



4th Quarter 2015 – HSSE Bulletin

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

BBS – Best SPIRIT Card Selection:

The BBS system has replaced the previous Crew Commendation Award system. 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 4th quarter of 2015, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 3rd Qtr of 2016 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

Bosun found one of crew member mopping in cargo tank and heard the the crew personal gas detector alarm activated. However the particular crew ignored the alarm and continued mopping. Bosun immediately instructed the crew to stop the mopping operation and vacate the cargo tank immediately by walkie talkie. The crew came out of the tank as instructed. Bosun re-checked the gas oxygen content of tank and confirmed normal gas check readings before allowing the crew to continue with the mopping operation.



*Bosun Kyaw
Naing Oo*



*1/E Humayun
Kabir*

After overhauling the ballast pump in the pump room one engine room crew was returning to the engine room workshop with both hands holding two buckets of tools and dirty rags. He was not holding the staircase railing. 1/E immediately stopped the crew and reminded him of serious injuries due to slips and trips and to always hold the railing when ascending or descending stairways.

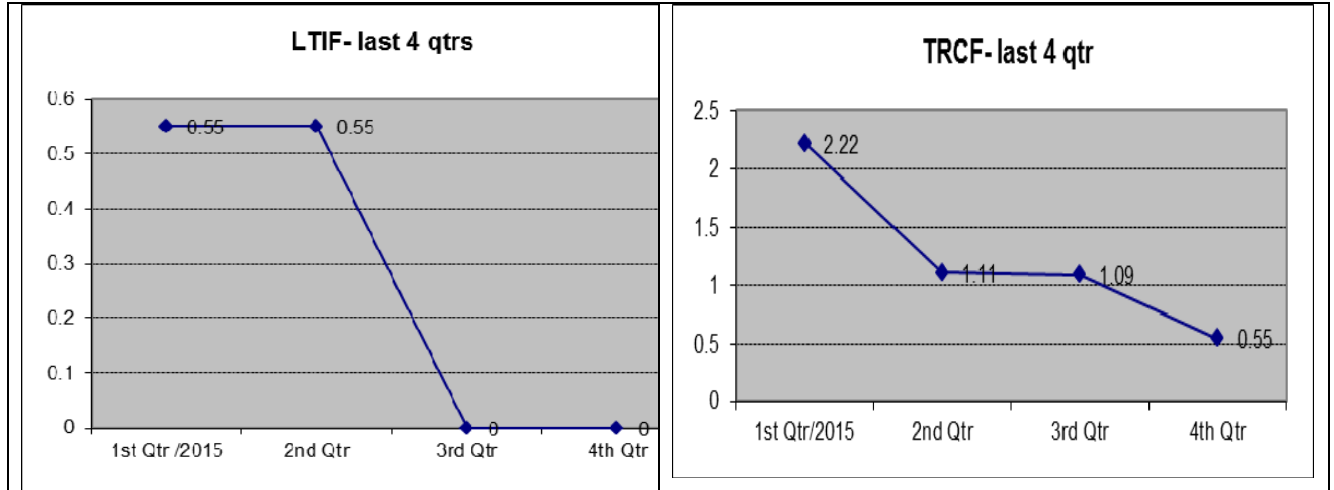
Messman was in the galley and was about to start his work for the day. Vessel was at anchorage and maintaining anti-piracy watch at that time. Suddenly Messman heard one crew outside the poop deck attempting to communicate and requesting him to open the galley door which was locked from the inside in order for the crew to have easier access into the accommodation. Messman refused to do so and advised the crew to enter the accommodation via bridge door only as per access control during anti-piracy watches.



*Messman Mark
Louie*

(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 2015, fleet LTIF was 0.27 and TRCF was 1.24. The target for the year 2016 is a 2% and 3% reduction respectively. Hence LTIF of 0.54 & TRCF of 1.73 is targeted

AB had pain at his waist whilst assisting to pick up the pilot ladder upon disembarkation of Pilot. AB was sent to doctor at next port and was declared unfit

for two days. He was required to rest and avoid any lifting of equipment for said period. Case is treated as a MTC

(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 4th 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.

