



2nd Quarter Year 2014 – HSSE Bulletin

Suggestions/opinion from ships invited so that additional information can be added.

Crew Commendation Award:

As announced in Oct 2013 we had commenced this initiative. We deeply value the good reports submitted by the entire fleet (including TMS & TMM Vessel). These reports are an important motivation tool to foster the sense of pride into what we are doing and creating a sense of belongingness to the organization. The senior officers are at full liberty to decide which is the best “act of safety” for the month to make the payment of USD 50 and you are not required to ask permission or concurrence from office. The company requires that it should be a specific act and not a general statement and will compile the data for the quarterly and annual selection.

Amongst the various reports submitted in the 2nd quarter of 2014, the following three reports have been selected and will enter the final round of 12 reports which will be reviewed in Oct/Nov 2014 for final selection of the 3 best yearly awards.

The vessel was sailing across Pacific Ocean to Canada when there was an onset of heavy weather with strong wind. Flag lines (lanyard) were loose and flapping in wind. The AB immediately took action and removed damaged lines and re-tied the loosened lines before they affected the running radar scanner or getting entangled in any antenna or structure on the mast.



AB Bai Ping



2nd Eng Park Hee-Woong

During the operation of the purifiers high temperature Fuel Oil sludge at temperature of 90-100 deg C is discharged automatically by the timer. An inspection plug exist for checking the F.O overflow. If the inspection plug is opened when the separated sludge is discharged at the same time, a risk factor exist for burn injury. Training was conducted for all crew on the handling of purifier and warning notice posted in vicinity regarding the automatic discharge of hot sludge.

Nearest appropriate Navtex station were not selected and monitored by vessel -pointed out by AB during navigation watch.



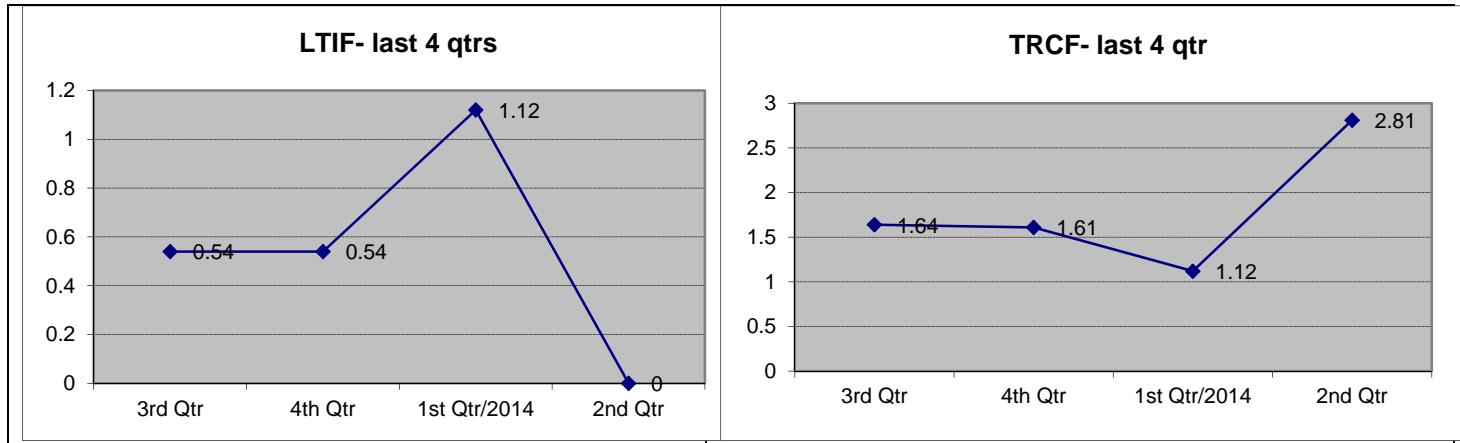
AB Md. Harun AR Rashid

Congratulations to the 3 crew members identified above. Your act of safety may be one of the three winners to be announced in the 4th quarter of 2014. For the other crew in our

fleet, there are still ample opportunities to get your act of safety in the list of possible winners.

