



# Technical Circular

No.: 005/2024

Date: 21<sup>st</sup> March 2024

**Subject: Marshall Islands Marine Advisory Reg. Detentions in China due to Manoeuvrability Issues.**

1. Marshall Islands Administration (RMI) has issued Marine Safety Advisory (MSA No. 05-24) providing information on recent cases, as listed below, where ships were reported unable to maneuver in high-density traffic or narrow waters in China.

**i. Loss of propulsion:**

Incidents have occurred immediately after a ship left the shipyard following repairs. Reasons for the loss of propulsion were noted to be problems with the main engines, including:

- Exhaust valves not operating properly;
- Fuel system or air/vapor locks leakages;
- Remote control failures; and
- Governor failures.

**ii. Fuel-oil changeover:**

Incidents have occurred where there has been insufficient or incorrect fuel preparation before the changeover. This has caused the diesel generator engines to trip, consequently causing the vessel to lose electric power.

2. These incidents show the importance of good maintenance for all main and auxiliary machinery with robust testing prior to entering any area of high-density traffic or narrow waters in China.
3. Accordingly, in order to avoid similar failures and to prevent accidents occurring, ship Owners, Operators, and Masters of vessels in the concerned waters are advised as follows:
  - a. To carry out proper main engine and steering gear testing when repairs have been completed. This is to be done prior to entering any area of high-density traffic or narrow waters.
  - b. Ensure responsible crew members are familiar with the fuel oil changeover procedures when entering or exiting Sulphur Emission Control Areas, and in dealing with any emergency situations.



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.  
. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

- c. When equipment or machinery is found faulty, in addition to reporting to Class, or the Administration, the Coastal State and Local MSA to be promptly notified.
  - d. Any inability to maneuver or loss of propulsion incident in China is to be reported by the Master directly to local authorities and to the Administrator @ inspections-hk@register-iri.com
4. Owners/ Managers and Masters of ships are advised to be guided by above and ensure compliance.

**Enclosure:** Republic of Marshall Islands Marine Safety Advisory No. 05-24.

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# Republic of the Marshall Islands

## MARITIME ADMINISTRATOR

11495 COMMERCE PARK DRIVE, RESTON, VIRGINIA 20191-1506  
TELEPHONE: +1-703-620-4880 FAX: +1-703-476-8522  
EMAIL: maritime@register-iri.com WEBSITE: www.register-iri.com

### MARINE SAFETY ADVISORY No. 05-24

**To: Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations**

**Subject: DETENTIONS IN CHINA DUE TO MANEUVERABILITY ISSUES**

**Date: 13 March 2024**

This Marine Safety Advisory supersedes Marine Safety Advisory No. 06-23.

The Republic of the Marshall Islands Maritime Administrator (the "Administrator") continues to receive reports of ships unable to maneuver in high-density traffic or narrow waters in China. The incidents occur for various reasons as highlighted below.

#### 1. Loss of propulsion

Incidents have occurred immediately after a ship leaves the shipyard following repairs. Frequently, the berth-trial or sea-trial have not been carried out for a sufficient period. While underway to the next port, issues arise that lead to a loss of propulsion. When this occurs in China's narrow waters, it often leads to emergency anchoring, and subsequent investigation by the China Maritime Safety Administration (MSA), including an expanded port State control inspection that results in a detention.

Reasons for the loss of propulsion have been problems with the main engine, including:

- exhaust valves not operating properly;
- fuel system or air/vapor locks leakages;
- remote control failures; and
- governor failures.

#### 2. Fuel-oil changeover

Incidents have occurred where there has been insufficient or incorrect fuel preparation before the changeover. This has caused the diesel generator engines to trip, consequently causing the vessel to lose electric power.

This MSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

These incidents show the importance of good maintenance for all main and auxiliary machinery with robust testing prior to entering any area of high-density traffic or narrow waters in China. It is in this light that the Administrator reminds shipowners, operators, and Masters that:

- Proper main engine and steering gear testing is required when repairs have been completed. This should be done prior to entering any area of high-density traffic or narrow waters.
- Crew should be familiar with the fuel oil changeover procedures when entering or exiting Sulphur Emission Control Areas, and in dealing with any emergency situations.
- When equipment or machinery is found faulty, in addition to reporting to Class or the Administrator (as required by the International Convention for the Safety of Life at Sea, 1974), the coastal State and local MSA should be promptly notified.
- Shanghai MSA has made an Announcement on strengthening the safety management of ships with machinery failure. It is available on their website in Chinese only.
- Any inability to maneuver or loss of propulsion incident in China must be reported by the Master directly to the local authorities and to the Administrator ([inspections-hk@register-iri.com](mailto:inspections-hk@register-iri.com)).