



4th 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 4th 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 2015 for final selection of the 3 best yearly awards of \$1000 each.

The embarkation area for the lifeboats (Eastern Series) have no design for guard rail to prevent untoward incident. During drill Deck Cadet Agaton noticed crew member must leap outside the railing to remove the pelican hook and he immediately put rope to serve as life line to hold if somebody will accidentally fall when vessel encounter rolling.



Deck Cadet Lemuel G Agaton



AB Than Win Tun

AB Than Win Tun observed during his round on deck duty that vessel has plan to take bunker. During bunker barge come alongside, the crew of bunker barge intended to make fast their head line to vessel's main deck bitt, where SWL is 8 tons only so A/B insisted and made fast their head line on f'cle deck bitt which SWL is 41tons. Also informed to duty officer immediately. Duty officer gave notice to bunker barge.

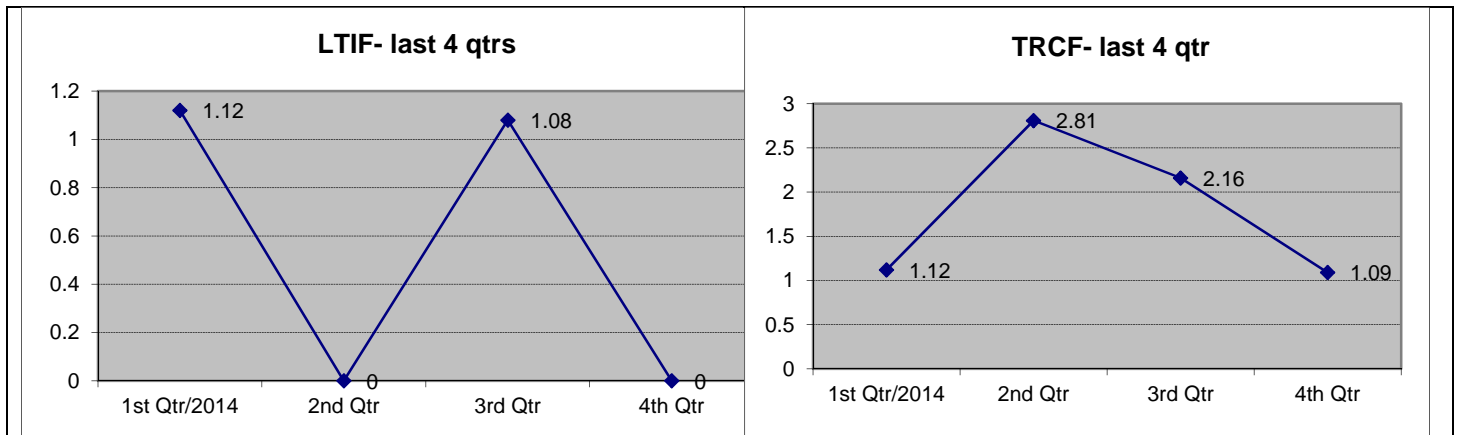
At anchorage, OS Harun Or Rashid found Galley exhaust fan switched on while no one attending. On the day after duty the OS went to galley to get some drink prior going to sleep around 0130hrs. Entering the galley he found that the exhaust fan was still running with the galley doors & air inlet shut. He searched for any person nearby & found none. He switched off the exhaust fan & informed both Bridge & ECR. A possible Galley exhaust fan failure was thus avoided.



OS Harun Or Rashid

(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 figure in the 4th quarter were within the target.

Bosun was engaged in removing the valve wheel from a drain valve in the engine room workshop. Due to difficulty in removing the wheel, he decided to use a grinder. During the process, a piece of the cut of wheel (grinder blade) parted and hit the the leg below the right knee causing a laceration. First Aid was rendered and medical and sent ashore for further medical treatment. The grinding wheel should not be used as cutting tool. An MTC case was recorded. .

During repairing of ballast pipe leakage in pump room by renewing the gasket, the Bosun used his foot to tighten the bolt due to limited space in the vicinity. His foot slipped and his chest area touched the support angle heavily. At that time the pain was minor and the injury not reported to Master. Eventually after 6 days due to persistent pain, the injury was reported to master and further medical attention received ashore. 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 4th quarter has dipped marginally. 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.

