



## 1<sup>st</sup> Quarter 2018 – 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 01st quarter of 2018, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 3<sup>rd</sup> Qtr of 2018 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.*

*Vessel was loading TDI at Al Jubail berth no 31. AB keeping watch at manifold noted a small cargo spill on deck. AB searched for the source and noted the leak was from the manifold arm. Being aware that the cargo is toxic, AB immediately informed CCR and in turn OOW alerted terminal for loading to be stopped. AB then wore required PPE and protective suit and cleared the spill.*



*A/B Jewel  
Talukder*



*A/O Kim You Hwan*

*Vessel was proceeding to Pilot station with Pilot onboard upon departure Spore berth. At that time vessel was passing a shallow contour at that time, however Pilot maintained vessel course and speed. A/O noted that as per passage plan vessel was to maintain 7 knots with the expected UKC of 4m during the transit, however vessel speed was in fact 11.7 knots at that time. Considering the company UKC policy, A/O reminded 3<sup>rd</sup> Off who in turn consulted the Pilot. The speed was reduced and vessel cleared the shallow contour area safely.*

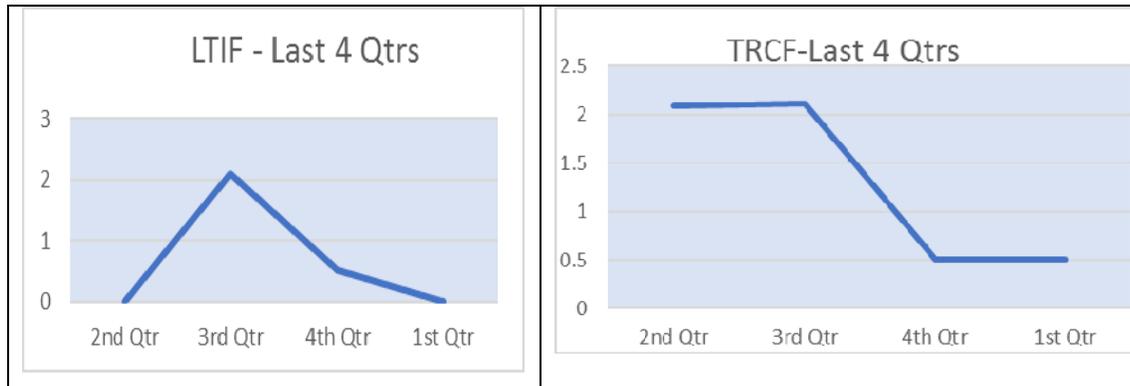
*Vessel was at Al Jubail and N2 purging was to be commenced for different parcels. 3/O decided to conduct a re-check of the connections again and found one N2 hose connected to wrong cargo tank manifold. Ch Off and Loading Master was informed. The N2 hose was correctly connected and the operations was successfully completed*



*3/O Yeo Tae Gi*

*(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 2017, fleet LTIF was 0.65 and TRCF was 1.3. The target for the year 2018 is an average of previous 3 yrs. Hence LTIF of 0.4 & TRCF of 1.34 is targeted.**

*Oiler sustained soft tissue injury and swelling between his right hand thumb and index finger when piston skirt fell on his hand during maintenance. First aid was administered onboard and Oiler was sent to doctor immediately for further consultation as vessel was*

*already in port. The area was bandaged and doctor recommended that Oiler arm to kept on sling for 1 week. He returned to vessel and continued with light duties. Case is treated as MTC.*

