



FMSL SAFETY ALERT

JULY/AUGUST 2009



Inside this issue:

What's New	1
DP Journal	1
In the News	1
SMS Highlights	2
Deficiency Reporting	2
Safety Meeting Topics	2
USCG H1N1 Bulletin	3

What's New



FMSL ship safety awards. Congratulations to *Sunbelt Spirit*, *Harbel Cutlass* and *Harbel Tapper* for successfully working without a lost time injury from 1 January 2009 to 30 June 2009. This is an award that each crewmember should be very proud to accept as it is your dedication that achieves this result! FMSL is very proud of the safe working practices of our crew in combination with the high quality of operational success and onboard maintenance achieved.

In the News...

LISCR Extends Management Agreement with Liberia

The Liberian Registry has awarded a 10 year extension of their agreement with LISCR to manage the registry. This is important to both the *Harbel Tapper* and *Harbel Cutlass* as the handling of both seafarer certificates and vessels certificates will remain consistent.

SOx Scrubbing System

Det Norske Veritas (DnV) has certified the first SOx scrubber onboard a commercial ship. The test auxiliary engine had results of over 90% reduction of the sulphur in the exhaust gas. This engine was converted to burn HFO with a sulphur content up to 3.5%. Use of a scrubber is an acceptable alternative to burning low sulphur fuel as long as the net emission



Computer Based Anti-Piracy Training from Liberia

The Liberian Registry has produced at Best Management Practices interactive CD-ROM to be used as computer based training to prevent piracy attacks. Liberia believes that this will prove an effective tool to improve the competence, confidence and preparedness of Security Officers and crews. FMSL is looking into placing this training program onboard its ships.

Harbel Cutlass recently completed a first ever voyage to Lome, Togo with a partial cargo of bagged rice from Lake Charles, LA. The entire crew is to be commended for their advance planning to minimize any operational or security issues from occurring. A special thanks to Captain Wroblewski for sharing experiences gained from recent voyages onboard the *Sunbelt Dixie* to Lome.

A very prominent lady. Bill Tomalonis, while on a recent ship visit to Lake Charles, took the picture of the *Harbel Cutlass* (above right) which has been hung over the main exit from the brand new Lake Charles Airport. A hurricane had demolished the former airport. Congratulations *Harbel Cutlass* for being an integral part of the city of Lake Charles, LA!

ISM Code. On 1 July 2010 several amendments to the ISM Code will come into force. Most of the revisions are minor in nature, however, your SMS manuals will require updating due to these amendments. A **DRAFT** amendment to the ISM Code has been proposed requiring a *Seafarer Safety Representative who is a member of the ship's crew, either officer or rating, who has been appointed to represent the ship's crew in relation to the continuous improvement in occupational safety and health protection.* FMSL will provide updates on the status of this draft amendment and what the responsibilities (and required training) for the seafarer safety representative include.

Pollution. Over the past two months a minimum of six ships officers and companies have been convicted of maintaining false oil record books and/or making illegal discharges into the sea. Fines and penalties range from \$250,000 to \$10 million and 10 months in prison to many years of probation. FMSL wants to remind all seagoing and shore staff that the company expects full compliance with ALL international, flag state and port state regulations whether they be environmental, safety or operational in nature. Should any Officer or Rating be unsure about the status of a task they should immediately contact their supervisor and/or the Designated Person Ashore. Instructions on how to contact Mr. Tomalonis are posted in each crew dining area.

DP/CSO Journal

This *Safety Alert* I would like to discuss the **Safety Meeting** and its importance both the ship's crew and FMSL office staff.

Safety Meeting Minutes are e-mailed to the DPa each month by the Master. Please know that I (as well as all ship management personnel) read each document closely. These minutes provide us with an in depth understanding of the safety and pollution prevention efforts being employed by each ship.

I encourage ALL crew to take full advantage of their opportunity during the Safety Meeting to report any unsafe condition they have observed or suggest opportunities for improvement. The Safety Meeting is for the benefit of the ships Officers and Crew to make your ship a better place to live and work!

We, in the FMSL office, are here to help the ships and the onboard Safety Meetings and resulting minutes allow us to pro-

vide this help and assistance. FMSL has been so impressed with the information provided by the Safety Meeting that several years ago we added the requirement to hold Safety Meetings in the office to the Shore Based Manual!

THINK SAFE/ACT SAFE/BE SAFE

Safe Voyages!

