



## 1st Quarter 2019 – 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 2019, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 4<sup>th</sup> Qtr of 2019 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each.*

*Vessel was under pilotage and approaching Hai Long anchorage near Vung Tau pilot station. 2<sup>nd</sup> Off noted ECDIS depth was showing 9.2m whilst approaching Bouy No 37. 2<sup>nd</sup> Off recalculated squat and found that proceeding with current vessel speed of more than 6 knots will be unsafe as there will only be a 1m UKC. 2<sup>nd</sup> Off informed Pilot however Pilot did not heed 2<sup>nd</sup> Off advice and speed was not reduced. 2<sup>nd</sup> Off explained the situation to Master and in turn Master approached Pilot and requested speed to be reduced. Pilot finally reduced speed to 6 knots and later vessel cleared the area with a UKC of 1.2m*



*2/O Asik Iqbal*



*AB Maung Maung*

*AB keeping watch during cargo operations at Pelintung berth noted shore workers conducting maintenance of shore pipe line. A while later the shore workers commenced hot work close to ships gangway. AB immediately reported the situation to Ch Off and prepared fire extinguisher and fire hose, and continued monitoring until the work was completed*

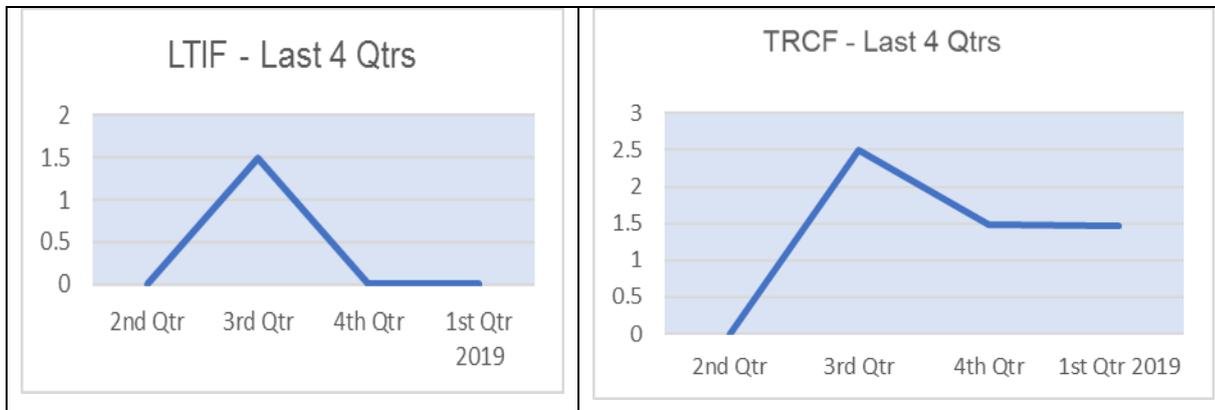
*AB was about to enter 5C for mopping operation and smelt some odour coming from the tank and reported to Ch Off. Gas reading checks was conducted and found in order however Ch Off did not allow AB to enter the tank for mopping and proceeded to continue with fanning operations instead. Mopping operations was commenced and completed satisfactorily later on once the odour had dissipated*



*AB Hein Zaw Lin*

(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 2018, fleet LTIF was 0.38 and TRCF was 1.01. The target for the year 2019 is an average of previous 3 yrs. Hence LTIF of 0.4 & TRCF of 1.2 is targeted.**

*3<sup>rd</sup> Off sustained left hand middle finger nail injury when the hose guard rail being lowered on the manifold grating had momentarily slipped from his grasp causing his fingers to brush in between the hose guard rail and manifold drip tray grating. The vessel was experiencing snow and slight rain at the time. First aid was administered onboard and 3<sup>rd</sup> Off was sent ashore for doctor consultation at the same port, VCR BC and reminded to restrict the use of his left fingers for 02 days. Case is treated as MTC*



*3/E had strained his back and sustained pain on his waist and leg whilst handling provision at Spore anchorage. 3/E complained having difficulty walking thereafter. First aid was administered onboard and 3/E was sent to doctor the*

*next day. Doctor prescribed some pain killers and 3/E was placed on light duties for 03 days. Case is treated as MTC*

