



3rd 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. Amongst the various reports submitted in the 3rd 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. The Crew Commendation Award system will be replaced by the BBS from 4th Qtr 2015.

The sewage treatment plant 3-way valve was changed over to the system 12 nautical miles from nearest land prior arrival USA. During safety round C/E found 3-way valve handle was operated and indicating sewage directed to sewage treatment unit however the 3-way valve for sewage treatment was not changed from previous position meaning that sewage was directed directly to sea. After investigation it was found the locked screw between handle and valve spindle is broken. Thus the handle can be turned but the valve spindle and valve remain at same position. The valve cover was then opened and handle was locked with allen key to valve spindle. Checked the valve spindle is freed and valve could move as per handle position. For this reason after change over sewage system from direct sea to treatment unit only handle changeover and valve was in place. Valve cover was opened and valve spindle freed. A new allen screw was placed in between valve handle and spindle.



*C/E Formanul
Bari*



*3/O Diaz
Jonathan*

3/O intervened deck crew who were securing used cargo hoses into the cargo hose box without marking and explained the consequences of cargo contamination if the hoses were to be inadvertently re-used for loading another cargo. 3/O suggested to crew to mark or tag the used cargo hose to avoid being re-used for next loading.

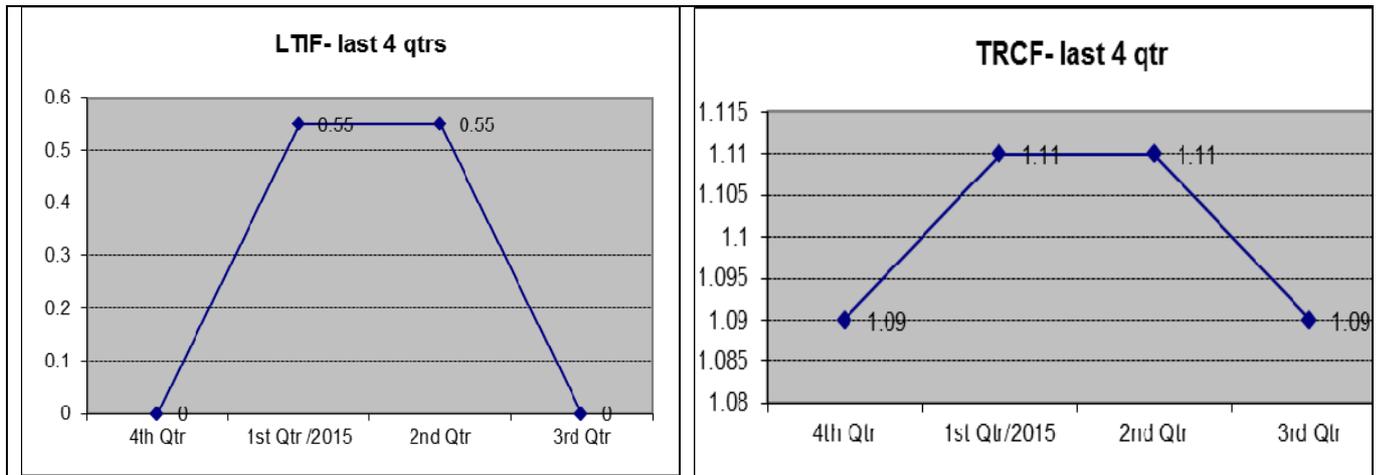
While vessel staying at shipyard for docking repair, OS found yard workers carrying out hot work near cargo hose box area without adequate flame/spark protecting cover for ship's cargo hoses. He immediately notified ship's officer. The yard was informed for proper follow up and corrective action.



*OS Oak Kar
Soe*

(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.

Chief Cook had cut his left side middle finger with a knife while descaling fish being prepared for dinner. First aid was rendered onboard to stop the bleeding and he was referred to shore doctor as vessel was in port. As per the medical report five stitches was administered for the cut. An MTC case was recorded.

Wiper reported having pain at his waist after assisting to pick up engine room stores during dry docking. He was sent for doctor consultation after a few days as the pain did not subside. Doctor declared Wiper had strained his back and required three days rest to recover. Case was recorded as RWC.

(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 3rd 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.

One suspicious craft approached vessel at a high speed near Karimun whilst vessel was en-route to Singapore Pilot Station during night hours. Vessel noted the movement of this craft and immediately increased speed, heightened the anti

piracy measures onboard and reported the situation to VTIS. Finally the suspicious craft was noted moving away.