William Tomalonis

Designated Person Ashore and
Company Security Officer

SMS Highlights & News

Liberian Flag Ships should have the following notices and advisories onboard in addition to the latest version of RLM-300:

- * Marine Operations Notes to 07-2009.
- * Marine Security Advisories to 06-2009.
- * Marine Notice Index to 5/2009 and verify all listed notices are onboard.

Marshall Island Flag Ships should have the following in addition to MI-300 Series 2009 CD onboard:

- * Marine Notice Index Rev 8/31/09 and all related notices.
- * Marine Guidelines up to 8/09.
- * Marine Safety Advisories to 40-09.

IMO Proposals that will come into force in the future will require changes to the SMS and onboard operations. Examples from the most recent Maritime Safety Committee's Session are as follows:

- * Additional Bridge Equipment. This refers to a Bridge Watch Alarm

System and ECDIS. (Existing ships by 2017 or 2018.)

- * MARPOL Annex IV (Sewage). PSC officers may detain the ship if crew is not familiar with procedures for treatment, retention and discharge of treated sewage.
- * STCW—ISPS/Ship Security Officers. New section A-VI/5 addressing required knowledge and competencies to serve as SSO.

Seafarers' Identification & Record Book (SIRB). The SIRB is a seafarers' identity document issued for the purpose of providing identity papers for travel to or from an assigned vessel. It also provides the holder with a continuous record of sea service and contains Special Qualifications Certificates. Each issue of your SIRB is valid for 5 years. When the SIRB expires the sea service pages remain valid. Retain possession of all expired books!



ISM Code - 6: Resources & Personnel (Parts 6.1, 6.2 and 6.3)

6.1: FMSL must ensure the Master is properly qualified for command, fully understands the FMSL safety management system, and given support to safely perform their duties.

See *DOM02 and SBM04~6*.

6.2: FMSL must ensure each ship is manned with qualified, certificated and medically fit seafarers in accordance with national and flag requirements.

This is verified at internal audit, at sign on and by each Manning Agency.

6.3: FMSL is required to establish procedures so that new personnel are given proper familiarization with their duties, especially as duties pertain to safety and protection of the environment. Items that are essential to be provided prior to sailing need to be identified, documented and given.

See *SPM06~3 and form FMSL11*.



Health Corner

H1N1 (SWINE) FLU FACTS

H1N1 is contagious and does spread from human to human.

H1N1 **symptoms** include: Fever/Cough/Sore Throat/Runny Nose/Body Aches/Headache/Chills/Fatigue.

Diarrhea and vomiting may also be symptoms.

H1N1 virus **spreads** by: Coughing or sneezing by infected people. In addition infection may occur by touching something (door handle) with the flu virus present and then touching their own mouth or nose. Prevention ideas for H1N1:

- ✓ Cover nose and mouth when cough or sneeze. *Throw tissue out after!*
- ✓ Wash hands often. Wash for 15 to 20 seconds!
- ✓ Avoid touching eyes, nose or mouth.
- ✓ If sick stay away from people.

FMSL will put fever reducing medicines onboard and provide H1N1 updates. See attached page 3 and 4.

SMS Deficiency Reports

▶ **Procedure.** SPM06~8 requires sufficient drug testing kits be onboard in the event a Serious Marine incident occurs. Onboard one ship drug testing / collection kits had expired. *Root cause: Inventory and/or reorder process failed..*

- ✓ **Corrective Action:** Sufficient number of drug testing kits ordered and sent to ship.

▶ **Near Miss.** Magnetic compass deviation card over one year old. *Root cause: Information for renewing deviation card is not part of FMSL SMS documents.*



- ✓ **Corrective Action:** DOM to be revised to include guidance on renewing deviation card.

Note: Marshall Islands provide the following guidance in MN-2-011-32: (FMSL will supply completed MN upon request).

- Adjust magnetic compass:
 - ! When first installed
 - ! If becomes unreliable
 - ! If error is greater than 5°

! After drydocking, major repairs or significant structural alterations.

! After electrical or magnetic equipment is installed, altered or removed in area.

! After 1 year from when the compass was last adjusted IF the required record of deviations has not been properly maintained or the record of deviations are excessive.

Safety Meeting Topics

The **Chairman** of the Safety Meeting should consider the following items for inclusion in upcoming Safety Meetings.



