



3rd Quarter 2017 – 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 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 2017, 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 2017 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.

ABA noted some methanol bottles kept in the midship locker whilst in terminal. Vessel was expecting a Class Auditor to board vessel for a SMC audit. Anticipating that the Class Auditor may spot the bottles and remark same, ABA requested assistance from another crew and brought the bottles to paint store locker and further explained to other crew that methanol is flammable and needs to be kept in the paint store where sprinkler system is fitted.



*ABA Than
Naing Oo*



*ABA Thureain
Maung*

ABA noted both accommodation ladders stainless steel lashing bars onboard longer than usual and further having pointed edges. Considering the pointed edges could injure anyone walking in the vicinity, ABA covered the lashing bar pointed edges with flexible rubber hose to prevent any mishaps

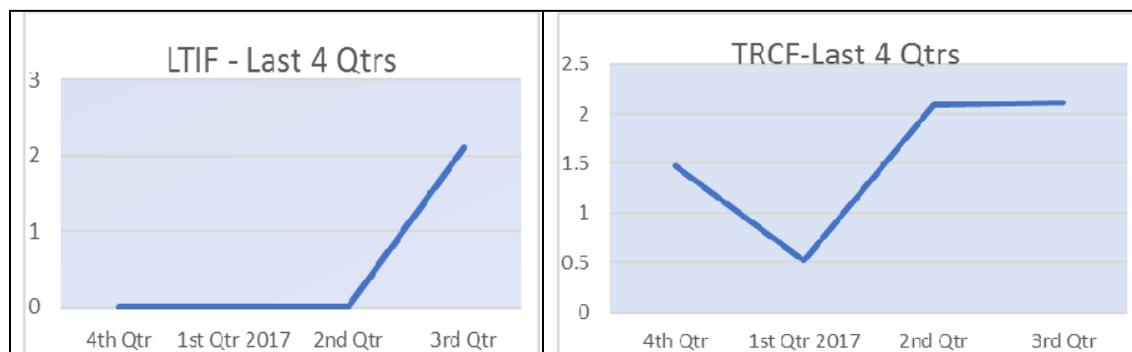
APOF noted bunker barge head line damaged and was about to part whilst being picked up to be made fast at Fujairah anchorage. APOF immediately alerted the bunker barge personnel using the torch light as it was already dark and ceased the operation. APOF also informed the duty officer on the situation. Moments later the bunker barge head line had infact parted due to rough seas and swells however no injury or damage had occurred. Vessel decided to provide own ships line to make fast the barge later on and the operation was completed safely



*APOF Bo Bo
Kywat Shin*

(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 2016, fleet LTIF was 0.268 and TRCF was 1.479. The target for the year 2017 is an average of previous 3 yrs. Hence LTIF of 0.4 & TRCF of 1.48 is targeted.

Two fatalities occurred in the fleet this quarter as a result of one AB & one Cadet succumbing to severe heat stroke whilst standing by on deck at Mesaieed terminal prior commencement of cargo operations. Reportedly the temperature had soared up to 50 deg C on the same day. CPR was administered on both personnel after they were found unconscious on deck. Shore medical assistance was called for however both crews were reported dead by doctor upon arriving at the hospital. Genwar 03-17 was disseminated to the fleet as a reminder for precautions against heat exhaustion / stroke. An additional workshop was conducted across the fleet. The details collated and learning from the incident shall be disseminated to the fleet accordingly.

A/B slipped on deck and dropped T/C machine gear unit he was carrying from 7S to 11S onto his right hand resulting in a deep cut. The deck was wet with water and vessel was also

slightly rolling at that time. First aid was administered onboard with medication after vessel consulting shore doctor. AB was sent to doctor for further consultation upon arrival port and found to have sustained metacarpal bone fracture and required to be hospitalized. Case is treated as LTI.