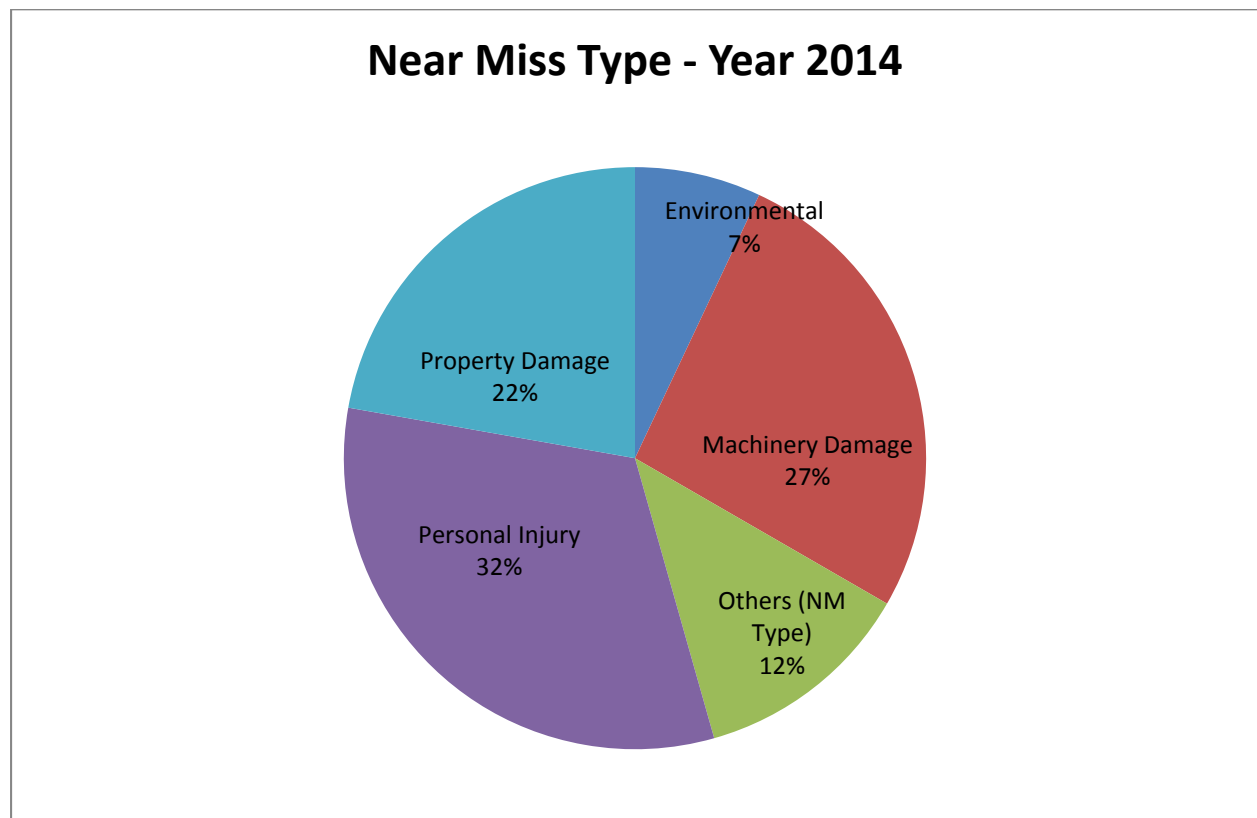
During tank cleaning after discharge of Fatty Acid Methyl Ester, which was maintained with nitrogen blanket during the loaded voyage, one of the machine was not working. To confirm the fact of the machine, the AB attempted to peek inside the tank by opening the OTH cover. The presence of nitrogen in tank could have affected the crew member had the C/Off in vicinity not stopped the AB from doing so.

Vessel after completion of discharge operation of cargo to tank lorries, was conducting air blowing from ship to shore. During the operation due to high pressure of air and inadequate communication between shore and ship, a small amount of cargo

splashed from the tank lorry. This was immediately corrected and supervised to complete the operations safely.

During abandon ship drill at anchorage, the lifeboats could not be lowed due to the brake plate not aligned properly and jammed with two moveable friction pads. This was immediately corrected and drill completed to good order. Around 10 days ago, the vessel had undergone an annual thorough examination by service engineer at Singapore but the quality of workmanship was poor and same was not checked by ship staff properly upon completion of the work.