During approach and departure Kandla port fairway, vessel noted one unmarked

and unlit floating wreck and numerous uncharted bouys near vessel course line. The floating wreck and bouys were also not reflected on the ECDIS, T & P notices or Navtex. Vessel conducted manual plotting of the wreck and the bouys on the ECDIS and altered her course further south of the channel and navigated with extreme caution until the danger was clear. VTIS and agent were also updated on the situation.

While vessel was transiting Ningbo TSS with two pilots onboard, Duty Officer plotted vessel position and found vessel was setting south and closing towards the separation zone, however did not realize that vessel was drifting further south due to strong current and course compensation was needed to bring vessel back on course or otherwise vessel would enter the TSS zone between the east and west bound lane within the next few minutes. Junior Pilot was reported watching the ECDIS and Radar display however was not aware on the developing situation either and did not take any action. Master came to check the ECDIS and noted the situation. The senior pilot sitting on the front was instantly notified. He immediately altered vessel course to counter the current and return vessel on proper course.

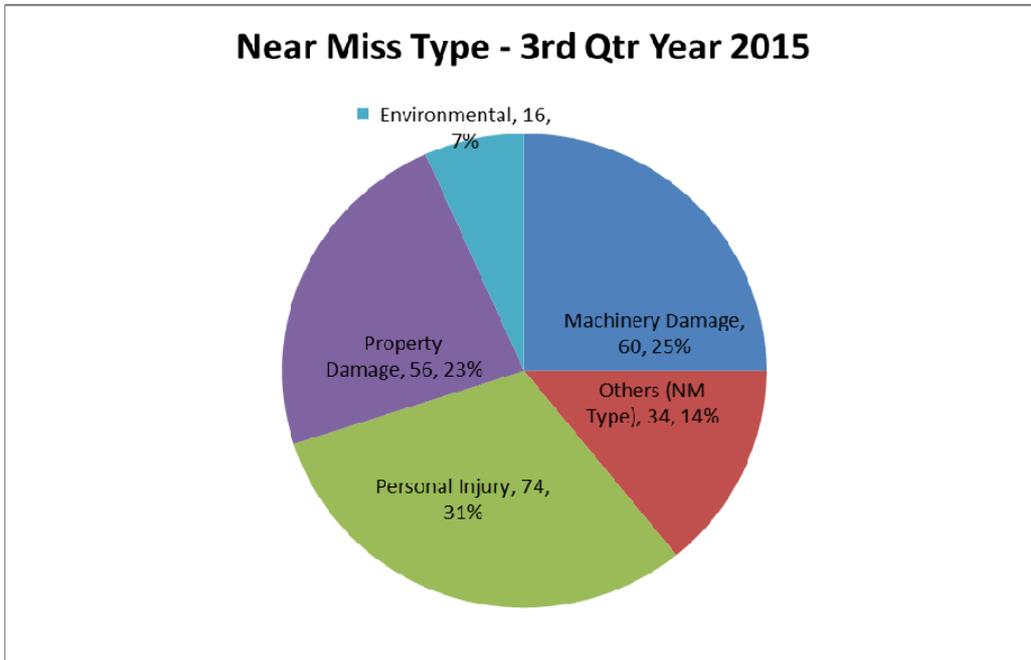
Vessel was Jasaan and next port of call was Vung Tau. As ECDIS was recently commissioned as primary means of navigation, Master instructed 2nd Off to prepare the route plan on the ECDIS and also to lay the courses on the paper chart for re-checking. The ECDIS route plan and display did not show any dangers. However while drawing the course on the chart it was observed passing through "Dangerous Ground" on BA 3483 which was marked with specific area coverage. Master highlighted the matter to office and highlighted that that the dangerous ground was only visible when ECDIS display was changed to a smaller scale. Upon further checks it was noted that the "safety check" option to confirm that the planned route on ECDIS is safe was overlooked. Officers were briefed on subject matter

Vessel was conducting bunker heating however overlooked that the boiler water from boiler cascade tank had overflowed down to the penetration pipe hole of electric cable and had dropped onto no: 1 GE around air inter cooler. Fortunately the GE was not damaged due to the protecting cover. Vessel blew down the boiler water from the water drum to reduce the cascade tank level and filled up the electric cable penetrating pipe hole with insulation putty.

Quarter Master gave wrong wheel movement although repeated the Pilot's instructions correctly whilst vessel was outbound from New York Channel and in the midst of passing another inbound vessel. Fortunately Master noted the error and immediately alerted the Quarter Master to correct the wrong wheel movement. Reportedly the traffic was busy and Pilot was continuously on the VHF communicating with other vessels in the vicinity. Master briefed bridge team on importance of being focused and not to be distracted during such critical situation.

