



3rd 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 3rd 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.

Prior to tank inspection of TCFWT(P) to check sounding pipe, the manhole was opened. The OS Chan Nyein Maung Maung as an additional measure prepared one rope to make safe zone near the manhole and tied up the rope on hand rails, vent pipe and other structures surrounding the manhole.



OS Chan Nyein Maung Maung



Messman Nay Aung Htike

MSN Nay, Aung-Htike went to garbage collection station for disposal of garbage. He saw the area was dirty around garbage collection station and may cause affect safety and health of all crew. This station is not MSN cleaning duty place. But he cleaned the station and also transferred the used cooking oil to safe area without anyone's order.

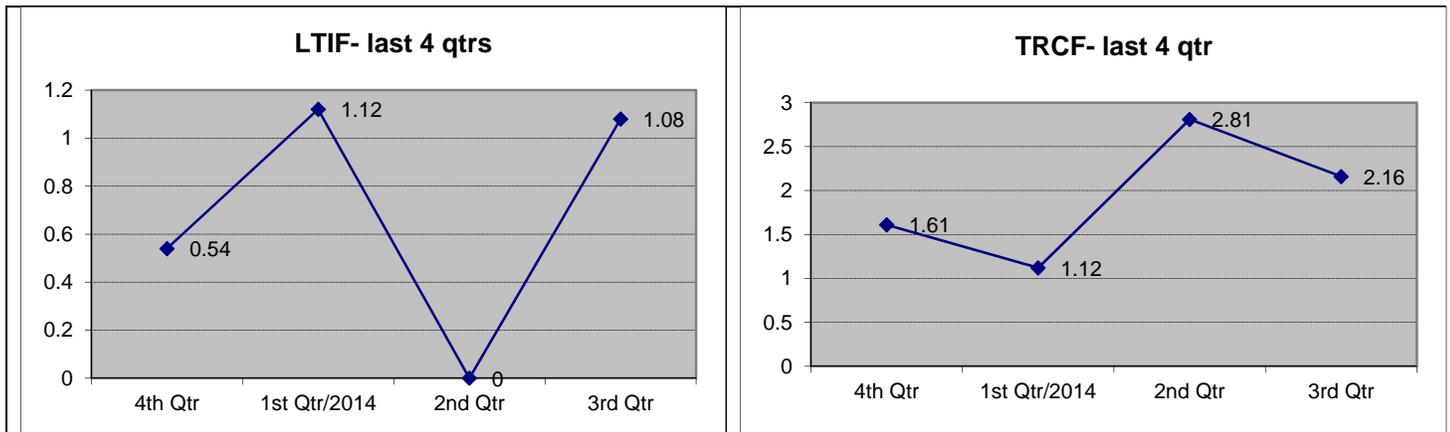
Oiler Aldren C. Paciente noticed that during change of light bulb at forward mast, tools are stand by in an unsafe box/container and may cause the tools and bulbs to fall out. He immediately advised that he will not hoist up the box/container for it is not safe and instead of that box he prepared plastic bucket where they can place the tools and spare bulbs to safely bring up on the mast to avoid injuries when tools fall down due to improper securing of tools before lifted at a height.



Oiler Aldren C. Paciente

(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. The LTIF & TRCF was higher than the target in this quarter.

There was a fatality in the fleet in this quarter as a result of the fire which broke out in the engine room of a vessel. The fixed CO2 system was assumedly released and to confirm the status in engine room, two crew members entered in engine room donned with SCBA and fireman suit. However one crew member lost his life. It appears he was disorientated due to the heavy smoke and was overcome by it. The learnings from the incident has been disseminated to the fleet vide Technical Warning 07 & 08.

An LWC occurred on a vessel when the accommodation ladder (gangway) was being lowered upon coming alongside. The gangway was being swing out from its housed position. The inner wire sheave was stuck and the attending supervising officer tried to free the gangway by jumping on it. Whilst doing so the inner sheave bracket broke, gangway tilted heavily and as a result of losing balance officer fell on the fender and in the water. The officer broke his ribs. Whilst the inner sheave bracket was corroded it could not be identified

during regular maintenance as its location was concealed when the gangway is in a housed/stowed condition. The unsafe act of jumping on the ladder to free it was another contributing factor.

During overhauling of fire & GS pump, the coupling side motor bearing was disassembled. The rotor slipped down accidentally and the attending engineer tried to hold the rotor to prevent the fall but the left middle finger was caught in between the rotor and stator causing a bone fracture. After first aid on board, the engineer was sent to doctor for medical treatment. An MTC case was recorded.

A crew member injured his back when slipped on deck while passing from starboard side to port side. He was using the deck longitudinal as steps when crossing and slipped when doing so. Stepping in between longitudinal would have been safer. After first aid, was sent ashore for further medical treatment. An MTC case was recorded.

(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 3rd quarter has dipped marginally in the 3rd quarter. 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.