*Oiler 1 sustained a cut on his right hand palm when it got caught in between the No 1 Central Cooling Pump motor and associated piping. The motor was being lifted with a chain block and wire sling arrangement for re-fitting after maintenance however got twisted due to improper securing resulting in sudden hard swing of the pump motor which in turn caught the Oiler 1 palm in between. First aid was rendered onboard and Oiler 1 was sent ashore for doctor treatment once vessel was alongside Shuiaba terminal. Oiler 1 was declared unfit for 03 days. Oiler was placed on light duties and recovered soon thereafter. Case treated as RWC.*

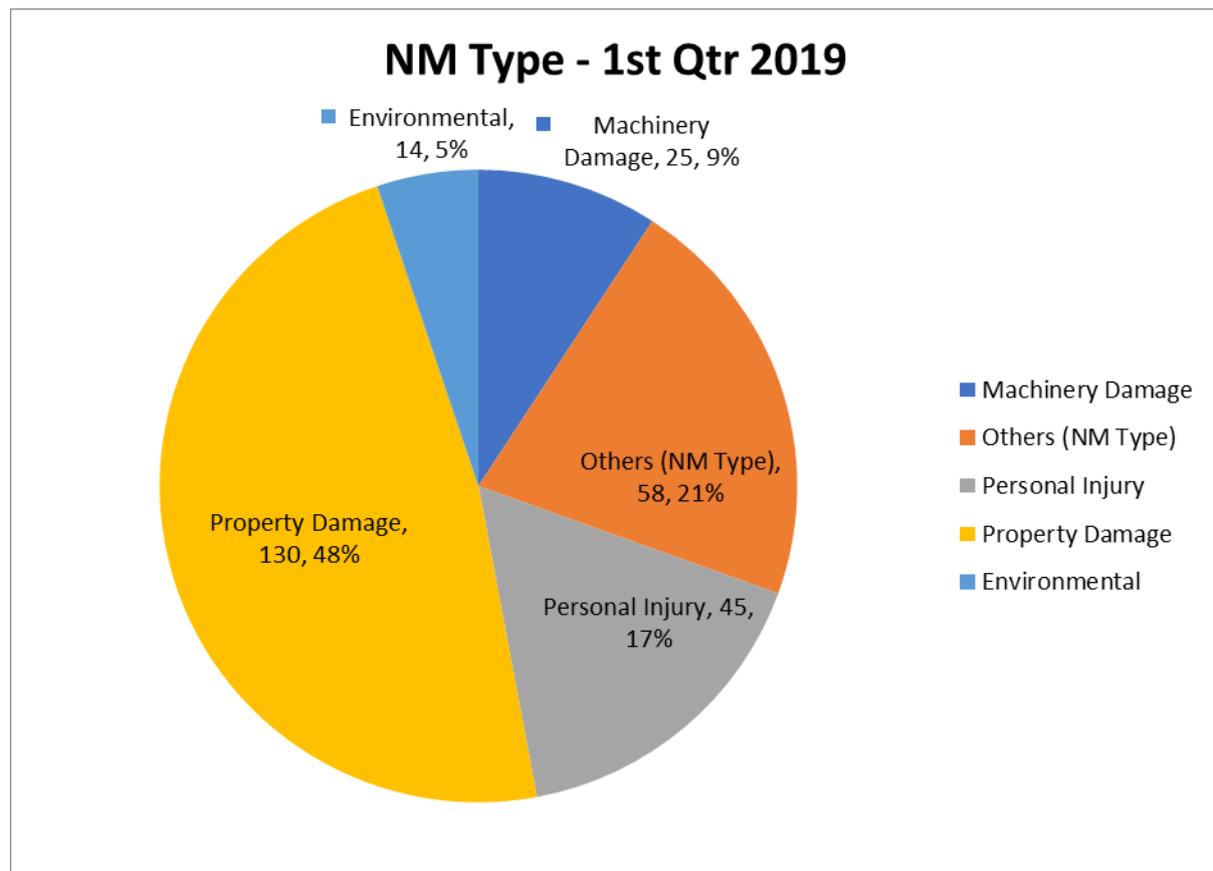


# (LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency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

*Although no serious incidents in the quarter, one of our fleet vessel was detained by USCG after an expanded COC inspection at San Francisco due to alleged OWS malfunction during testing, lack of crew familiarity, and irregularity in the Oil Record Book entry. The case is still under investigation and Company is closely following up on the matter. A number of interim measures have been taken and actioned after the detention to alert the fleet and in particular vessels calling US port. Company will further review the causal factors once the external investigation is completed and place additional mitigating and preventive measures to avoid recurrence in the fleet*