Deck Cadet right hand little finger was severed when his fingers got caught between the jumper locker door coaming edge when the door had slammed shut during vessel heavy rolling. Reportedly Deck Cadet had placed his fingers at the edge of the locker door to balance himself whilst replacing his boots. First aid was administered onboard however the

bleeding could not be stopped. Vessel was required to divert from her original route to the nearest port in order for Deck Cadet to be disembarked and facilitate shore medical treatment soonest. Deck Cadet was confirmed to have fractured his little finger and was required to further undergo amputation and corrective surgery on his little ringer. Deck Cadet was subsequently discharged and repatriated to his country of domicile for further follow up. Case is treated as LWC

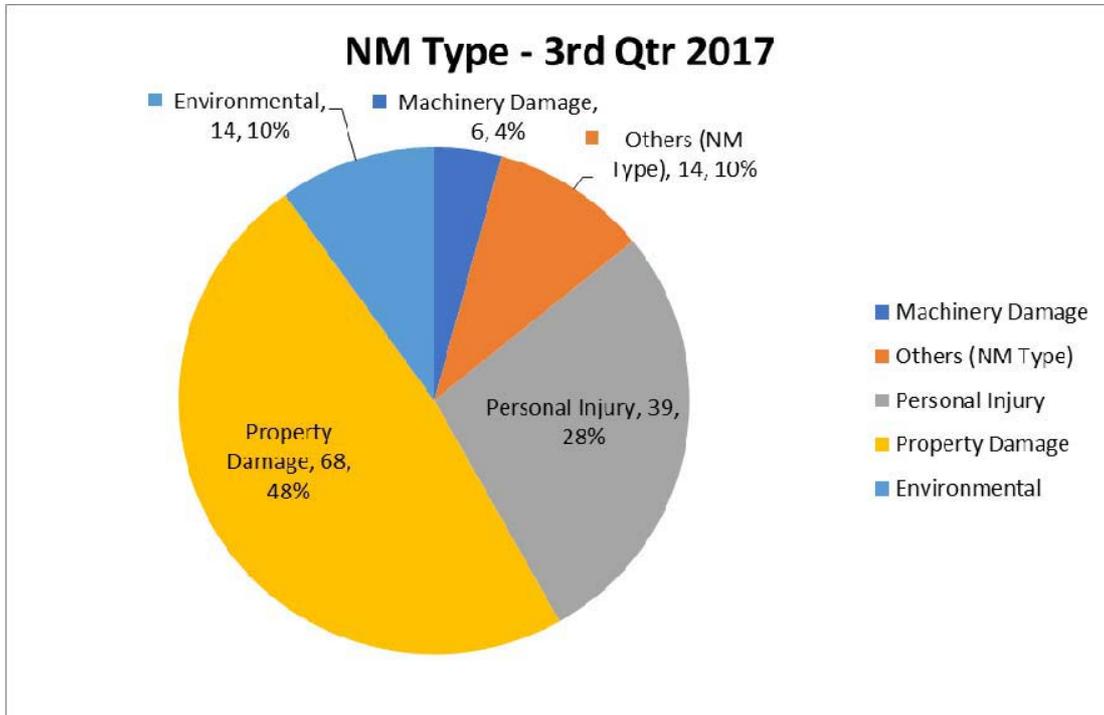


(LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency 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. We are now sharing high potential case near misses to our fleet on a monthly basis instead to further enhance the near miss reporting system and learning process

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:

One of our fleet vessel experienced soft grounding in Columbia River after departing from Clatskanie, USA due to abnormal engine condition. A thorough investigation was carried out and causal factors leading to the incident was identified. An immediate notification was sent to the fleet to remind vessels to be mindful of the incident and take necessary precautions and was further followed up with Circ 08-17 with implemented preventive measures to avoid recurrence. Additionally a reflective learning workshop questionnaire was prepared and disseminated to the fleet for vessels feedback. Company is collating the feedbacks and shall respond further to the fleet 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:

No DTN was issued in this quarter

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 July: Unix SSP 1 – amended appendix 24

07th July: Immediate notification to the fleet on vessel aground in Columbia River

10th July: Reminder on cargo line contamination during shore N2 inerting

30th Aug: Emergency contact list updated

31st Aug: Safety Poster on Working in Hot Weather

Health Bulletin

Eating 10 portions of fruits and veg daily best for health

Eating five portions of fruits and vegetables daily is considered sufficient for good health. Current guidelines recommend that adults should aim to eat around five cups of fruits and vegetables daily - two cups of fruits and three cups of vegetables - to help reduce the risk of heart disease, stroke, cancer, and other chronic diseases.

