



1st Quarter 2015 – HSSE Bulletin

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

Crew Commendation Award:

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 1st quarter of 2015, 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.

While vessel berthed at Bukom #4 terminal during cargo hose disconnection by shore crew, 2nd Officer requested to shore winch man to lift the cargo hose in order to drain the cargo into ship tanks. Shore winchman refused to do so. 2nd Officer ceased the operation and called Loading Master to attend the operation. Upon Loading Master arrived 2nd Officer requested to drain the cargo line properly before disconnection. Then he explained about previous accident regarding cargo splash on one of shore staff at the terminal.



*2nd Off Aung
Kyaw Moe*



*Oiler Wilson.I.
Valiente*

When enroute from Singapore to Vietnam at about 1800hrs, during routine rounds by duty oiler, he saw messman trying hard to throw a big bucket full of food waste on the poop deck by himself during rough sea condition. He immediately stop the unsafety act made by messman and advised him to collect first all the food waste on empty drums and throw it once the sea condition become favorable. He accompanied messman to collect all the food waste and stored it while awaiting for disposal.

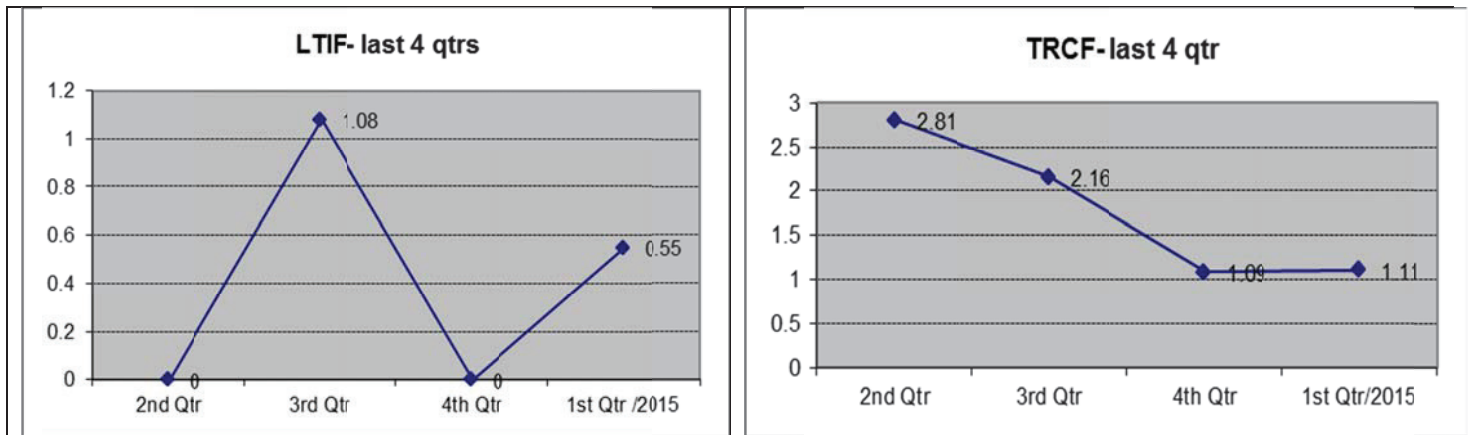
At Yeosu anchorage, vessel was waiting for discharging by STS operations to daughter vessel. Loading Master boarded and organised to fix the yokohama fenders as preparation before daughter vsl coming alongside. He made fast all 3 fenders on the ships guard rail instead of bitts. On observing this APOF asked him not to put the rope on guard rail. After much persuasion and explanation by the APOF, the Loading Master agreed to shift the rope and make fast the ropes by passing through the Panama Lead and making fast on the bitts.



*APOF Md.
Monjurul Alam
Bhuiyan*

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

Crew Injuries / Fatalities:

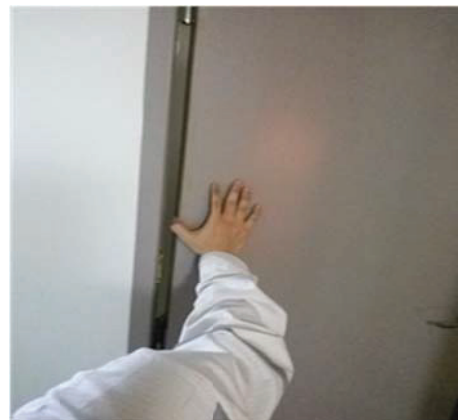


For the year 2014, fleet LTIF was 0.55 and TRCF was 1.79. The target for the year 2015 is a 2% and 3% reduction respectively. Hence LTIF of 0.54 & TRCF of 1.73 is targeted.

