



1st Quarter 2016 – 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 1st quarter of 2016, 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.

AB noted surveyor sampler rope had drastically worn out while lowering the sampler via tank hatch during the initial stage of sampling operation. AB immediately stopped the surveyor and requested the sampler rope to be renewed considering that there is a high possibility for the sampler to be dislodged and dropped into the cargo tank due to the poor rope condition. Surveyor renewed the sampler rope as requested and completed the sampling operations safely.



*AB Zakir
Hossain*



A/B Kyaw Kyaw

AB noted another crew attempting to enter cargo tank for mopping operation before checking tank atmosphere. AB stopped the crew and reminded him not to enter any cargo or ballast tank until tank atmosphere is checked and condition is confirmed safe for man entry by responsible officer.

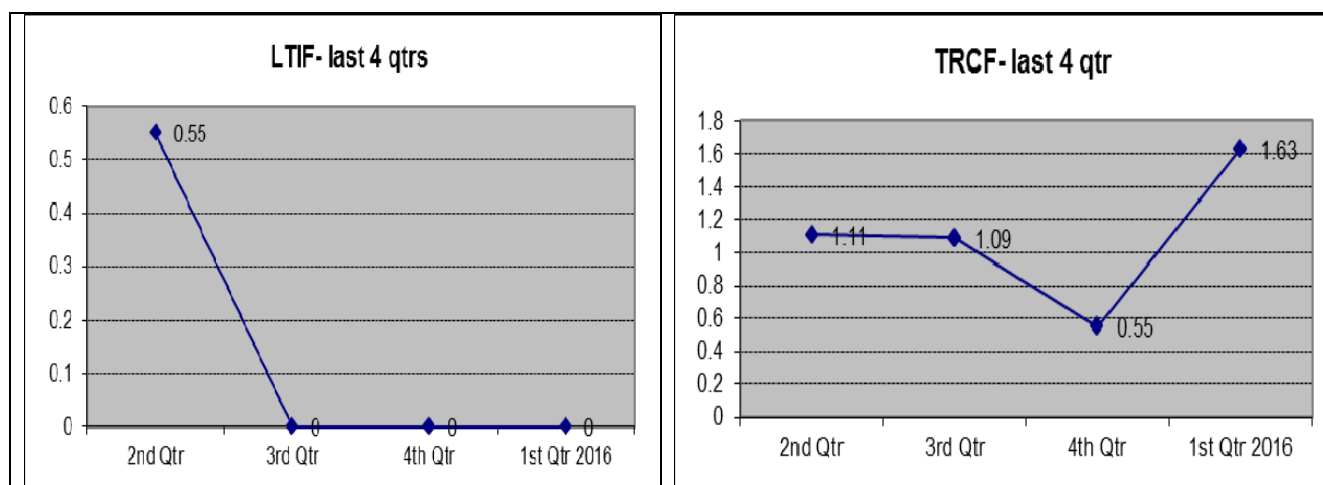
AB noted that the container used by surveyor for taking samples of caustic soda was placed at the vessel midship along with the cleaning chemicals without any marking. AB labelled the container for easier identification and kept it separately lashed as an additional precaution.



*AB James
Robert*

(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 an average of previous 3 yrs. Hence LTIF of 0.45 & TRCF of 1.56 is targeted.

Bosun suffered burns on his hands due to hot water splash during re-testing of the tank cleaning machine upon adjusting the revolution governor which was reported not working at the earlier stage of tank cleaning operations. Reportedly the revolution governor tightening by 04 LN keys after adjustment was inadequate. First aid was rendered onboard and Bosun was referred to doctor ashore upon arrival next port. Medication was prescribed and his condition was monitored closely onboard until full recovery. Case is treated as a MTC.

Oiler injured his right hand middle finger as it got stuck on the engine room crane latch during lifting. Vessel contacted office and in turn referred to shore doctor for medical advice. First aid was administered onboard and condition monitored as per doctor's advice. Upon arrival next port, Oiler was sent to doctor ashore for further treatment. Oiler was provided with medication and returned to vessel. His condition was further monitored, and

subsequently had fully recovered from his injury. Case is treated as a MTC.

No 1 Oiler suffered injury on his left mid back area (above waist)when a banding pipe fell on his back whilst he was assisting Ch Eng and No 3 Oiler to shift the boiler chemical dosing unit which was obstructing the Ch Eng during the measuring of the same banding pipe length for fabrication. No 1 Oiler who was initially assisting the Ch Eng to hold the banding pipe for ease of measurement momentarily left the pipe unsecured in a standing position to assist Ch Eng and No 3 Oiler to shift the dosing unit. However at this point of time, the banding pipe fell on No 1 Oiler back. First aid was rendered onboard. No 1 Oiler also complained of pain whenever he moved his left arm. He was sent to doctor at the next port for further treatment. Medication was prescribed and he was on light duties for the next 07 days, and subsequently recovered. Case is treated as 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 1st quarter has been satisfactory. The annual target is 24 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.

