




## Fleet Advisory 2025-03

RightShip inspection findings at Gisborne on 01 April 2025

3.6	<p><b>The time when the Master/Pilot exchange was completed and the time when the transfer of conn between the Master and Pilot had occurred, was not recorded.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>Familiarize with the following Guidance provided in RISQ: == The Officer should record the time when the Master/Pilot information exchange is completed. If different, the time of the transfer of conn between the Master and Pilot should also be recorded. Additionally, the time of the transfer of conn between Pilots, and if applicable, between the Pilot and Master on an outbound passage, should be recorded. ==</li><li>Pilot card containing Master/Pilot information exchange Form has been revised to include the information exchange completion date and time at bottom of the page, refer below changes in red: <table border="0" data-bbox="331 801 877 907"><tr><td>RECEIPT BY PILOT/S</td><td>VERIFICATION BY MASTER</td></tr><tr><td>Name :</td><td>Name :</td></tr><tr><td>Signature :</td><td>Signature :</td></tr></table><p>Date and Time Master/Pilot information exchange completed:</p></li><li>Record the conn transfer timings between Master and /Pilot in the bell book.</li><li>Record the conn transfer timings between the Pilots in the bell book.</li></ul>	RECEIPT BY PILOT/S	VERIFICATION BY MASTER	Name :	Name :	Signature :	Signature :
RECEIPT BY PILOT/S	VERIFICATION BY MASTER						
Name :	Name :						
Signature :	Signature :						
3.19	<p><b>It was observed that two new ECDIS that were fitted in Jan 2025 were connected to the same AC circuit breaker. Consequently they were not “independent” as they shared the same one circuit breaker.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>Please check two ECDIS are connected to two separate circuit breakers which are independent of each other. After checking, confirm the result to your Technical Superintendent.</li><li>Thorough risk assessment as a part of management of change will be carried out in future for the replacement of any equipment.</li></ul>						
3.22	<p><b>It was observed that the echo sounder shallow water alarm was set at one meter. As per interview with 2nd officer and Master it was verified that this one meter shallow water alarm was never changed to another appropriate safe depth to warn of approaching shallow water or when making landfall. This was contradictory to the guidelines of the Bridge Procedure Guide, 6th Edition, section 5.5 page 97.</b></p> <p><b>Comments</b></p> <ul style="list-style-type: none"><li>Familiarize with the company SMS (Nautical Manual/7.0 Navigation Equipment/11.Echo Sounders) requirement for setting the depth alarm in the echosounder.</li><li>Post near the echo sounder as following: == <b>Set minimum depth alarm under the keel</b> Arrival/departure port/restricted water: 10% of draft Open/coastal waters: 3.5 meters ===</li><li>OOW is responsible for setting the depth alarm in echo sounder for different legs of voyage.</li><li>Master to ensure compliance with above</li></ul>						