(The text of the above acts of safety has been modified from the original for easier reading and understanding)

Crew Injuries / Fatalities:



For the year 2013, fleet LTIF was 0.55 and TRCF was 1.65. The target for the year 2014 is a 2% and 3% reduction respectively. Hence LTIF of 0.54 & TRCF of 1.6 is targeted. Whilst there were no lost time injuries in the 2nd quarter, there were 5 injuries resulting in RWC & MTC which caused the excessive TRCF of 2.81. Also all injuries occurred to the feet/leg area.

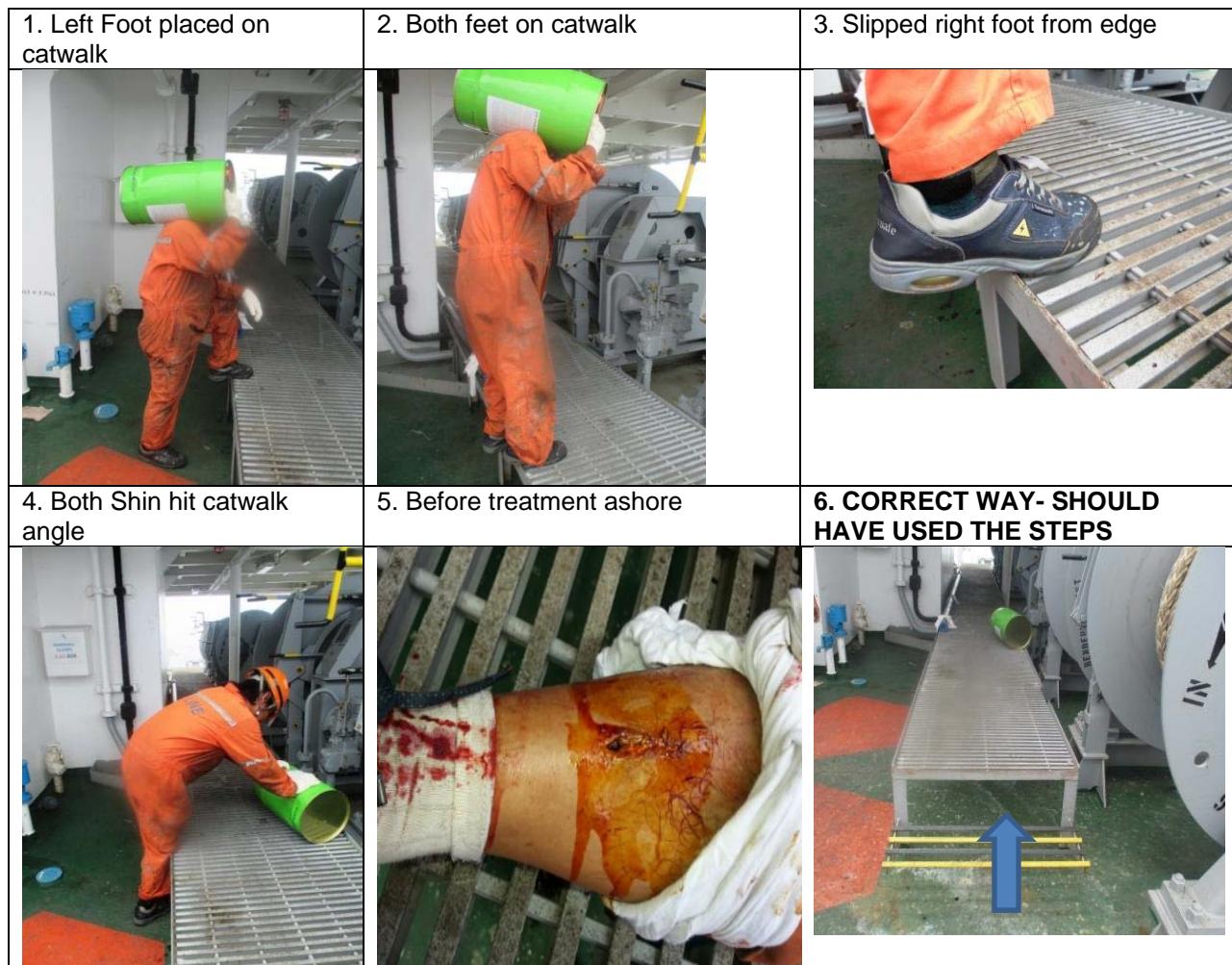
There were 2 cases of burns in the galley. In one case the mess boy and the other Chief Cook got burnt by splashing of hot water and soup respectively when the pots which were filled to the brim were being moved. The hot liquid in both cases splashed on the feet causing burns despite wearing socks and safety shoes. After first aid was rendered they were sent to doctor for medical condition review.