Crew was engaged in mopping operation in COT when his personal gas detector activated. However crew ignored the alarm and continued mopping. Bosun who was standing by outside the COT heard the alarm and immediately instructed crew to vacate the tank. Bosun thereafter re-confirmed gas check reading in the tank

again before allowing crew to re-enter and continue with the mopping operation.

Duty Engineer conducted cleaning of aux boiler Y-strainer of water pump. However due to his body movement in the narrow working space, Duty Engineer had inadvertently opened the Aux boiler FO

strainer drain valve same time. Wiper recorded E/R sludge tank sounding at the end of the day however did not realize the draining as it was reported stopped. Further as overhauling of No 2 Purifier was being carried out, Oiler did not record the engine parameters and tank soundings. However the next day Oiler noted an increase of 0.3m in BSO tank during transfer of FO sludge. Thorough checks conducted once same reported and only then was the slight opening of the FO drain valve for boiler FO strainer was discovered.

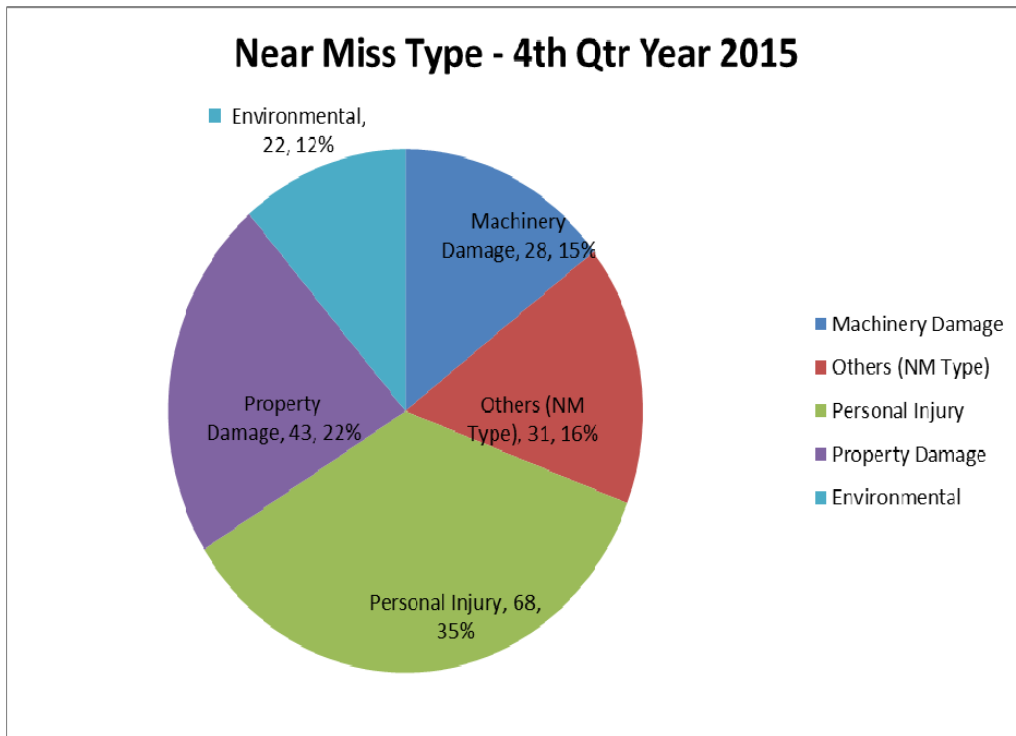
Crews were preparing tank cleaning hoses and had wrongly connected one of the hose to 2S COT instead of 2P which was a loaded tank. Fortunately Ch Off conducted a thorough check prior commencement and the operation and the error was noted earlier. The hoses was immediately disconnected and re-connected correctly. Crews were briefed on the importance of understanding and conforming to tank cleaning plan. Implications of such errors further reiterated.

During daily physical check 2nd Off found navigation side lights were switched off. He checked the panel and found the lights switch in "off" position. He immediately switched on the selector to "on" position and the lights found in good working order. Upon further checks it was found that the panel lights were switched off earlier by an Engineer to facilitate

replacement of a fused light, however upon completion had overlooked to switch on the lights on the panel after task was completed. Master briefed all officers and engineers on implications and dangers of navigation without correct navigation lights being displayed. Compliance to LOTO procedures further enforced in this regard.