One crew member attempted to enter a cargo tank without complete verification that the atmosphere check and entry permit had been completed. The attending senior officer on deck observed this and immediately stopped the crew member.

Vessel was enroute from Hazira to Kandla. During the passage tank cleaning operation was planned and responsible officer instructed the crew member to prepare for washing of 8Stbd PV valve. During confirmatory check the responsible officer observed that the hose was not connected but kept in vicinity of 6P V/V valve which was in loaded condition. As the SW was muddy the tank cleaning was in suspended condition which fortunately did not cause a wrong operation. The fleet is reminded of the lock out-tag out procedures to prevent such errors in communication.

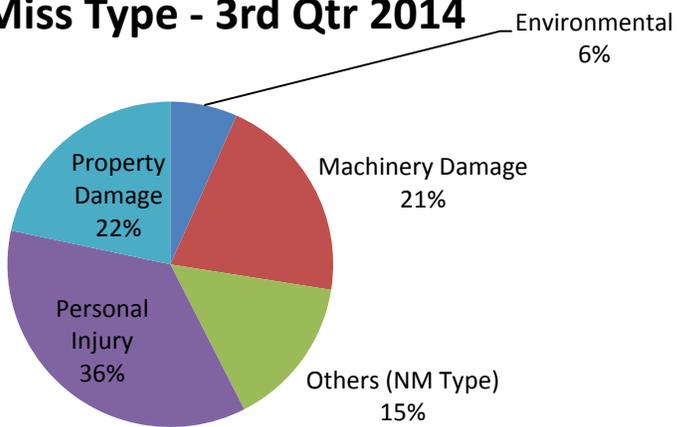
During bunkering operations at Yeosu anchorage, the vessel was dragging anchor, however the OOW was unable

to distinguish this. Master had come on the bridge and noticed this. The vessel picked up anchor and dropped anchor at another location. The situational awareness of the OOW was less than adequate.

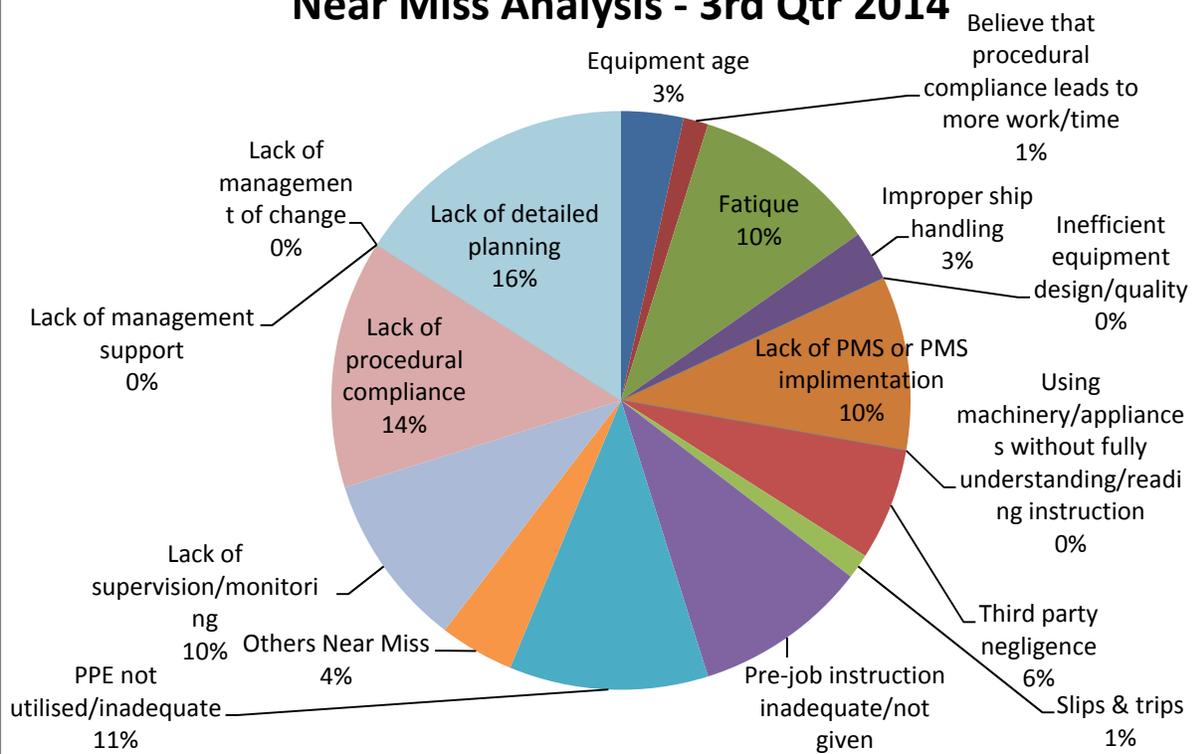
During discharge operations of Butyl Alcohol, tank low pressure alarm was sounded. The cargo operations were suspended temporarily to confirm the abnormal vacuum pressure. It was observed that the vacuum valve was in stuck condition and the valve freed. The cargo operations were resumed and completed to good order. The importance of ensuring that alarms and barriers are in place cannot be over-emphasized. The crew also conducted the correct procedure to determine the cause of the alarm and rectify it. In another similar case involving tank vapour pressure the flame screen was choked with frozen cargo of Pam Stearin during loading and it was noticed when the vacuum valve and gas freeing flap was being opened prior the air blowing operations to the tank.