A crew member's right ankle was caught in the safety net of the portable gangway when the crew were involved in removing the gangway prior sailing. As a result a strain of the ankle was

suspected. At next port a day after, the crew member was sent to doctor for medical review and a minor fracture was diagnosed. The crew member was involved in light duties during his 2 week period of recovery period.

Whilst descending from starboard side rescue boat aft to poop deck a crew member slipped on the staircase resulting in sustained swelling on his right leg ankle area. The vessel was in dry dock so the crew member sent to doctor immediately. The torn ligament injury was diagnosed and prescribed light duties due to restricted movement caused by bandage.

During storing of vessel crew member slipped on the catwalk on poop deck. As a result the legs were lacerated. After medical attention by shore doctor, the crew member returned to vessel and recovered in due time.



(LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTIF includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency as per OCIMF. This is also number of such injuries per 1million exposure hours in the fleet. It includes LTIF injuries as above and RWC- Restricted Work Day Case & MTC - Medical Treatment Case)

Near Miss:

Near miss reporting in the 2nd quarter has been satisfactory. The annual target is 20 and crew are to be reminded that near misses should be reported without any fear or favour. There are only a few vessels which have to be sent reminders for near miss reporting.

The following near misses may be noted by the SQC as they can be considered as significant learning or high potential consequence if the conditions were slightly different.

Due to congested ALGAS anchorage, vessel anchored in vicinity of buoy SCE-1A about 1.2 cables away. During change of tide, the distance reduced to 50 meters. The vessel immediately heaved up anchor and shifted to a safer anchorage. Fortunately no hull or propeller damage observed.

After completion of hot water wash of ex-Phenol tanks, the Chief Officer was checking the port manifold side area and opened the drain cock of the 8 stbd manifold, when diluted phenol suddenly splashed on his left hand wrist area. After rendering antidote Polyethylene Glycol as first aid, a serious injury was avoided.