Vessel was at Taizhou JOC berth for loading Acetic Acid. Terminal requested to conduct hose connection leak test using shore air. Upon completion, vessel released the air pressure thru the drain line. Cargo was however noted dripping from the drain line cap. The drain valve was immediately closed and approximately 2-3 liters of cargo dropped into the spill tray which was kept beneath the drain for manifold sampling. Investigation revealed that the shore hose had in fact contained Acetic Acid previously and this was not properly verified by shore. Attending crew were also reported not in proper PPE as the operation was considered minor. Crew were reminded to attend all operations in proper PPE at all times. In this instance the crew could have come in contact with the cargo resulting in an injury as the cargo is highly corrosive.

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 was issued.

DTN-03/2015: Refer to summary for details. The primary changes were: procedure added to conduct Navigation Audit every June, Safety rounds at the end of watch procedure deleted and required by duty Oiler rounds while underway and duty AB at anchorage or at terminal, new appendix provided for security and piracy guidelines on transit, ports and anchorages within South East Asia.

DTN-04/2015 : Refer to summary for details. The primary changes were providing sample of T/C plan.

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.

10th Jul: Notice on vessel visitation by Chevron staff- Reminder

20th Jul: Notice on mandatory hand steering in US water TSS

21st Jul: Notice on amendments to Circular 03-2010 for ORB entries

24th Jul: Analysis on Master Navigation Audit 2015

24th Jul: Notice on 2nd Qtr 2015 SIRE/CDI/PSC/SI deficiencies
6th Aug : Notice on Chartco Passage Manager 5.2.1
18th Aug: Notice on revised enclosed space permit
1st Sep : CIC on Enclosed Space- Company feedback after review of vessel reports
19th Sep: Notice on precautions for Fujairah anchorage while anchoring
19th Sept: Notice on IBC Code supplement May 2014
22nd Sept: Notice on introduction of BBS in the fleet
22nd Sept: Recent undesirable cargo operational issues (WWT failures)

Health Bulletin:

Back pain at work - Preventing pain and injury

Heavy lifting, repetitive movements and sitting at a desk all day can take a toll on your back. Whether it's dull and achy or sharp and stabbing, back pain can make it hard to concentrate on your job. Unfortunately, in many occupations, there exist significant demands on your back. Understand what causes back pain and injuries at work and what you can do to prevent them will help.

What are the common causes of back pain at work?

A number of factors can contribute to back pain at work. For example:

- Force. Exerting too much force on your back — such as by lifting or moving heavy objects — can cause injury.
- Repetition. Repeating certain movements can lead to muscle fatigue or injury.
- Posture. Slouching exaggerates your back's natural curves, which can lead to muscle fatigue and injury.

Of course, certain medical conditions and lifestyle factors - such as obesity, sleeping position, poor physical condition, smoking and stress - also can contribute to back pain.

What can I do to avoid back pain at work?

You can take some recommended steps to prevent back pain and injuries at work as follow:

- A. Include physical activity in your daily routine. Listed below are some basic exercises recommended.**

CAT/CAMEL

Repeat 5-10 times. Hold for 5-10 seconds.
Breath in on up. Breath out on down



PRONE PRESS-UP

Press up, hold 10 seconds. Repeat 5 -10 times. Make sure pelvis stays on the mat/bed so that bend comes from spine. Push up on elbows if coming up on hands is too much.



BRIDGING

Push up through heels. Repeat 15-20 times. Should be able to perform 40-50 at a time or hold for 2min.



SPINAL DECOMPRESSION

Place legs up on a couch while lying on the floor. Relax and concentrate on slow rhythmical breathing. Perform for 5-10min.



BIRD DOG

Repeat 15-20 times on each side. Hold 5 seconds. Make sure to keep chin tucked for proper spinal alignment.



PRONE PLANK AND SIDE PLANK

Make sure that shoulder, hips, knees and ankles are in a straight line.

Prone: Start by holding for 10 second bouts. Goal: 2min Side

Start by crunching side 15-20 times.

Goal: 1.5 min



B. Pay attention to posture and lift properly. Engage your abs to help support your back. Here are the basic principles for safe lifting.

- Bend your **knees** and keep your back straight. Don't bend at your waist.
- Keep the object close to you. The farther away you hold it from your body, the more it stresses your back.
- Never hold an item higher than your **armpit** or lower than your **knees**.
- Don't move something that weighs **more than 20%** of your **body weight**.
- Don't pivot, twist, or turn while lifting. Point your feet at the item you're lifting and face it as you pick it up. Change direction with your feet, not your waist.

Regulatory Information :

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 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, 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. See Technical Information for further details

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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