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.

Near Miss Type - 3rd Qtr 2014



Near Miss Analysis - 3rd Qtr 2014



Learning from Incidents:

Refer to Technical Warning 07 & 08 which provides the learnings from the incident involving engine room fire which resulted in a fatality.

Amendments to QSMS:

In this quarter, no DTN's were issued

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.

3rd July: Guidance for Garbage handling

30th July: Inward Immigration stamp at Indonesian ports

5th Aug: Ebola Virus Detection and Prevention

27th Aug: Gentle reminder – CIC on rest hours from 1st Sept -30th Nov 2014

Health Bulletin:

Basic Personal Hygiene: Bathing, Teeth Cleaning, Toileting & Hand Washing

The advances of the Industrial Revolution and the discovery of the germ theory of disease brought about public health measures building upon the importance of good hygiene and sanitation. The human body can provide places for disease-causing germs and parasites to grow and multiply. These places include the skin and in and around the openings to the body. It is less likely that germs and parasites will get inside the body if people have good personal hygiene habits. With the recent exposure of the human race to diseases like SARS, MERS and recently EBOLA, it is never too late to emphasize on the need to maintain good basic personal hygiene for seafarers while on board.

Bathing, teeth cleaning, toileting and hand washing are basic personal hygiene practices that should be observed by seafarers. Such hygiene practices should not be neglected and should be a basic guidance to ensure healthy living on the ship. Good personal hygiene habits which have been listed would be best elaborated below:

A. Bathing

- Washing the body often. If possible, everybody should have a shower or a bath every day. Washing the hair with soap or shampoo at least once a week should be routine.

B. Teeth Cleaning

- Cleaning the teeth at least once a day. Brushing the teeth after each meal is the best way of making sure that gum disease and tooth decay are avoided. It is very important to clean teeth after breakfast and immediately before going to bed.

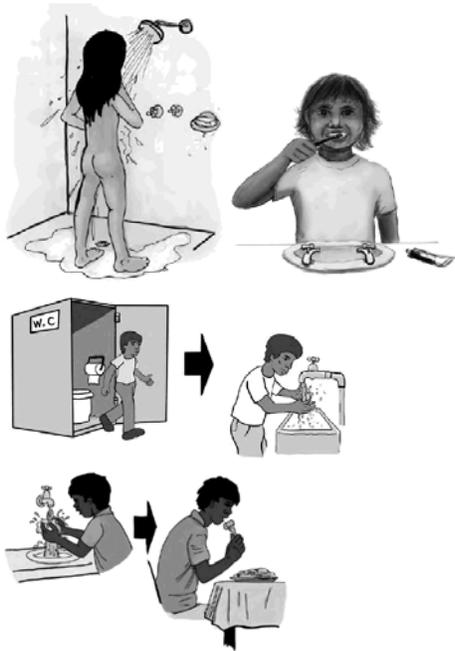
C. Toileting

- For good toileting habits one should go when you feel the urge to urinate or pass a stool. A full bladder is more susceptible to bladder infections and the suppression of bowel movements can lead to constipation. Drink enough fluids as it softens stools and cleanses your body. Eat enough fiber in your diet as this relieves and prevents constipation.

D. Hand Washing

- Washing hands with soap after going to the toilet. Washing hands with soap before preparing and/or eating food. During normal daily activities, such as working and playing, disease causing germs may get onto the hands and under the nails. If the germs are not washed

off before preparing food or eating, they may get onto the food and into the body system.



With the additional observance in avoidance of self-destructive behaviour, cessation of smoking, maintenance of ideal body weight, proper regime of exercises, adequate control of blood pressure and cholesterol levels, proper management of stress, and so on, one can still maintain a healthy lifestyle couple with good personal hygiene as mentioned above. Protecting our health can even reduce health care costs and save money in the process. The money saved can then be spent when we reach a ripe old, antediluvian age, when most of us have reached our personal best in terms of knowledge and wisdom!

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### **Regulatory Information :**

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

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

From 1st July 2014, Lifeboat on-load 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 1<sup>st</sup> Jan 2015, SOx control will become stricter in ECA areas. Present sulphur content of 1% will be reduced to 0.1%.

From 1<sup>st</sup> 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 1<sup>st</sup> 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.*

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