However, according to a new study, the greatest benefits come from eating 10 portions a day. From an analysis of 95 studies assessing the health benefits of fruit and vegetable consumption, researchers found that eating 800 grams of fruits and vegetables daily - or around 10 portions of 80 grams - was associated with the lowest risk of disease and premature death. Apples, pears, green leafy vegetables, and cruciferous vegetables were found to be among the most beneficial for health.

The study further found that up to 33 percent lower risk of disease and death with 10 portions daily. One portion of fruits or vegetables was defined as 80 grams - the equivalent to a small banana, pear, or apple, or three heaped tablespoons of cooked vegetables, such as peas, broccoli, or cauliflower. Eating 200 grams of fruits and vegetables daily was also associated with a 15 percent lower risk of premature death. A 31 percent reduction in premature death was also associated with a daily fruit and vegetable intake of up to 800 grams.

The study found that apples, pears, citrus fruits, green leafy vegetables (such as chicory and spinach), and cruciferous vegetables (such as cabbage and broccoli) were best for reducing the risk of stroke, CVD, heart disease, and premature death. The greatest reduction in cancer risk was associated with intake of green vegetables (such as green beans), yellow vegetables (such as peppers and carrots), and cruciferous vegetables.

Consumption of raw and cooked vegetables was associated with reduced risk of premature death, but the team did not have enough data to determine which specific fruits and vegetables reduced this risk. Consuming fruits and vegetables have been linked to lower cholesterol and improved blood vessel and immune system function.

Compared with subjects who consumed no fruits and vegetables, those who ate up to 800 grams - or 10 portions - each day were found to have a 33 percent lower risk of stroke, a

28 percent reduced risk of CVD, a 24 percent lower risk of heart disease, and a 13 percent decrease in cancer risk.



Regulatory Information :

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.

*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).Certificate will be renewed annually on 20th Feb

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 enter into force on 8th Sept 2017 for NEW ships. Treatment plant to be installed by 1st IOPP renewal survey after 8th Sept 2017 for EXISTING ships. US have earlier implementation subject to exemptions.

Marpol Annex 1 – Amended Reg 12 requires that there should be no connection between the sludge and bilge system. Exceptions permitted for sludge tanks drain to bilge holding tank and common shore connection with some condition. Class will verify arrangements on all fleet at first renewal survey after 1st Jan 2017

EU MRV Regulations 2015 – Monitoring, Reporting & Verifications (MRV) of CO2 emissions – by 31st Aug 2017 operators will be required to submit a monitoring plan for each ship they operate outlining their chosen method of monitoring emissions, (e.g. BDN, flow meter, direct emission measurements etc.) Extensive data required. Reporting will begin from 01st Jan 2018. This emission data will be made publicly for all ships.

Expansion of China ECA – with ports in Bohai Sea (Tianjin, Qinhuangdao, Tangshan, Huanghua), and other ports in the area Dalian, Jinzhou, Yingkou – implementation may be enforced from 01st Jan 2018. Pearl River – Dongguan implementation may be enforced from 01st Jan 2018 as well

Marpol Annex V – New format of GRB expected from 01st Mar 2018. Possible to be split into two parts, i.e one for cargo residues type of garbage (non-tankers) and second for other types of garbage. New category for E-waste to be included

Revised IBC code expected from Jan 2019 with entry into force from 1st July 2020. Re-classification of cargoes especially a lot more cargoes will shift to TOXIC nature. Possible requirements for pre-wash of high viscosity and solidifying substances (about 160 products) by amendment of definitions

Marpol Annex VI – Reg 13 requires to record changeover of fuel when entering and exiting the ECA with date, time and vessel position, effective from 01st Sept 2017

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