During overhaul activity in Engine Room, an Oiler complained of severe back pain after lifting up the spindle from the dismantled main engine exhaust valve. The weight of spindle is about 30 kg. An MTC case was recorded.

reached port 11 days later and was signed off for complete recovery. An LTI case was recorded.

A Officer injured his right thumb when he entered to his cabin due to his thumb was inserted in between the hinge area and the door suddenly closed due to vessel rolling. As result of a strong impact, the right thumb bone was fracture and deformed. Vessel was in the middle of Pacific Ocean and treatment by first aid and advice from shore doctor was administered. The officer received proper medical care when vessel



(LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI 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 1st 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.

Prior discharge of cargo at Stockton of PFAD & Palm Stearin it was noted by the Chief officer that the duty officer and surveyor had connected the shore hoses to the wrong manifolds. Hence the connection were inter-changed immediately prior discharge.

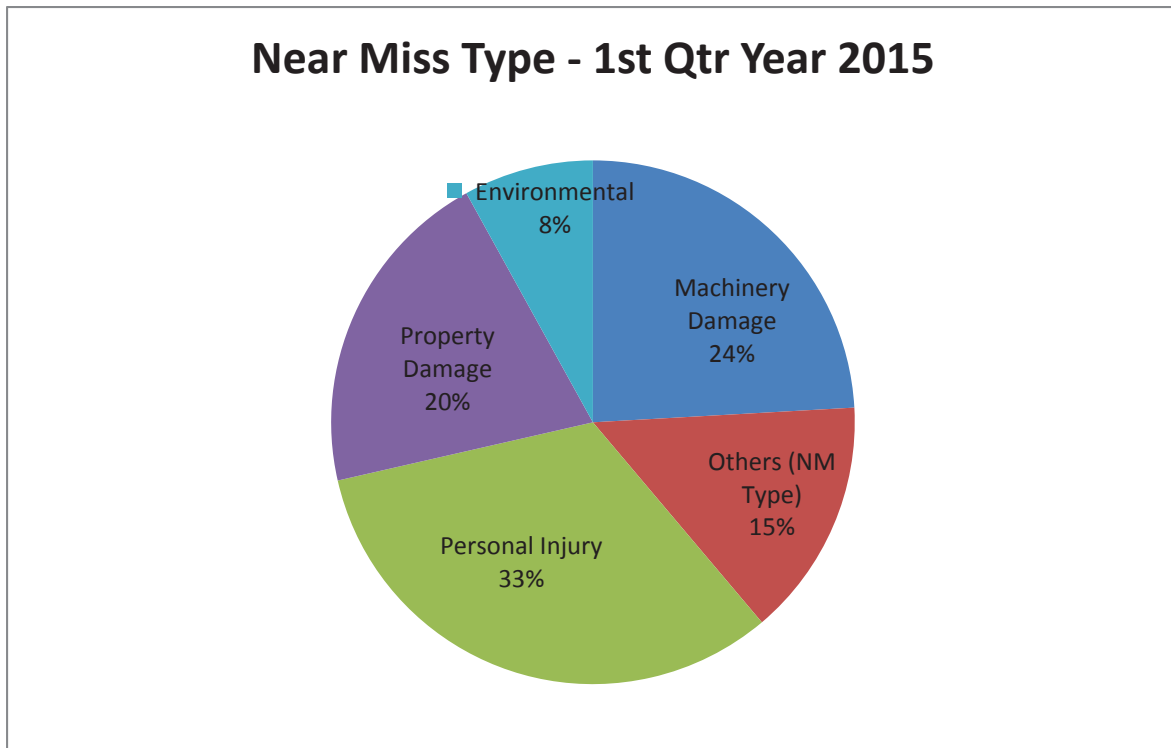
Upon commencement of discharge, low tank pressure alarm sounded. After investigation it was noted that the vent line was blocked with frozen cargo. (In an another industry related incident, a few years ago the pressure sensor was also blocked with frozen cargo and hence the

cargo tank collapsed during discharge). This near miss highlights the importance of monitoring tank pressure and investigating any abnormalities soonest.