**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.*

*29<sup>th</sup> Mar: Panama Flag Requirements for SSAS test*

*22<sup>nd</sup> Mar: QSMS 02 & 03 Manual review requirement by fleet vessels*

*10<sup>th</sup> Mar: Piracy warnings for vessels transiting in and off Eastern Sabah / Sulu Sea*

*22<sup>nd</sup> Jan: ReCAAP ISC Annual Report 2018" summary of 'Piracy and Armed Robbery Against Ships in Asia 2018".*

*04<sup>th</sup> Jan: OCIMF guidelines for ship specific hardening plan*

**Health Bulletin**

## **Recommended food on the ship which will be healthy for the heart**

Heart disease is one of the number one killer in the world. Observing what we eat and observing a careful diet can have a positive effect on heart health. One of the simplest lifestyle changes that will benefit your heart is watching what you eat. Eating foods high in fat, cholesterol, or sodium can be very bad for the heart. So, when taking steps to minimize the risk of heart disease, diet is a good place to start.

Listed below are some of the best foods which are commonly available on the vessel for ensuring that you keep a robust and healthy heart.

<b>Asparagus</b>	Asparagus is a natural source of folate, which helps to prevent an amino acid called homocysteine from building up in the body. High homocysteine levels have been linked with an increased risk of heart-related conditions, such as coronary artery disease and stroke.
<b>Beans, peas, chickpeas, and lentils</b>	Beans, peas, chickpeas, and lentils — otherwise known as pulses or legumes — can all <a href="#">significantly</a> reduce levels of low-density lipoprotein (LDL) or "bad cholesterol." They are also packed with fiber, protein, and <a href="#">antioxidant</a> polyphenols, all of which have beneficial effects on the heart and general health.
<b>Broccoli</b>	Some studies suggest that regularly eating steamed broccoli can <a href="#">lower cholesterol levels</a> and <a href="#">prevent</a> heart disease.
<b>Coffee</b>	<p>Also in the "almost too good to be true" camp is <a href="#">coffee</a>. One recent study found that regularly drinking coffee was linked with a <a href="#">decreased risk</a> of developing heart failure and stroke.</p> <p>However, it is important to bear in mind that this study — which used machine learning to assess data from the Framingham Heart Study — can only observe an association between factors, and cannot conclusively identify cause and effect.</p>
<b>Fish high in omega-3s</b>	<p>Fish is a strong source of heart-helping omega-3 fatty acids and protein but it is low in saturated fat. People who have heart disease, or are at risk of developing it, are often recommended to increase their intake of omega-3s by eating fish; this is because they lower the risk of abnormal heartbeats and slow the growth of plaque in the arteries.</p> <p>According to the American Heart Association(AHA), <a href="#">we should eat</a> a 3.5-ounce serving of fatty fish — such as salmon, mackerel, herring, lake trout, sardines, or albacore tuna — at least twice per week.</p>
<b>Green tea</b>	<p>A 2011 <a href="#">systematic review</a> found that drinking <a href="#">green tea</a> is associated with a small reduction in cholesterol, which, as we know, is a main contributor to heart disease and stroke. But the review could not pinpoint how much green tea someone would have to drink to receive any health benefits.</p> <p>In 2014, <a href="#">another review</a> studied the effects of drinking green</p>

	tea on people with <a href="#">high blood pressure</a> . The report concluded that green tea was associated with a reduction in blood pressure. But, the authors were unable to determine if this modest reduction could help to prevent heart disease.
<b>Spinach</b>	You can help to maintain a healthy heart rhythm by regularly consuming good sources of <a href="#">magnesium</a> . Spinach is one of the <a href="#">best sources</a> of dietary magnesium, and consumption of Popeye's favorite food is associated with a raft of health benefits.
<b>Tomatoes</b>	The little red fruits are chock-full of fiber, <a href="#">potassium</a> , vitamin C, folate, and choline, which are all good for the heart.  As well as helping to keep heart disease at bay, potassium benefits muscles and bones, and helps prevent <a href="#">kidney stones</a> from forming.
<b>Vegetables</b>	Vegetables are low in fat and <a href="#">calories</a> but rich in fiber, minerals, and vitamins. A healthful amount of veggies in the diet can help to moderate weight and blood pressure.

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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.

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

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

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.

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.

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.

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.

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.*

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