3rd 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 3rd 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.

1st Off noted ship crew conducting maintenance work at the bridge wing side light hatch however had left the hatch cover open unattended without any warning sign. 1st Off cordoned off the area using a rope to remind other crews maintenance is in progress at the concerned area and to keep clear.

1st Off Mohd Razaul Karim

Oiler #1 Than Htike Aye

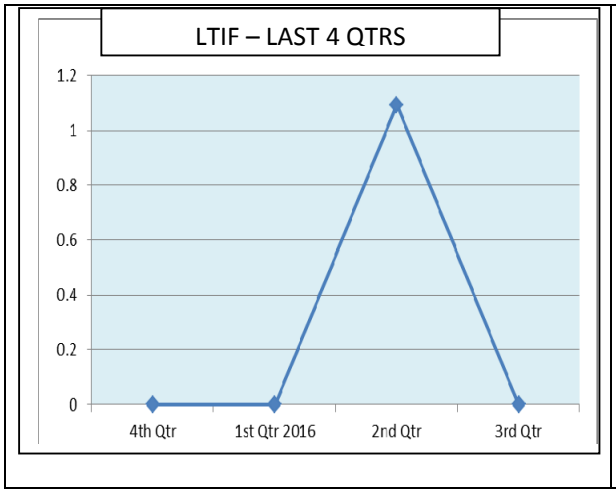
During safety rounds Oiler #1 noted another crew engaged in maintenance work just behind the E/R entrance door. Oiler #1 further noted that there was no safety sign posted to remind or warn other crew that maintenance work is in progress just at the E/R room entrance. Oiler #1 immediately placed a placard at the door entrance and locked the door to avoid other personal opening the door from outside which could cause injury to the crew working behind the door. Oiler #1 further reminded the crew concerned on possible injury when required precautions are not taken whenever a task is undertaken.

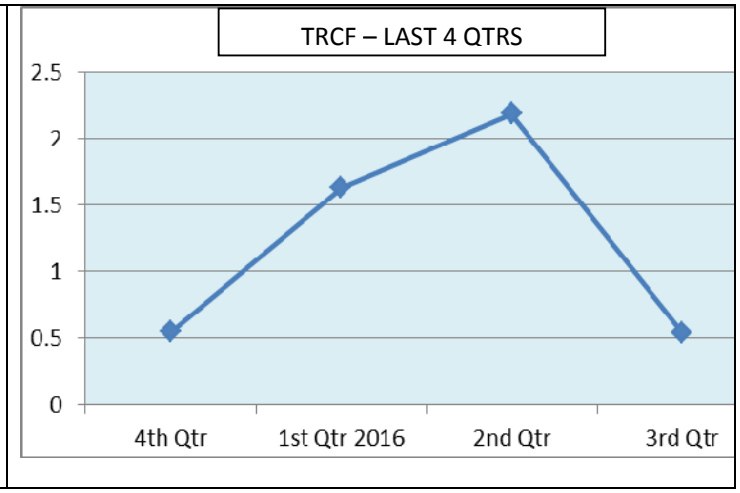
2/0 was supervising the securing of portable ladder at berth. Safety sling was hooked onto the gangway and heaved up using the crane. 2/0 noticed crew were only holding the preventer line to guide the portable ladder from sudden swinging and coming into contact with the vessel hull or side railing. Immediately 2/0 stopped the operation and explained to crew to take a few turns of the preventer line through a strong point in order to have a better control and prevent the ladder from sudden swinging and avert possible injury.

2/0 Joey Pilatan

(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.

Vessel berthed at Lyon terminal, Jiangyin to discharge Phenol from 9C cargo tank. OS was conducting discharge line up at the 9C pump stack area. At that time his right knee area came in contact with the air supply valve which was not capped. Vessel had infact conducted partial discharge from the same cargo tank at the previous Huaxi Terminal. Later OS sensed minor irritation at his knee area and reported to the responsible officer. First aid was rendered onboard as Ch Off suspected that OS could have come into contact with Phenol residual at the air valve. However the next day after sailing, his skin contact area became blackish and formed blisters. OS was sent for doctor consultation upon arrival next port Ningbo for further treatment. Doctor prescribed medication and OS returned to vessel. 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 3rd 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.

1st Eng felt dizzy, after checking the main engine crankcase deflection. He proceeded to the nearest blower for some air however he became weaker and almost collapsed, however fortunately he managed to sit down and avoided any injury. Other crew in the vicinity then assisted him to his feet and brought him to the ECR. 1st Eng blood pressure reported to have gone up however was back to normal after taking a short rest. Likely 1st Eng did not get sufficient rest the previous day. Further it was suspected that oxygen deficiency may have also been the reason as ventilation was reported immediately stopped once deflection was obtained with 1st Eng just exiting the crankcase door. Master reiterated the importance of crew properly rested before coming on duty and as well as ensuring proper ventilation is maintained at work areas as required.