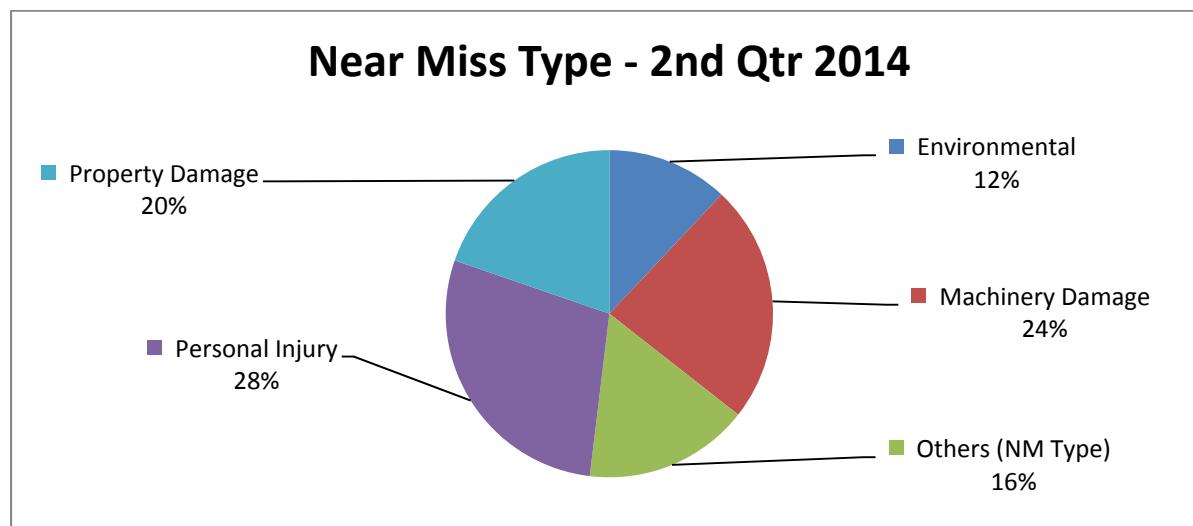
During passage through GoA, the vessel was on west bond group transit and had trouble of FO supply & circulation system due to incorrect assembly of service tank level indicator and purifier rate. The vessel stopped

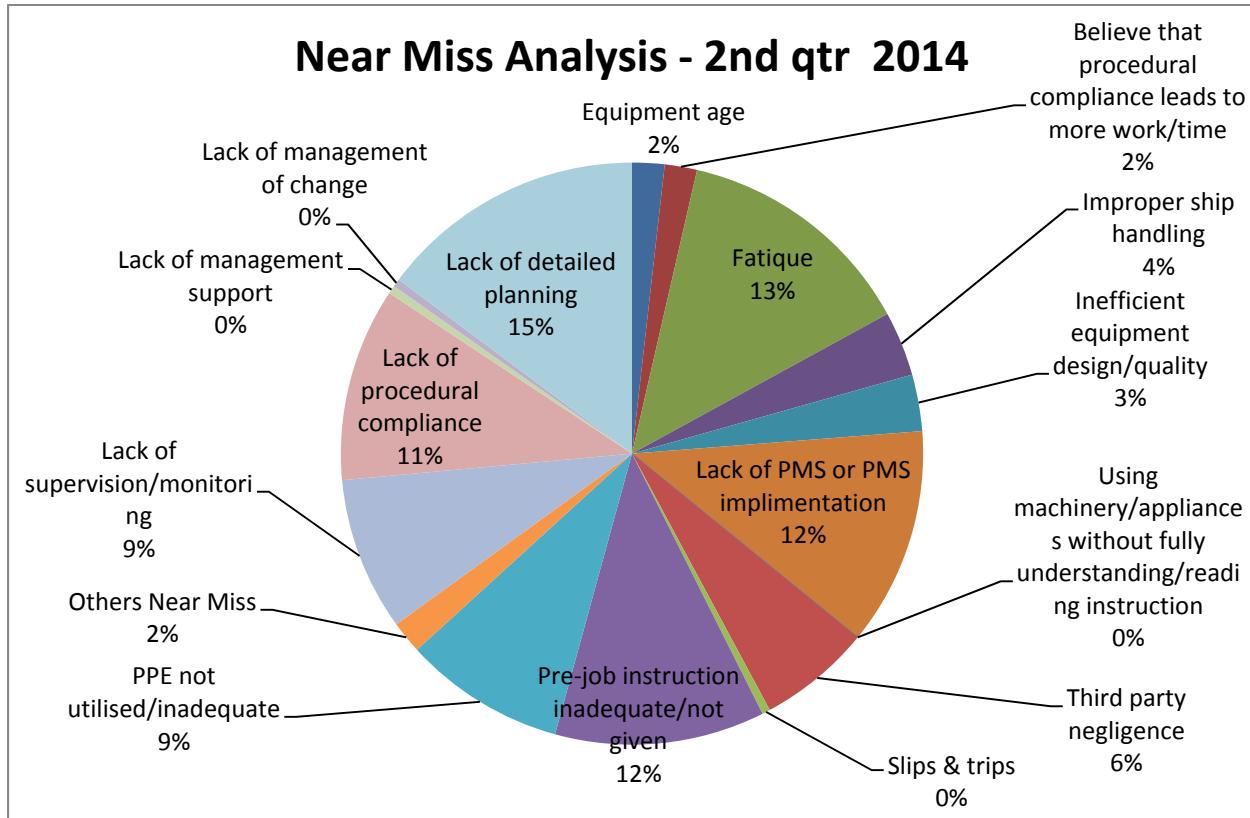
main engine for 15 mins in piracy high risk area to recover the condition. A technical warning was also issued regarding this near miss.