4.5	<p><b>Enclosed space entry permit for entry into top side ballast tank 1 S on 20/Mar/2025 was reviewed and the following were found, as per the attached photo 1. No evidence of who was the attendant at the entrance. 2. No evidence of time of entry and exit of the two persons who entered the tank. 3. No evidence if SCBA or EEBD were carried by the two persons who entered the tank. 4. No evidence if SCBA, rescue davit or other emergency equipment was available at the entrance. 5. The permit validity started at 1200 however the Master signed and approved the permit at 1230. 6. Risk assessment reference number was missing. 7. The time when the initial atmosphere readings were taken was not stated in the permit. 8. No evidence of lock out tag out of tank valve etc.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• In this case, the Permit Generator program malfunctioned on selection of Enclosed Space and permit was not generated as required. The points mentioned by the inspectors in his finding were missing from the permit, hence resulted in above finding.</li><li>• Separate Permit to Work for different jobs are being published to replace permit generator. New Enclosed space permit has been sent to all ships. Rest of the permits if any erroneous Permit to Work generated by Permit Generator is to be immediately informed to office during interim period.</li><li>• Timings recorded in the permit are to be in synchronization, permit validity starts only after it is authorization.</li><li>• Ensure Risk of assessment as required is carried out and is mentioned in the permit.</li></ul>
4.8	<p><b>Gyro repair/service started about 0730 hours on 1/April/2025, however the permit to work was not made and tag out system was not used. Subsequently at 1015 hours the permit was made and this finding was rectified during inspection.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• Master to brief staff on importance of permit-to-work and tag-out systems and discuss these during monthly safety meeting.</li><li>• CO to ensure Permit to Work is issued before start of the jobs related to deck and CE to ensure Permits for the jobs in Engine Room</li><li>• Master to supervise that proper permit to work is issued prior start of job and to ensure Permit to Work compliance on board</li></ul>
4.11	<p><b>Only one fall arrestor was on board. The spring was defective because the wire did not retract fully when tested by inspector. It was manufactured in 2019, there was no user's manual and no certificate onboard. There was no evidence of any annual inspections by authorised technician. There was no evidence of any ship staff inspection that recorded the condition of this fall arrestor.</b></p> <p><b>Comments:</b> Please revert with result after carrying following checks and inform to your Technical Superintendent</p> <ul style="list-style-type: none"><li>• Check maker's use manual and certificate are on board</li><li>• PMS for the maintenance has been added in the MESPAS</li><li>• Carry out maintenance as per PMS</li><li>• Familiarize with the location of maker's user manual, add new equipment in the Share Point as following:</li></ul>

	<p>10 Drawings and Manuals </p> <p>Name </p> <p><b>ADD &amp; MODIFICATION DRAWINGS</b></p> <p>FINISHED DRAWINGS</p> <ul style="list-style-type: none"> <li>Equipment certificate is to be uploaded in MESPAS/CSM certificate</li> <li>Equipment is not to be used more than maker's recommended time and to raise requisition before expiry of recommended time</li> </ul>
4.17	<p><b>For the oxygen acetylene gas welding equipment the following were noted: 1. Within the storage space of the oxygen cylinders on the aft deck, the pipe after the regulator connecting to the fixed piping, was a copper pipe and not a steel pipe. 2. Within the storage space of the oxygen cylinders on the aft deck, the hose connecting the cylinders to the regulator was a hydraulic hose and not a braided hose. This was rectified during the inspection. 3. Inside the deck workshop, re-usable worm screw drive clamps were fitted to secure the oxygen acetylene hoses to their hose tails and both the pressure gauges were defective. This was rectified during inspection.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Check that the pipe and fittings for oxygen and acetylene distribution are of steel.</li> <li>Check that oxygen/acetylene hoses are not secured by jubilee clip but crimped using the crimping tool. Raise requisition if crimping tool is not on board.</li> <li>Proper inspection of the pipes/fittings/hoses is to be carried out during routine PMS.</li> <li>CE to supervise that these are maintained properly as per PMS.</li> </ul>
4.19	<p>The bracket fitted to the railing on forecastle deck starboard side was unable to fit the portable forward life raft light due to incompatible pin and hole on their contact surfaces. This was rectified during the inspection.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The rust around pin increased the diameter of the pin preventing it to fit into the hole of the light frame. The rust around the pin was scraped to fit the light.</li> </ul>  <ul style="list-style-type: none"> <li>Rig the life raft light at assigned place when testing it during routine inspection</li> <li>Ensure installation fitting is inspected thoroughly during routine inspection and maintained in good cosmetic condition to protect against corrosion.</li> </ul>
4.21	<p><b>The kit to carry out leakage test on the immersion suits was defective. The bellow was damaged. The pressure gauge was defective and had never been calibrated. The last test in March 2025 had been carried out using this pressure gauge and deck air.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Immersion suits are required to be tested to a pressure 0.7 to 1.4 kPa (7 to 14 millibar)</li> </ul>