Hissing sound was heard during routine inspection of CO2 room. The matter was reported to bridge and crew entered the CO2 room with BA set donned to investigate. All CO2 bottle valves were found in open position. Fortunately CO2 was not released to the Engine Room as the selector valve was still shut. Upon further checks it was found one starting cylinder was slowly leaking and pressurizing the starting manifold, and the pressure built was sufficient to lift open the rest of the bottles. Shore technician was immediately arranged and attended vessel at Merak to verify the bottles condition and found 02 bottles leaking. These bottles were isolated, and were refilled upon vessel arrival at next Spore.

Duty Oiler reported that M/E LO high temperature alarm had occurred. Upon further checks found LT water temperature was high due to low supply of SW from main cooling SW pump no 2. Pump was changed over to no 1, and cooling SW supply increased which in turn brought down the LT water temperature. No 2 main cooling SW pump strainer was opened for inspection and found chocked with sea weed and plastic. Ch Eng briefed the engineers & crew on the importance cleaning sea suction strainers after departure port. Watch keepers were also instructed to be vigilant and prevent occurrence as this could have resulted in M/E stoppage.

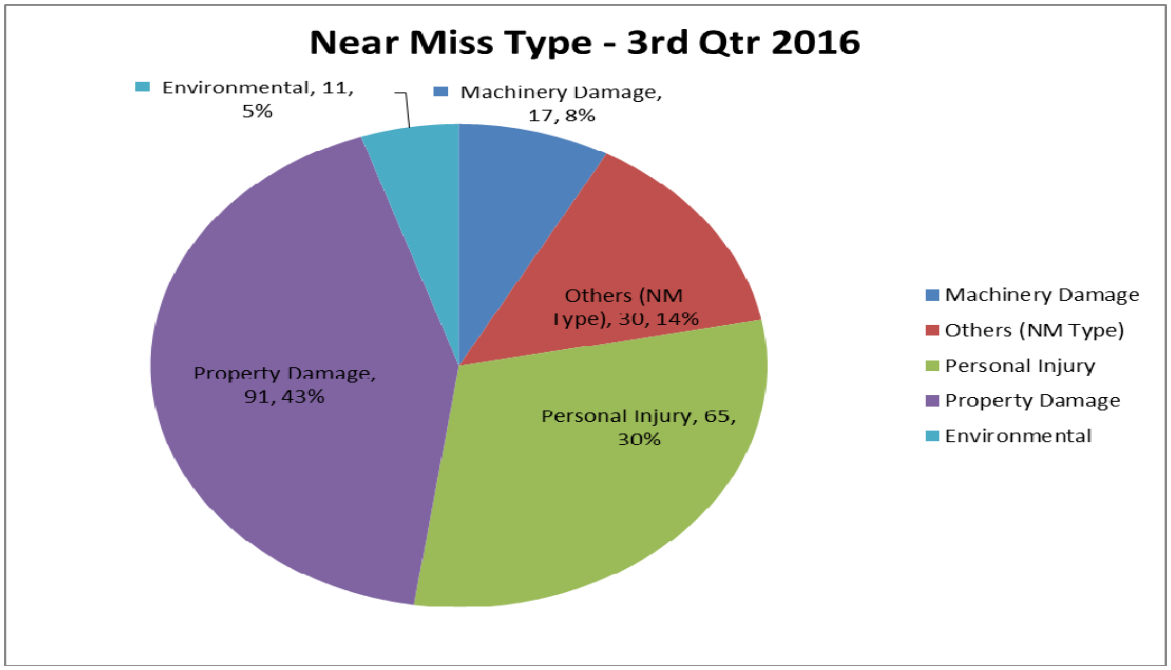
3rd Eng in the midst of conducting maintenance of FO purifier, proceeded to the spare store room momentarily to obtain required spares. At that time Duty Oiler was reported conducting safety round, proceeded to lock the spare room upon noticing it was open as anti piracy measures was being complied with at that time and left the location. Duty Oiler did not confirm if any crew was in the store room before locking. 3rd Eng upon obtaining the required spares tried to proceed out of the spare room but was unable to do so. As no one was in sight 3rd Eng began shouting and hammering the grill door to attract attention however failed to do so as other engine crew were in ECR for tea break. 3rd Eng then activated the fire alarm. The Duty Eng then came to location and opened the spare room upon noticing that the 3rd Eng had been locked inside. Master conducted a safety meeting and stressed that ship spaces and stores must be thoroughly checked to ensure all crew have vacated the space before being locked or secured.

Crew inadvertently attempted to open a loaded tank MMC pipe for cleaning during tank cleaning operations. Fortunately responsible officer noted same and immediately stopped the crew. Ch Off conducted a briefing all crew on exercising due diligence as such error could have easily led to cargo contamination. Ch Off

further reiterated the importance of sealing and taping loaded cargo tanks in order to avoid recurrence.