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) includes the exceptions to rest hours.



Learning from Incidents:

No Serious Incident this quarter

Amendments to QSMS:

In this quarter, two DTN's were issued.

DTN-04/20215 : The changes included new section in M03 regarding engine room watchkeeping, FFA checklist revision, M09- Emergency Response & Salvage Manual substantial revision in sect 2, 3 & App 6, work rest hour procedures in M12-Sect 8 and M17-Sect 2 regarding ensuring safety barriers are

in place prior restarting machinery after overhaul.

DTN 05/2015 : The changes included a revised enclosed space entry checklist with enhanced BA checks and toxicity checks (M04-App 2.2), revised guidance for fuel change over in ECA (M06-App 3) and revised onboard familiarization procedure (M10-App12)

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.

1st Oct : Dedicated low TBN Cylinder LO storage tank

6th Oct : G/E on standby mode all the time

24th Oct: Charto Passage Manager ENC, Navwar & eNP installation update

10th Nov : BNWAS – Operational Mode

28th Nov: eNOAD workbook – Version 7.4.1

29th Nov: Latest eNP user guide

8th Dec : Additional accessories for Motorola Walkie-talkies for usage with SCBA sets

10th Dec: SOLAS amendment regarding Enclosed Space

15th Dec: Emergency Drill Schedule for Year 2015

Health Bulletin:

Alcohol Consumption: The myth and truth

Health benefits of alcohol use and consumption have been disputed by medical researchers. Wine and other alcoholic beverages offer negligible protective health benefits and should not be consumed excessively in the interest of health, say researchers and concluded studies stating otherwise contain faulty data.



Study also found that costs due to excessive alcohol consumption largely resulted to losses in workplace productivity, increase in health care expenses, and other incidental costs due to a

combination of criminal justice expenses, motor vehicle crash costs, and property damage. Excessive alcohol use has devastating impacts on individuals, families, communities, and the economy. In addition to injury, illness, disease, and death, it costs our society billions of dollars through reduced work productivity, increased criminal justice expenses, and higher healthcare costs.

It is important to note that alcohol consumption may co-exist with lifestyle behaviours such as smoking, unhealthy diet and lack of exercise, which contribute to adverse health outcomes. Alcohol consumption, smoking and weight problems are common risk factors for different health problems. The human liver processes alcohol. It can only cope with so much at a particular time. Drinking more alcohol than the liver can cope with can damage liver cells and produce toxic by-product chemicals. Excessive alcohol consumption has been associated with greater incidence of cancer, injuries and all-cause mortality, and while the net effect of moderate drinking is inconclusive, even low intake increases the risk of certain cancers. Alcohol consumption also can lead to common risk factors for different non-communicable diseases such as cardiovascular diseases, type 2 diabetes, pulmonary and orthopaedic diseases.



The more you drink, and especially above the recommended limits, the greater the risk of developing serious problems. And remember, binge drinking can be harmful even though the

weekly total may not seem too high. For example, if you only drink once or twice a week, but when you do you drink 4-5 pints of beer each time, or a bottle of wine each time, then this is a risk to your health. Also, even one or two units can be dangerous if you drive, operate machinery, or while you are taking some types of medication.

It is possible to drink at a level that is less risky, while still having fun. There are a number of things you can do to make sure you stay within low-risk levels and don't get to a stage where you are no longer capable of controlling your drinking. These include:

- know what a standard drink is
- keep track of how much you drink daily and weekly
- set limits for yourself and stick to them
- start with non-alcoholic drinks and alternate with alcoholic drinks
- drink slowly
- try drinks with lower alcohol content
- eat before or while you are drinking
- do not drink and drive / operate machinery
- be a responsible host



Low-risk is not, however, no-risk. Even when drinking within the low-risk limits, a range of factors can affect your level of risk including the rate of drinking, your body type or genetic makeup, your gender, existing health problems, and if you are young or an older person. So drink your alcohol responsibly. Compliance to Company's Policy on Drug & Alcohol Abuse is an absolutely **MUST**.

Regulatory Information :

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.

O-O-O