily. Comments - Chief Engineer to brief engine staff with the RISQ 13.31 requirement for daily testing the engine bilge high level alarm as following: +++ <i>RISQ 13.31: High-level alarms for engine room bilges should be tested at least once daily when the engine room is manned, and prior to leaving the engine room in Unmanned Machinery Space (UMS) mode, as part of the pre-UMS checks.</i> +++ ➤ Testing daily when the engine room is manned, C/E to assign daily test to (1200-1600 hrs) watch keeper. ➤ Prior to leaving the engine room in UMS mode as a part of company pre-UMS checks (Checklist ER-05). - The result of the testing of the bilge high level alarm is recorded in the Engine Logbook. - Chief Engineer to ensure compliance on board with the daily and pre-UMS testing of the bilge high level alarm and with the recording the test result in the engine room logbook.

13.33	Stopper button on the control panel for ejector pump and distilling pump was found in recessed condition, panel appeared with cracks. Comments: - Conduct a comprehensive inspection of all electrical control panels onboard to identify signs of aging, cracks, damaged push buttons, or deteriorated components and report the inspection result to Ship Manager. - Chief Engineer to assess the condition of control panels and associated control devices periodically during routine rounds. - Chief Engineer to brief engine staff to report any physical damage or abnormal condition of electrical control panels is noticed.
14.4	CO2 pipelines in way of hatch No.5 port side with approx. 30cm in length exhibited severe rusting. Comments: - Conduct the inspection of all exposed CO₂ pipelines onboard to identify any signs of corrosion requiring replacement/maintenance. Report inspection result to Ship Manager. - The condition of piping on deck to be inspected and assessed during routine inspection & maintenance on deck on a continuous basis and carry out the maintenance as required.
14.16	The lock of the meat room was found detached at its lower side due to loose bolts. (rectified during inspection) Comments: - Company 'Form 5.2.1A – Weekly Inspection of crew accommodation, food and water, recreation facilities' requires checking of the condition of the door closing devices and door seals of the refrigerated space. - Carry out checks diligently during routine weekly inspection using company checklist. - Brief both Cooks to report immediately if they notice any of the following issues during routine use of refrigerator space. ➤ loosening of the locking device ➤ deterioration of the door seals ➤ temperature is not within recommended range ➤ Where recurring loosening of fasteners is identified, the vessel is to assess the securing arrangement and take appropriate corrective measures to prevent recurrence.

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