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	<ul style="list-style-type: none"><li>• Maintain the photographic evidence of testing the immersion suits with the reading of the pressure gauge.</li><li>• Ensure test is carried out using the test kit. Carry out visual inspection of the equipment before use. Inform office if any equipment of test kit is defective.</li><li>• Never use the deck air for pressure testing the immersion suits. The pressure of the deck air is very high (5 to 7 bar) than pressure required for testing the immersion suits. Deck air will damage the immersion suits.</li></ul>
4.37	<p><b>For the starboard side pilot ladder it was noted that a tripping line was fitted below the first spreader and above the third rubber step. This was not in accordance with the international Maritime Pilot Association poster and guidelines. The tripping line was removed during the inspection. The stanchions fitted at the pilot boarding area were secured to their welded shoes on the main deck by mild steel nut bolts that were rusted.</b></p> <p><b>Comments:</b> Check the pilot ladder and access point on board</p> <ul style="list-style-type: none"><li>➤ Remove tripping line if in use</li><li>➤ Brief deck staff on Maritime Pilot Association poster and guidelines</li><li>➤ Check stanchions pins, to replace mild steel nut bolts by stainless steel toggles pins where required. Order stainless steel toggles pins of proper size if required.</li></ul> <p>Where use of retrieval line is necessary, it is to be in strictly in compliance with IMO Resolution A.1045(27) ==</p> <p>2.1.5 When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat. ==</p>
9A.3	<p><b>There was one ultra sonic equipment on board that was used on 28/March/2025. There was no evidence that this equipment was ever calibrated and there was no user's manual available on board.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>➤ Check maker's manual and calibration certificate is available on board. Contact your Technical Superintendent if these not available.</li><li>➤ Ensure one set of maker's manual and calibration certificate is to be kept in the test kit box</li><li>➤ Check maker's user manual available in MESPAS</li><li>➤ Equipment manuals are also to be made available in Share Point 10 Drawings and Manuals &gt; <b>ADD &amp; MODIFICATION DRAWINGS</b></li></ul> <p><input type="text" value="Name"/> <span>▼</span></p> <p><input type="text" value="Ultra sonic equipment"/></p> <ul style="list-style-type: none"><li>➤ Upload the calibration certificate in MESPAS</li></ul>
10.1	<p><b>The records for mooring lines were checked and it was noted that a few mooring lines were installed in 2021 and 2022. Their end-to-end change and rotation dates were not recorded and were overdue as required by company policy.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>• New Form was introduced in Jan. 2024 to replace old Form which didn't require dates of end-to-end change and mooring lines rotation. Hence these dates were not available when new Form was implemented.</li></ul>



	<ul style="list-style-type: none"> <li>• Check the data in the Mooring Ropes Inspection Form to ensure all relevant data is correctly filled up.</li> <li>• Ensure end-to-end change and rotation dates are filled up in future as required in the Form</li> </ul>
10.15	<p><b>The pins for locking the mooring winch gear change levers were not robust and fit for purpose. Split pins and mild steel thin threaded bolts were used at few places.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Inspect the pins of the mooring winches and to inform your Technical Superintendent if the pins are not stainless toggle pins of correct size</li> <li>• Emphasizing proper inspection of the mooring equipment during routine inspections</li> <li>• Order the stainless toggle pins if the existing pins don't meet the requirement.</li> <li>• Officer in charge at mooring station to ensure locking pins are in place</li> </ul>
13.2	<p><b>For this arrival port and the last departure port it was noted that engine room manning levels were not recorded. Further checking revealed that they had never been recorded.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Record the engine room manning level in the engine room logbook with immediate effect.</li> <li>• Engine Room arrival checklist (ER02) also contains check for ensuring engine room manning level is as per SMS</li> </ul>
14.10	<p><b>There were only 8 portable cargo hold lights on board. There was no objective evidence that any inspections and checks for ensuring their electrical safety were carried out.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure at least 10 portable cargo hold lights are on board, raise requisition if required.</li> <li>• It was mistake on the part of the staff who mistakenly replied incorrectly to inspector. Portable cargo lights maintenance at monthly interval is provided in the MESPAS.</li> <li>• Familiarize with the PMS of portable cargo hold lights is provided in the MESPAS</li> </ul>

Above has been read and understood.

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2/O

3/O

D/C

2/E

3/E

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ETO

E/C

Verified by: Master/CE

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