Terminal fire occurred whilst vessel was alongside Shuiaba terminal with loading operation in progress. Crew on deck immediately alerted Duty Officer who in turn reported to Master and Ch Off. Terminal was alerted and vessel emergency response was activated instantly with engines kept ready for casting off from berth if the situation warranted vessel to do so. Terminal ceased cargo operations and the fire was extinguished. Situation was brought to normal and loading operation was recommenced thereafter. Master conducted a safety briefing for all officers and crew on the importance of familiarity with vessel emergency response and instant actions in such situations

Crew was about to connect air hose for line blowing via pump side blowing valve after completion of MEG discharging operations at Zhanjiangang. Fortunately 2nd Off who was at location stopped the crew as an incorrect hose was brought for connection. Ch Off conducted training to all crew on cargo contamination issues and reminded crew to clarify with the responsible officer prior connecting the hose. The air hoses shall be colour coded for easier identification purposes.

Vessel was alongside JNPT terminal for discharging of Palm Oil. Vessel commenced discharging at slow rate and upon confirmation with Loading Master, commenced to increase the discharge rate slowly to maximum. However the manifold pressure gauge reading had remained the same despite the increase in discharging rate. Ch Off ceased the discharging momentarily and replaced the faulty pressure gauge with an available spare. Discharging operations was recommenced thereafter and completed without further interruptions. Upon

departure port Master highlighted the importance of proper monitoring and checks during cargo operations and further ensuring pressure gauges used for cargo operations are regularly tested and are kept in good working order. The implications of incorrect pressure gauge readings or discharge rates due to faulty pressure gauges whilst discharging or loading operations are at its maximum rates were further reiterated.

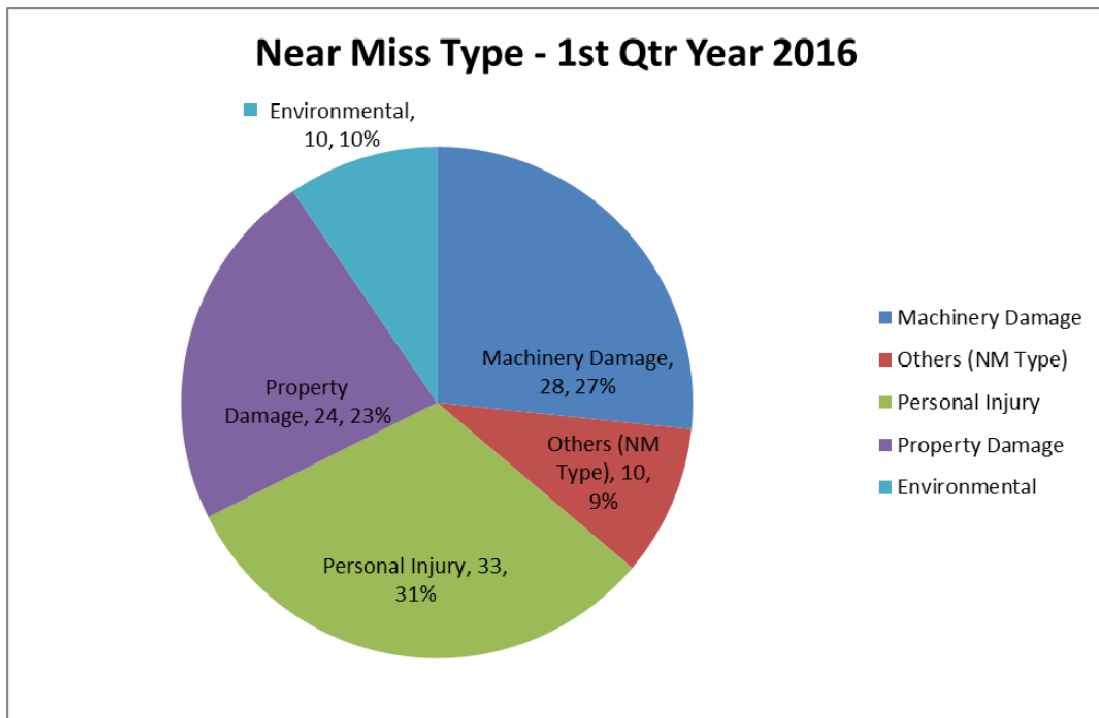
Vessel was coming alongside Godau berth with tug assistance. Master noted one crew at the forward station was standing near the bollard where the tugs line was made fast, and immediately warned the crew to keep clear. A short while later, the Pilot reportedly instructed the tug to pull the line in local language. Suddenly the tugs line parted. Fortunately there was no injury to crew. Bow thruster was nevertheless ready and was used to control the bow movement. A ships line was thereafter passed to the tug as a replacement. Mooring operations was completed safely. Master briefed all deck officers and crew on safety awareness and precautions during tug operations and understanding of snap back zones. Master further reiterated the importance of close communication and reporting during mooring operations.

Duty Oiler noted another engine room crew ascending the engine room stairway with both hands occupied with buckets containing tools. The vessel was slightly rolling and pitching at that time. Duty Oiler immediately alerted the particular crew and reminded him to hold the hand rail and carry only one bucket at a time. Ch Eng briefed all Engineers on slips and trips and the importance on holding the hand rail when ascending and descending the stairway. Master further highlighted the matter during safety meeting.