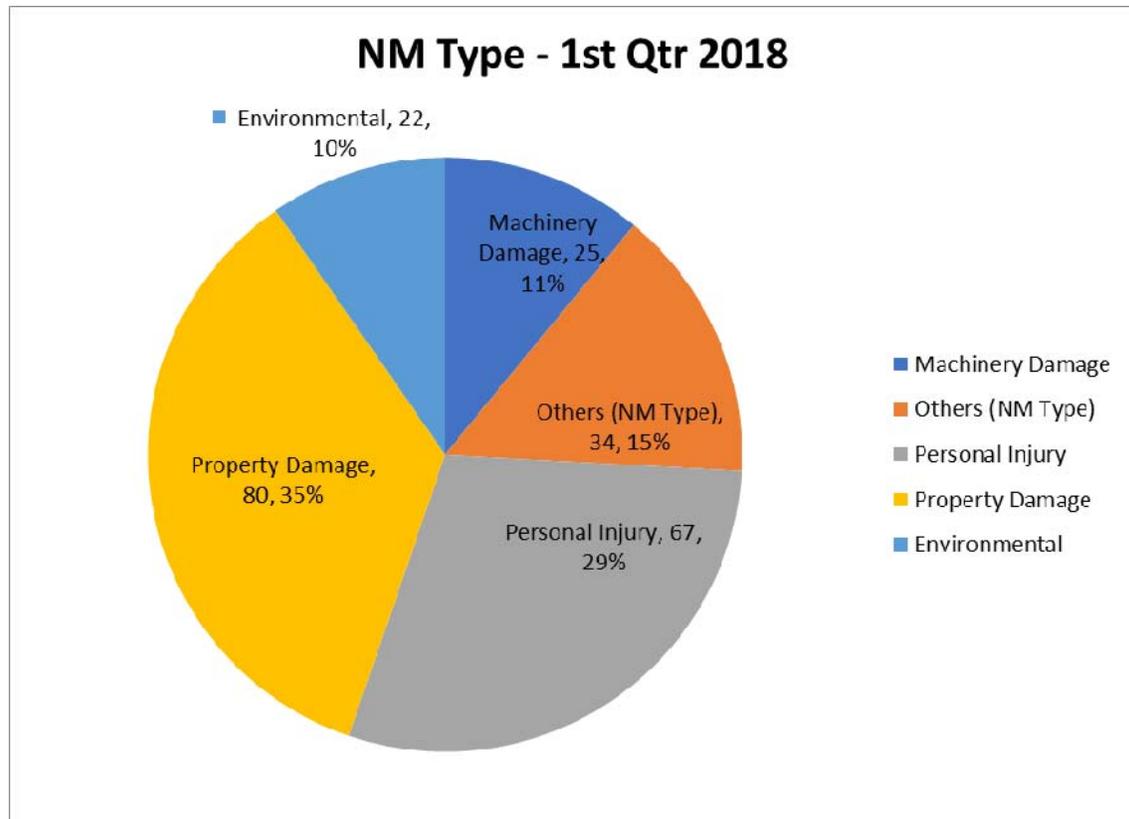


*# (LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency 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. 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:**

**There was no serious incident in this quarter**

**Amendments to QSMS:**

No DTN was issued in this quarter

**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.*

*01<sup>st</sup> Mar: Reminder on ceasing vessel phone calls to Marine SI prior entering enclosed space effective from 01<sup>st</sup> Mar. Scan copies of enclosed space permits to be sent to office upon completion of task for office records. Non essential and non contractual tank squeezing prohibited. Master to inform office In case squeezing still required by surveyors etc, before commencement of operation*

*05<sup>th</sup> Mar: Reminder to the fleet on New Garbage Record Book*

*26<sup>th</sup> Mar: Note to the fleet that ship's name not required to be marked on immersion suits*

**Health Bulletin**

**Six Dangerous Diseases/Disorders Seafarers Should Be Aware Of**

Working on ships has its perks, but it's also a well-known fact that working at sea is one of the most hazardous occupations, regarding personal health and safety concerns of seafarers. Apart from accidents, seafarers are prone to certain serious diseases and health hazards due to the nature of onboard work, change in climatic conditions, type of cargo carried, working hours, materials being handled, epidemic and endemic diseases, personal habits etc.

Although seafarers go through a strict medical test before joining a vessel, it is evident that the life of seafarers is constantly at risk while out at sea and what makes it more worse is the lack of professional medical attendance (doctors) on board.

The following listed diseases/ illnesses can commonly occur working onboard merchant marine vessels at sea.

**1. Hand Arm Vibration Syndrome (HAVS):**

Hand transmitted vibration is one of the major hazards that several seafarers face during their course of work. Operating power tools such as chipping machine, needle guns and hand-held grinders is the main reason for such syndrome. Frequent and prolonged exposure to such power tools results in hand–arm vibration syndrome and it may lead to permanent disability if not treated in time. The common symptoms of this hazard are tingling of fingers, numbness and blanching and even pain in the arm and wrist. Lack of awareness and improper guidelines on safe limits of usage or exposure to such tools and machinery, along with other factors such as smoking,

circulatory problems and improper diet etc. make seafarers more vulnerable to this disease.

## **2. Musculoskeletal Disorder (MSD):**

According to a survey conducted by a European based health research facility on board Norwegian and Danish flag offshore vessels mainly (PSV and AHTS), seafarers were reported to suffer from serious disorders related to muscular and skeleton structure of their body. The reason was that as offshore operations are carried out by modern fleets with high end technology and round the clock schedules in all types of weather conditions, many seafarers work on straight 12 hours shift or 6 on 6 off shifts, which leaves them with very less time to do any major physical activities. MSD is a main cause for many seafarers to take longer breaks from sea life, sometimes even leading to disability. As they say prevention is better than cure, exercise and stretching is recommended to prevent Musculoskeletal Disorder. Modern ships have good gym facilities but lack of time and motivation is a great challenge faced.

## **3. Cancer:**

1 out of 8 deaths globally is because of cancer and the scenario is getting worse. As far as seafarers are concerned there has also been a gradual increase in various cases of cancers. The most common among them being lungs cancer, renal Cancer, leukaemia and lymphoma. Even though occupational hazardous such as asbestos, benzene, benzidines are being removed or substituted on ships, new potential carcinogens such as beryllium (used on Product tankers), cadmium, lead etc. have been introduced in to the work place. Officers and crew working on both deck and engine fall prey to this deadly disease due to continuous exposure to such toxic substances. Personnel working on oil, chemical and product tankers are majorly exposed to chemicals and the risk of developing several types of cancer, including brain cancer and leukaemia, is extremely high. Other factors such as smoking, exposure to UV radiation, lack of sleep etc. also aggravate conditions leading to cancer.