- ✓ Securing the ship for sea including heavy weather precautions. Bosun to explain proper method to close a watertight door. Chief

Officer to instruct crew in which doors **MUST** be closed at all times at sea to maintain watertight integrity of ship. See *DOM05~5, DOM05~6, Bridge Checklist 05 and Bridge Checklist 06.*



- ✓ **Pilot** boarding arrangements. Review proper rigging of pilot ladder and procedure to safely transfer the Pilot. See *DOM06~5, SOLAS Chapter V, regulation 23 and Bridge Procedures Guide.*

- ✓ **Emergency Procedures.** Discuss procedure to follow in the unlikely event that there is a fire in the accommodation and/or engineering spaces. Also discuss procedures if in port and ship has decided to lock exterior doors to these spaces. (See *SPM02~3.3 and SPM02~3.4*)



- ✓ **Ship Security.** Review proper method to control gangway and sign in visitors. Discuss duty of ALL crew in maintaining ship security and challenging unknown persons seen onboard your ship.



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MARITIME SAFETY & SECURITY BULLETIN 21-09

Swine influenza virus

Dear Port Partners:

No doubt you have all seen the news regarding Swine influenza being detected in the United States. This is a very fluid situation that may change several times over a few days, if not in one day. Resources for updated information on swine flu, pandemic flu, and prevention methods can be found at www.cdc.gov, www.hhs.gov, www.dhs.gov, www.usda.gov, www.who.org and www.pandemicflu.gov, a site run by the U.S. Department of Health and Human Services. The human swine flu outbreak continues to grow in the United States and internationally. Today, the Centers for Disease Control CDC reports additional cases of confirmed swine influenza and a number of hospitalizations of swine flu patients. Internationally, the situation is more serious too, with additional countries reporting confirmed cases of swine flu. In response to the intensifying outbreak, the World Health Organization raised the worldwide pandemic alert level to Phase 4. A Phase 4 alert is characterized by confirmed person-to-person spread of a new influenza virus able to cause "community-level" outbreaks." The increase in the pandemic alert phase indicates that the likelihood of a pandemic has increased. Agents are asked to voluntarily query vessels bound for the U.S. regarding the health of crew members and passengers.

MANAGEMENT OF PASSENGERS OR CREW MEMBERS WITH SYMPTOMS OF INFLUENZA

- Be aware of the possible symptoms of swine influenza including fever, cough, sore throat, body aches, headache, chills, fatigue, and in some cases, diarrhea and vomiting. Visit CDC's website about swine flu (http://www.cdc.gov/swineflu/key_facts.htm).
- Minimize the number of personnel directly exposed to the ill person.
- Separate the ill person (6 feet) from others as much as possible without compromising safety.
- Have the ill person wear a facemask, if it can be tolerated, to reduce the number of droplets coughed or sneezed into the air.
- If a facemask can not be tolerated, provide tissues and ask the ill person to cover his or her mouth and nose when coughing or sneezing along with a plastic bag for proper disposal of contaminated tissues.
- Gloves are not intended to replace proper hand hygiene. Gloves should be carefully removed and discarded and hands should be cleaned immediately following activities involving contact with body fluids. Gloves should not be washed or reused.
- Personnel having close contact with an ill person should wear a facemask at a minimum or, ideally, a NIOSH-certified particulate respirator rated N-95 or better.
- Dispose of soiled material, gloves, items contaminated with body fluids, and disposable respirators in a sturdy plastic bag that is tied shut and not reopened, and disposed of according to state solid waste regulations.
- Personnel should wash hands for 20 seconds with soap and warm water before tending to the ill

person, and after removing gloves and mask, touching commonly touched surfaces, contacting respiratory secretions or tending to the sick person. Use waterless, alcohol-based hand gels when soap is not available and hands are not visibly soiled.

- If a person shows observable signs of swine flu illness while on vessel bound for the US, the captain should report the illness to the nearest U. S. Quarantine Station via their agent prior to arrival or as soon as illness is noted (see http://www.cdc.gov/ncidod/dq/quarantine_stations.htm). Quarantine officials will arrange for appropriate medical assistance to be available and will notify state and local health departments and the appropriate CDC officials.
- Quarantine officials will work with local and state health departments to assist with medical transportation of the patient upon arrival, disease control and containment measures, passenger and crew notification and surveillance activities, and disinfection procedures.

For the Baltimore area, the two closest Quarantine stations are Washington, DC and Philadelphia, PA.

- CDC Washington D.C. Quarantine Station (703) 661-1320 (24-hour access) Hours of Operation: Monday–Friday: 8:00 a.m.–4:30 p.m. ET Dulles International Airport POB 17087 Washington, DC 20041 Fax: (703) 661-5095
- CDC Philadelphia Quarantine Station (215) 365-6401 (24-hour access) Office Hours of Operation: Monday–Friday: 8:30 a.m.–5:00 p.m. ET On call: 24 hours a day, 365 days a year

Brian K. Penoyer

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