Pilot boarded vessel via stbd accommodation gangway. Upon completion of mooring operation Pilot again requested accommodation gangway to be prepared for disembarkation via sea side. Responsible officer was supervising the operation, and tried to lower the gangway however the gangway was was not going down. Reportedly responsible officer tried the lowering a few times and suddenly found reeling of the hoist wire extremely easy and found the hoist wire had parted. Fortunately there was no injury to crew and Pilot did not raise any protest and disembarked by shore gangway. The ladder was re-secured and replaced with new wires accordingly. Master briefed officers on the importance of proper maintenance and regular testing to ensure gangways are in order working order at all times.

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-05/2015: Refer to summary for details. The primary changes were: M00 Company Policy included with vision and mission. D & A policy name amended. M03 UKC policy amended for berth, harbor and river. M04 enclosed space permit amended in line with PSC concentrated campaign, new form for lifting operations. M13 new form issued for daily beer issuing record. M19 new appendix provided on compatibility procedures.

Amendments to EMS:

In this quarter, one DTN was issued.

EMS DTN 02/2015 Refer to summary of detail.

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.

07th Oct: MI flag ship security advisory on compulsory inspection and permission for entry into Yemen ports.

15th Oct: Rev 3 on Standard US call guidance

16th Oct: Introduction of BBS in the fleet

11th Nov: Cancellation of Circ 01/12 – Marking of Snap Back Zones

20th Nov: Notice from BASF on Awareness Campaign "Entry into Enclosed Spaces"
02nd Dec: Latest circular MEPC Circ-21, Provisional categorization of liquid substances
11th Dec: Notice on contract with MILBROS for offline version of Chemical data on board
21st Dec: Notice on recording of incineration operation is Panama ORB part III
24th Dec: IMT safety alert bulletin 04/2015 on D & A policy compliance
28th Dec: Notice on malpractices at Shuiaba by charterers cargo surveyors

Health Bulletin:

What is Cardiovascular Disease?



Cardiovascular disease (CVD) is a general term that describes a **disease** of the **heart** or blood vessels. Blood flow to the **heart**, brain or body can be reduced as the result of a blood clot (thrombosis), or by a build-up of fatty deposits inside an artery that cause the artery to harden and narrow (atherosclerosis).

Cardiovascular diseases (CVDs) are a group of disorders of the heart and blood vessels and they include:

- coronary heart disease – disease of the blood vessels supplying the heart muscle;
- cerebrovascular disease – disease of the blood vessels supplying the brain;
- peripheral arterial disease – disease of blood vessels supplying the arms and legs;
- rheumatic heart disease – damage to the heart muscle and heart valves from rheumatic fever, caused by streptococcal bacteria;
- congenital heart disease – malformations of heart structure existing at birth;
- deep vein thrombosis and pulmonary embolism – blood clots in the leg veins, which can dislodge and move to the heart and lungs.

Symptoms of heart attacks and strokes

Often, there are no symptoms of the underlying disease of the blood vessels. A heart attack or stroke may be the first warning of underlying disease. Symptoms of a heart attack include:

- pain or discomfort in the centre of the chest;
- pain or discomfort in the arms, the left shoulder, elbows, jaw, or back.

In addition the person may experience difficulty in breathing or shortness of breath; feeling sick or vomiting; feeling light-headed or faint; breaking into a cold sweat; and becoming pale.

The most common symptom of a stroke is sudden weakness of the face, arm, or leg, most often on one side of the body. Other symptoms include sudden onset of:

- numbness of the face, arm, or leg, especially on one side of the body;
- confusion, difficulty speaking or understanding speech;
- difficulty seeing with one or both eyes;

- difficulty walking, dizziness, loss of balance or coordination;
- severe headache with no known cause; and
- fainting or unconsciousness.

People experiencing these symptoms should seek medical care immediately.

The most important behavioural risk factors of heart disease and stroke are unhealthy diet, physical inactivity, tobacco use and harmful use of alcohol. The effects of behavioural risk factors may show up in individuals as raised blood pressure, raised blood glucose, raised blood lipids, and overweight and obesity. These “intermediate risks factors” can be measured in primary care facilities and indicate an increased risk of developing a heart attack, stroke, heart failure and other complications.