There were 2 reported cases of steering command miscommunication between pilot and AB which was corrected immediately.

There were 2 near misses reported involving interface with terminal. Details are available in Genwar 01 & 02/2015

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, one DTN was issued.

DTN-1/2015 : The changes included Revised procedure for vessels operating with Low Sulphur MGO in fuel regulated areas.

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 Jan : QSMS forms wef 1st Jan 2015

9th Jan : Unix Circular / Navwar/Genwar active list

23rd Jan : Notice – Compliance to PPE Matrix

29th Jan : Cumulative list for NTM

12th Feb : ENC Maintenance Log- Logging procedure

13th Feb : Technical reminder – USCG new vessel general permit and EAL requirements.

18th Mar: Passage planning on ECDIS & compliance to ECDIS procedure

Health Bulletin:

Adequate Sleep is essential for a crew's health and well being

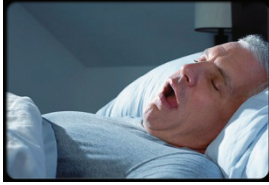
Crew on board will experience signs of irritability, moodiness and poor judgment from lack of sleep. If a sleep-deprived person disregards the initial signs, the person may then start to experience apathy, slowed speech and flattened emotional responses, impaired memory and an inability to be alert or multitask.

When you are working in a shift schedule, your eating and exercise habits can suffer. People who work shifts sometimes skip meals, eat irregularly, eat unhealthy food, and may find it hard to keep up a regular exercise schedule. Shift workers are at higher risk for weight gain and heart disease as well. Healthy eating and exercise

help improve your sleep and your overall health.

Stress is the number one cause of short-term sleeping difficulties, according to sleep experts. Usually the sleep problem disappears when the stressful situation passes. However, if short-term sleep problems such as insomnia aren't managed properly from the beginning, they can persist long after the original stress has passed. Environmental factors such as a room that's too hot or cold, too noisy or too brightly lit can also be a barrier to sound sleep.

Everyone's individual sleep needs vary. In general, most healthy adults are built for 16 hours of wakefulness and need an average of six to eight hours of sleep per day. The



need for sleep doesn't decline with age but the ability to sleep for six hours at one stretch may be reduced.



According to leading sleep researchers, there are techniques to combat common sleep problems:

- Keep a regular sleep/wake schedule
- Don't drink or eat caffeine four to six hours before bed and minimize daytime use
- Don't smoke, especially near bedtime or if you awake in the night
- Avoid alcohol and heavy meals before sleep
- Get regular exercise
- Minimize noise, light and excessive hot and cold temperatures where you sleep
- Develop a regular bed time
- Try and wake up without an alarm clock
- Attempt to go to bed earlier every rest hour for certain period; this will ensure that you're getting enough sleep
- Eat small, frequent meals as opposed to large heavy ones.
- Sit down to eat and pause for meals. Eat at a relaxed pace.
- Try to eat in line with regular meal time and avoid eat late at night or irregularly during a shift



Get the hours of sound sleep you need. People who sleep the recommended six to eight hours each day are healthier, fitter, and less likely to suffer from obesity or



other health issues than those who do not sleep well. Remember that you can space out sleep with naps if a single period of rest isn't possible with your schedule.

Regulatory Information :

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 in year 2014.)

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, 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.

From 1st January 2015 there are some minor amendments to the ISM code which requires Company to ensure manning encompass all aspects of maintaining safe operations on board in addition to qualifies, certified and medically fit crew. The second amendments refer to company verifying all those undertaking ISM-related tasks are in conformance to the code.

From 14th Apr 2015, Wreck Removal (Nairobi Convention) 2007 comes into force. Certain countries will require the carriage of the certificate of insurance by a country which has ratified this convention. The certificate from Marshall Islands flag state has been obtained and disseminated for all vessels (including non-Marshall Islands vessels)

From 1st July 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 SEQ survey after 1st July 2015, the ECDIS requirements will be in force. Back up arrangement for ECDIS by 2nd ECDIS or paper charts will be mandatory. The SEQ certificates require to be endorsed accordingly. Also all deck officers will require to have IMO model course 1.27 and Type Specific Certificate for model of ECDIS on board.

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