When checking the draft of the vessel at Kuala Tanjung, the 3rd Off slipped from the Jacob's ladder. Fortunately he was wearing a life jacket and an attendee was standby who threw the lifebuoy. The 3rd Off was picked up by a fishing vessel within 5 minutes and returned to vessel.

Vessel sailed from Singapore after completion of dry dock. After 1 day of sailing duty engineer observed that cock valve of cylinder oil for lubricator for unit 5, 6 & 7 were in shut condition. This was immediately corrected and vessel conducted inspection of units at next port. The piston rings were renewed which was worn out excessively. The liners was worn down slightly.

The following pie charts indicates the analysis of the near miss in this quarter. It may be noted that Others (In Near Miss Type chart) and Fatigue (In Near Miss Analysis chart) includes the exceptions to rest hours.





Learning from Incidents:

During shore line pigging upon completion of loading at Lahad Datu, a minor LOPC occurred resulting in about 100 liters of cargo spilling on deck. Request for onboard workshop was disseminated to the fleet on 19th May. M05-App3 was amended to provide guidance on this high risk operation.

Amendments to QSMS:

In this quarter, 2 DTN's were issued on 9th May 2014 and 6th June 2014. The DTN 02/2014 included revisions to bridge familiarization checklist, ship shore agreement, and additional checklist for ECDIS familiarization. DTN 03-2014 included various important amendments - Manual M02 renamed as Shore Staff administration manual and existing contents of Master manual distributed elsewhere. A revised PPE matrix and methodology was introduced and new appendix provided in M05 regarding cargo operational hazards. Further details can be referred in the summary of changes which accompanied the DTN.

Other Information to the fleet:

In addition to the circulars, general warnings, navigation warning, technical information & technical warning, following information was disseminated to the fleet in this quarter which is of prime importance.

8th Apr : April LFI and 2nd qtr campaign for circular 01/2014

5th May: May LFI for circular 01/2014

19th May: Onboard Workshop for Line Pigging Operations and its Hazards

22nd May: Safe Passage – The Straits of Singapore & Malacca

12th June : June LFI for circular 01/2014

25th June: Endorsement of Panama Crew roll and other flag documents

27th June: Distributed new plan to the fleet – RECOVERY OF PERSONS FROM THE WATER.

Health Bulletin:

Urinary Tract Infection (UTI)

For someone who is experiencing a urinary tract infection (UTI) for the first time, the symptoms can be frightening. On the other hand, some people with a urinary tract infection may not experience any symptoms at all. In certain cases, your doctor may be sure of the diagnosis simply by listening to your description of the symptoms and onset of the condition, while other cases pose diagnostic challenges.

Although some individuals with UTIs have no symptoms, most people develop at least one or two symptoms. Common signs and symptoms of UTIs are pain during urination, increased frequency of urination, milky or cloudy urine, and occasionally, foul-smelling urine.

Fever is not common if the infection is in the lower urinary tract (urethra or bladder), but may be present, especially if the infection has spread to the kidneys or blood.