## **4. Sexually Transmitted Disease (STD):**

Just like food and water, sex is a basic need of all human beings and seafarers are no different. Traveling to different countries make seafarers vulnerable to sexually transmitted diseases such as HIV/ AIDS and venereal diseases like gonorrhoea and syphilis. AIDS is a major concern because it results into dire consequences on both professional and personal life. In recent days, seafarers do not fit the stereo type of having a woman in every port, but owing to long term isolation, lack of leisure and recreation facility and availability of strong sex industry in almost every port of call, seafarers are easily susceptible to unsafe sexual activities and make them a victim of fatal diseases. Creating awareness among seafarers about sexually transmitted disease can minimize and prevent the risk of transmission; however only self-discipline and control can completely eradicate the disease.

## **5. Pandemic and Epidemic Diseases:**

Because of their nature of work, seafarers are bound to visit many ports in various parts of the world and are thus exposed to various pandemic and epidemic diseases such as malaria, cholera, yellow fever, tuberculosis etc. Seafarers are vaccinated

and medically checked thoroughly; however, they are in major danger of being exposed to sudden outburst of new diseases in areas they visit. An example can be the recent outburst of EBOLA in West African countries.

The best practice for such situations is to use all preventive measures to contain the spread of contagious diseases on board. The master and the crew should be informed about the diseases before docking and restriction of people embarking the vessel and shore leaves can be effectively controlled to prevent such illness from spreading.

## **6. Hypertension:**

Hypertension is mentioned as one of the major occupation hazards onboard merchant and offshore fleets. Excessive stress, fatigue, loneliness, smoking, consumption of alcohol, lack of physical activity etc. are the main causes for the same. Hypertension can also lead to other illnesses like stroke, renal failure etc. Change in lifestyle and food habits, quitting smoking and alcohol, engaging in physical activities such as exercises, swimming, yoga etc. can reduce hypertension.

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### **Regulatory Information :**

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

*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 1<sup>st</sup> Jul 2014.Existing ships prior 1<sup>st</sup> 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 1<sup>st</sup> Jul 2014. EXISTING vessels prior 1<sup>st</sup> Jul 2019.No implications as our vessels have the alarms.*

*Marpol Annex V – New format of GRB from 01<sup>st</sup> Mar 2018. New category for E-waste included. New GRB supplied and placard amended*

*Ballast Water Management Convention, Reg B-3, expected entry into force on 01<sup>st</sup> November 2019. Deadline for fitting BWTS for existing ships either not later than first IAPP renewal on or after 08<sup>th</sup> Sept 2017, ( provided this survey takes place on or after 01<sup>st</sup> Sept 2019 ), or not later than 2<sup>nd</sup> renewal IAPP survey on or after 08<sup>th</sup> Sept 2017 however takes place before 08<sup>th</sup> Sept 2019. For new ships ( keel laid on or after 08<sup>th</sup> Sept 2017 ) installation of BWTS required during delivery. US have earlier implemented 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 1<sup>st</sup> Jan 2017*

*EU MRV Regulations 2015 – Monitoring, Reporting & Verifications (MRV) of CO2 emissions – by 31<sup>st</sup> 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 01<sup>st</sup> 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 01<sup>st</sup> Jan 2018. Pearl River – Dongguan implementation may be enforced from 01<sup>st</sup> Jan 2018 as well*

*Revised IBC code expected from Jan 2019 with entry into force from 1<sup>st</sup> 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*

*Amendment to Marpol Annex 1 - Revision to IOPP Supplement form effective from 01<sup>st</sup> Mar 2018. Applicable to all vessels above 150GT. Certificate to be replaced at the first opportunity or after date of entry into force*

*SOLAS Chap 11-1 on damage stability -amendments will be applicable for ships where contract or construction is signed on or after 1<sup>st</sup> Jan 2020, or keel laid on or after 01<sup>st</sup> Jan 2022 or delivered on or after 01<sup>st</sup> Jan 2024*

*Marpol Annex VI – Energy Efficiency Design Index ( EEDI ) – phase 2 of EEDI will apply from 01<sup>st</sup> Jan 2020 to 31<sup>st</sup> Dec 2024*

*Marpol Annex I,II,V & VI – use of electronic record books as an alternative has been agreed from 01<sup>st</sup> Mar 2020. Amendments to the relevant Annexes addressing the issue of using electronic record keeping in progress. Further documentation and revisions will be made in the future.*

*Amendments to MLC 2006, effective from 08 Jan 2019 – ILO has prepared amendments to “Reg 4.3 Health & Safety Protection & Accident Prevention, including procedures for eliminating harassment and bullying onboard ships*

*New resolution on escape route signs and equipment location markings. Applicable to all ships constructed on or after 01<sup>st</sup> Jan 2018. Existing ships to undergo modifications or alterations as applicable, on or after 01<sup>st</sup> Jan 2018.*

*Amendments to Marpol Annex VI, App V, Bunker Delivery Note – Effective 01<sup>st</sup> Jan 2019, Revised bunker delivery note to include new entry or selection box for the “purchasers specified limit value of the Sulphur content.*

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