Cessation of tobacco use, reduction of salt in the diet, consuming fruits and vegetables, regular physical activity and avoiding harmful use of alcohol have been shown to reduce the risk of cardiovascular disease. In addition, drug treatment of diabetes, hypertension and high blood lipids may be necessary to reduce cardiovascular risk and prevent heart attacks and strokes.

Regulatory Information :

From 1st July 2015, new legislation came 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.

SOLAS II-2/4.5.5 & II-2/16.3.3, FSS Code & IBC Code- All NEW tankers wef 1st Jan 2016 more than 8K DWT to have high capacity nitrogen generator. Most Charterer (Ex- Shell) insist to use if fitted during carriage of low flash cargo. Presently apply during carriage, unloading and tank cleaning, but ongoing debate to extend during loading as well.

IBC Code – Revised from 1st Jan 2016 – Certification of Protection (Inhibitor Certificate) MUST state whether the additive is oxygen-dependent and if so, the minimum level of oxygen required in the vapour space of the tank for the inhibitor to be effective to be specified.

MARPOL & IBC - New tankers constructed after 1 Jan 2016 require approved instrument with applicable intact and damage stability requirements. Existing tankers – 1st survey after Jan 2016 but in any case before 1 Jan 2021.

New format of IAPP certificate to issued upon expiry of current certificate after 1 Mar 2016. Amendments to NOx certification status of engines.

Three emission control areas (ECA) have been announced by the Chinese Authorities. These are Yangtze River Delta, Pearl River Delta & Bohai-rim Waters. WEF 1st Apr 2016, in Yangtze River Delta will require ships to use fuel oil with a sulphur content not higher than 0.5% m/m, and will encourage ships to use fuel oil with a sulphur content not higher than 0.1% m/m, during mooring in the core ports; it will also encourage ships to use fuel oil with a sulphur content not higher than 0.5% m/m when entering into the ECA. The other 2 areas not yet implemented. Record same as other ECA areas- documented procedure, log book entries, etc. to be maintained

Multi gas detectors to be carried on board from 1st Jul 2016. The multi gas meter should as a minimum test for oxygen, flammable gas, CO & H2S and to be used from the **outside to render the space safe for entry.** (5PID). They should not be part of PPE (Personal gas monitors). Implication - 2 Monthly drills to include the usage of multi gas meter. Confirm setting of alarms and familiarization of its usage by responsible officers.

New format of SEQ certificate (Record of Safety Equipment) to be issued upon expiry of the current certificate after 1st Jul 2016. Total number of persons accommodated by free-fall lifeboats to be stated.

WEF 12th Dec 2016 amendment to MLC will come into force. Appropriate financial security must be provided to cover - Repatriation of seafarers following abandonment by ship owner (Reg 2.5) and Shipowners liability to assure compensation for contractual claims following death or disability of seafarer (Reg 4.2)

STCW 2010 Convention: Came into force 1 Jan 2012 but there is a 5 year transitional period granted for taking full effect from 1st Jan 2017. New certification requirements for able seafarers (watchkeeping certificate for ratings) to be in accordance with II/5 (deck) & III/5 (engine), along with Security Training.

New POLAR code will be drafted and apply to vessels trading in such areas. Entry into force from 1st Jan 2017. Various criteria for ship structure, sub division, machinery, etc.

SOLAS II-2/10 – Communication Equipment for firefighting team- Minimum of 2 two-way portable radio telephone (walkie –talkie) intrinsically safe type to be available for fire fighting team. New Ship to come into force 1st Jul 2014. Existing ships prior 1st Jul 2018

FSS Code-Breathing Apparatus-BA set should be equipped with audible alarm and a visual or other device before volume of air is reduced to 200 liters. NEW vessels from 1st Jul 2014. EXISTING vessels prior 1st Jul 2019. No implications as our vessels have the alarms.

Ballast Water Management -The main impact of these requirements is that ballast water exchange will be phased out and ballast water treatment will be the only remaining option for complying with the Convention. It will come into force (EIF) 12 months after ratification. Presently close to the figure of 35% of world fleet. Treatment Plant to be installed by 1st IOPP renewal survey after EIF. US have earlier implementation subject to exemptions.

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