Vessel was discharging Acrylonitrile at Anping from 2P,2S, 3S & 7C cargo tanks. Duty Off noted 2P ullage alone was decreasing during discharging. Vapour return line was connected for the operation and vent pressure was noted showing 10KPA instead of 3KPA. Master heard communication between Duty Off and deck and rushed to CCR. 2S & 3S pump pressure was noted suddenly fluctuating from 100 to 180. Duty Off immediately proceeded to deck and checked the pump stack and manifold pressure. Master reduced the pump rate for 2S & 3S. However pump pressure was again noted increasing to 180 and manifold pressure was fluctuating. Local control was used to steady the rate at 100-120 thereafter, and pressure was steady. Further investigations revealed that cargo pump spool valve was slightly stuck at the start of discharge which had interrupted the hydraulic oil flow of the remote control to CCR. The spool valves of cargo pumps the cargo pumps were screwed in and out several times as suggested by Frammo Inspector who visited the vessel at next port. No pressure fluctuation was experienced thereafter. Master held a safety briefing & highlighted on proper line up and close monitoring of cargo tanks ullage and avoiding tank over flow, and as well as any such interruptions during operation which may lead to serious repercussions during loading or discharging operations.

The following pie chart 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:
There was no serious incident in this quarter

Amendments to QSMS:
In this quarter, two DTN's was issued.

DTN 02/2016: The changes included M01 Ch 1-App 3 & Ch 2 on designation of new DPA & contact details, Marine SI of respective vessels taking over the role of DPA in case DPA is absent, M07,M09 and SMPEP emergency contact details revised.

DTN 03/2016: The changes included M01 Ch 12-App 1 on revised MOC procedure & amendment to MOC form, M05 App 20 Oil Spill Gear form revised, M09 App 7 included clock synchronization, M09 App 10 Panama contact list amended, M10 CMS E-learning included in Section 8. Additional details on monthly training included

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.

01st Jul: Appointment of new CSO & ACSO
08th Jul: D & V – 1H 2016
03rd Aug: 3rd QTR 2016 Shell LET (Learning Engagement Tool) - Personal Injury
29th Sept: Notice on wrong hose connection to ships manifold

Health Bulletin

Stress in the Workplace

While some workplace stress is normal, excessive stress can interfere with your productivity and performance and impact your physical and emotional health. Often, your ability to deal with stress can mean the difference between success and failure at work. You can't control everything in your work environment, but that doesn't mean you're powerless, even when you're stuck in a difficult situation.

Stress isn't always bad. Stress within your comfort zone can help you stay focused, energetic, and able to meet new challenges in the workplace. When you feel overwhelmed at work, you lose confidence and may become angry, irritable, or withdrawn.

Other signs and symptoms of excessive stress at work include:

- Feeling anxious, irritable, or depressed
- Apathy, loss of interest in work
- Problems sleeping
- Fatigue
- Trouble concentrating
- Muscle tension or headaches
- Stomach problems
- Social withdrawal
- Loss of sex drive
- Using alcohol or drugs to cope

Task management tips for reducing job stress:
- **Prioritize tasks.** Tackle high-priority tasks first. If you have something particularly unpleasant to do, get it over with early. The rest of your day will be more pleasant.

- **Break projects into small steps.** If a large project seems overwhelming, focus on one manageable step at a time, rather than taking on everything at once.
- **Delegate responsibility.** You don't have to do it all yourself. Let go of the desire to control every little step. You'll be letting go of unnecessary stress in the process.
- **Be willing to compromise.** Sometimes, if you can both bend a little at work, you'll be able to find a happy middle ground that reduces the stress levels for everyone.

Additionally, following tips would also help in coping with stress at work place:

1. Beat stress by initiating positive relationships among co-workers.
   Engage in social and spontaneous communication among co-workers. Cultivate and initiate a friendly social climate in the work place.

2. Get Moving
   Exercise and keeping healthy would be another option. This will help keep your body and mind active as well as build up your stamina and endurance.

3. Eat well
   Eating small, frequent and healthy meals, for example, can help your body maintain an even level of blood sugar, keeping your energy and focus up, and avoiding mood swings.
4. Get enough sleep
   Not only can stress and worry cause insomnia, but a lack of sleep can leave you vulnerable to even more stress. When you're well-rested, it's much easier to keep your emotional balance, a key factor in coping with job and workplace stress.

5. Break bad habits
   Many of us make job stress worse with negative thoughts and behaviour. If you can turn around these self-defeating habits, you'll find workplace stress easier to handle.

Managers can act as positive role models. If you can remain calm in stressful situations, it's much easier for your employees to follow suit and managing workplace stress will be much easier and comfortable for all.

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 be 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 18th Jan 2017 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) intrinisically 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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