Urine testing (urinalysis) will establish the diagnosis of a urinary tract infection. The urine is examined for the presence of red blood cells that signify bleeding into the

urine and for white blood cells that signify infection. A culture of the urine is also taken to identify the organism responsible for the infection and to determine the effectiveness of different antibiotics against the offending organism.

Every day, the average adult produces about a 1.5 L of urine. Twice as much, urine is produced during the day as is produced at night. In addition, the amount of urine you produce day to day varies depending on what you eat and drink.

There are many common UTI risk factors. Individuals with an enlarged prostate gland that slows the flow of urine experience an increased risk of infection. Foreign bodies like catheters or tubes placed in the bladder increase the risk of infection. People who have diabetes or other problems that decrease immune function are also at increased risk for developing UTIs.

.

UTIs are common infections; they are the second most common type of infection encountered by health care professionals.



Some physicians suggest drinking cranberry juice to both prevent and help treat UTIs. In general, cranberry juice may augment antibiotics for treating acute UTIs but, in most cases, antibiotics are the most effective treatment for these infections.

There are several drugs that are used to treat uncomplicated urinary tract infections (UTIs). They are trimethoprim/ sulfa methoxazole, amoxicillin, and ampicillin. However, many strains of E. coli and other bacteria that cause UTIs may be resistant to one or more antibiotics.

Erectile dysfunction is not a common cause of UTIs in men. However, catheter usage, an enlarged prostate and urinary stones are often associated with UTIs in men.

Drinking plenty of water helps to flush bacteria out of the urinary tract. For some, a heating pad may also help reduce the discomfort that can accompany a UTI.

Regulatory Information :

From 1st January 2013, a new ECA area (4th) Caribbean (Puerto Rico and US Virgin Islands) has been adopted. However compliance will enter into force on 1st Jan 2014.

From 1st Jan 2014, simulated operational testing of free fall lifeboats will be permitted during the annual and 5 yearly survey. This is line with the existing SOLAS which allows simulated testing during an abandon ship drill.

From 1st Jan 2014, physical blending of bulk liquid cargoes during sea voyages (outside port limit) will be banned. Also any production process during sea voyage is prohibited. Physical blending utilizes the ship's cargo pumps and piping system to circulate onboard two or more different cargoes with the intent to achieve a cargo with a new product designation.

From 1st Jan 2014, the southern limit of the summer zone of South Africa will be extended 50 miles. Hence as a result increased sea room will be available.

Revised IBC code from 1st June 2014. Revised categorization of cargoes and New certificate of fitness has been issued.

From 1st Jul 2014, NEW ships to have ship-specific plans and procedures for the recovery of persons from the water. Existing ships prior 1st survey after Jul 2014. (This booklet has been issued .)

From 1st July 2014, Lifeboat onload release gear design to new standards will be applicable. From 1st July 2014 for new vessels and for existing vessels prior next docking after this date.

For NEW ships after 1 July 2014, a minimum of two two-way intrinsically safe portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. For existing ships not later than the first survey after 1 July 2018.

From 1st Jan 2015, SOx control will become stricter in ECA areas. Present sulphur content of 1% will be reduced to 0.1%.

From 1st Jan 2015, there is a likelihood of new legislation coming into force when vessels are at berth or at anchorage in Hong Kong. The vessels must switch to use of 0.5% sulphur content of distillate fuel.

From 1st Jan 2015, Crew members with enclosed space entry or rescue responsibilities onboard need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment.

There is further amendment in progress to MARPOL Annex V- Garbage (Possible in Apr 2014) and new format of garbage record book will be provided. It will have three unique entries for recording the disposition of garbage according to its category. These entries are for garbage that is discharged to the sea, discharged to reception facilities and incinerated. Previously, discharges to the sea and incineration were treated as a single entry which provided inconsistent entries when reviewed by port State control.

O-O-O