During loading operations at Al Jubail, the deck crew noted the cargo hose was becoming extremely taut due to tidal difference. Duty Officer immediately contacted the Loading Master by walkie talkie which was the primary communication means however there was no response. Duty Officer contacted the Marine Office by VHF which was the back up communication and informed on the situation. Shortly thereafter the Loading Master arrived and adjusted the shore cargo hose. Master highlighted the importance of communication check with shore at regular intervals whilst cargo operation is in progress and further on the

importance of being well aware of any special requirements or restrictions for the particular berth or port prior commencement of cargo operation. Such important information are to be properly discussed, exchanged and understood during the ship shore safety meeting and as well as during the cargo safety meeting onboard.

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:

One of our fleet vessel experienced Palm Oil Spill whilst discharging at Stockton, USA. A thorough investigation was carried out and causal factors leading to the incident was identified. Preventive measures have been implemented to avoid recurrence. Additionally a reflective learning workshop questionnaire was prepared and disseminated to the fleet for vessels feedback. Company collated the various feedbacks and responded further to the fleet via Circular 02-16 with the failed barriers and contributory factors to

the incident along with further actions to be taken onboard to prevent similar incident in the future

Amendments to QSMS:

In this quarter, no DTN was issued.

Amendments to EMS:

In this quarter, no DTN was 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.

05th Jan: List of active Unix Circulars / Navwar / Genwar until 2015

15th Jan: Summary of PSC deficiencies for 2015 with D & V

19th Jan: SIRE revised VIQ 6 revision 1.2 with table of corrections

22nd Jan: ReCAAP, IFC and RSiS jointly published booklet on "Guide for tankers operating in Asia against piracy armed robbery involving oil cargo theft"

22nd Feb: Notice on New Ballast Water Management Reporting Forms for Calling USA ports (applicable to deep sea vessels only)

23rd Feb: Notice on New Ballast Water Management Reporting Forms for Calling USA ports (applicable to deep sea vessels only) – with additional instructions from ECM

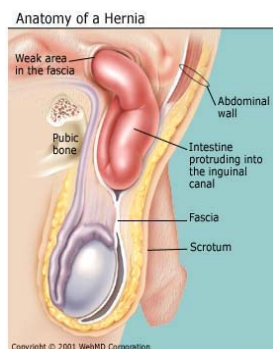
15th Mar: Notice from MPA on Garbage Collection Services at Singapore

23rd Mar: Notice on latest version of FOSFA banned list

23rd Mar: Notice on conducting MMC internal bonding check

Health Bulletin:

A hernia occurs when an organ pushes through an opening in the muscle or tissue that holds it in place. Hernias are most common in the abdomen and groin areas. Inguinal hernias are the most common type of hernia. These hernias occur when the intestines push through a weak spot or tear in the lower abdominal wall, often in the inguinal canal.



What Causes a Hernia?

Hernias are caused by a combination of muscle weakness and strain. Depending on its cause, a hernia can develop quickly or over a long period of time. Common causes of muscle weakness includes failure of the abdominal wall to close properly in the womb, age, chronic coughing and damage from injuries or surgeries. Factors that strain your body and may cause a hernia, especially if your muscles are weak, include:

- being constipated, which causes you to strain when having a bowel
- movement heavy weight lifting
- fluid in the abdomen, or ascites
- suddenly gaining weight
- persistent coughing or sneezing

What Are the Symptoms of an Inguinal Hernia?

In the case of an inguinal hernia, you may notice a lump on either side of your pubic bone where your groin and thigh meet. You're more likely to feel your hernia through touch when you're standing up.

Other common symptoms of an inguinal hernia include:

- pain or discomfort in the affected area (usually the lower abdomen), especially when bending over, coughing, or lifting
- weakness, pressure, or a feeling of heaviness in the abdomen,
- a burning, gurgling, or aching sensation at the site of the bulge

Treatment Options for a Hernia

Whether or not you need treatment depends on the size of your hernia and the severity of your symptoms. Your doctor may simply monitor your hernia for possible complications. Treatment options for a hernia include:

Lifestyle Changes:

Avoid large or heavy meals and keep your body weight in a healthy range. You can also improve symptoms by avoiding foods that cause acid reflux or heartburn, such as spicy foods and tomato-based foods. Additionally, you can avoid reflux by losing weight and giving up cigarettes.

Medication:

If your hernia is growing larger or causing pain, your doctor may decide that it's best to operate. Your doctor may repair your hernia by sewing the hole in the abdominal wall closed during surgery.

Preventing a Hernia

You can't always prevent the muscle weakness that allows a hernia to occur. However, you can reduce the amount of strain you place on your body. This may help you avoid a hernia or keep an existing hernia from getting worse. Prevention tips include:

- not smoking
- seeing your doctor when you're sick to avoid developing a persistent cough
- maintaining a healthy body weight
- avoiding straining during bowel movements or urination
- lifting objects with your knees and not your back
- avoiding lifting weights that are too heavy for you

Regulatory Information :

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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