



# FMSL SAFETY ALERT

## MAY/JUNE 2009

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## What's New



US organizations have proposed a North American Emissions Control Area (ECA) extending 200nm off the US and Canadian East/West Coasts plus the US Gulf Coasts. The US recently ratified MARPOL Annex VI in regards to air pollution from sulphur oxides, nitrous oxides and particulate matter. When this proposed ECA becomes law it will form the largest such zone in the world where things such as operating on ultra low sulphur fuels are required. *See map above.*



### In the News...

#### Recognized Organization (RO)

##### Performance: 2006-2008

The Paris MOU on Port State Control rated RO performance based on number of PSC inspections and resulting detentions. FMSL is pleased to note that ABS was rated 4th best and ClassNK number 8.

For the record DnV was ranked 1st, GL 2nd with Register of Shipping (Albania) worst and Korea Classification Society (N. Korea) next to last.

#### PSC and Lifeboats

Starting 1 Sept 09 both the Paris MOU and Tokyo MOU will begin a joint concentrated inspection campaign of lifeboat launching arrangements that will run until 30 Nov 09.

During each Port State Control inspection the lifeboat launching arrangements, maintenance records and other documentation will be reviewed for compliance with SOLAS Chapter III. *Note: USCG and other regions will normally also verify items in conjunction with Paris and Tokyo MOU's.*

#### USA 100% Container Scanning

Reports are emerging indicating that the USA may be backing away from the requirement that all imported containers be x-ray scanned in overseas ports by 2012.

This container scanning program is being considered as not practical and very expensive with only limited anticipated gains in reducing the smuggling of weapons of mass destruction.



*Sunbelt Spirit* recently completed a first ever voyage from New Zealand to Belgium with a full load of Kiwi fruit. With the vehicle transport market slowing due to international economic pressures this trip showed the ability of this ship, and her crew, to perform exceptionally well with new market opportunities. Both FMSL and her owners Great American Lines salute the *Sunbelt Spirit* and crew for a job well done. *See picture in header above.*



FMSL welcomes the OSV *Whisky Star VI* to our fleet of managed vessels. This offshore support vessel is owned by DeWayles International and will be initially employed towing a barge with offshore oil platform supplies on behalf of her owners. Her first voyage will be from Galveston, TX to Nigeria. **Welcome aboard to Captain Castro and all hands!**



**Piracy update.** The waters around Somalia including the Red Sea and Gulf of Aden continue to be the "hot" spots for piracy world wide. There is still a need to maintain a high alert level while trading in West Africa and transiting either Singapore Straits or Straits of Malacca. When FMSL representatives visit ships over the coming months anti-piracy plans will be reviewed including pre-planning actions, establishment of safe areas, and communications planning. Please contact the CSO or your Technical Manager with any questions.

**California** Air Resources Board (CARB) has a new regulation effective 1 July 2009 that requires an ocean going ship to use MGO at or below 1.5% sulphur or MDO at or below 0.5% sulphur in main (propulsion) diesel engines, auxiliary diesel engines, and auxiliary boilers when operating within a 24 nautical mile zone off the California coast. If your ship will be in these waters contact your Technical Manager for all the requirements.



## DP/CSO Journal

Welcome to Summer; I would like to remind everyone to be careful of the heat and take care to ensure you drink plenty of fluids! Please review the signs of over-heating in the Health Corner of this *Safety Alert*.

Please remember the official language onboard FMSL ships is English. It is a requirement of our Safety Management System procedures that all orders and

instructions relating to the navigation of the ship are given, and repeated, in English. This is very important in the unlikely situation FMSL must review the S-VDR. When reviewing Bridge Team Management (see Safety Meeting Topics) please include this requirement in the discussion.

In closing I would like to thank Captains Shi, Chern and Wroblewski for their excellent Master's Reviews. These twice

yearly reviews are essential for myself, Mr. Hansen and Captain Johansen to understand how the Safety Management System is functioning onboard each ship. We are then able to see if there are any common trends and work with each ship to ensure a proper resolution to any identified problems.

**Safe Voyages!**

*William Tomalonis*

Designated Person Ashore and  
Company Security Officer

## SMS Highlights & News



**NPDES Workbook.** All ships should now have the final version of their NPDES workbook onboard. Remember to follow the operational requirements, including inspections and related documentation when within 3 nm of the USA coast. FMSL will be filing a Notice of Intent to obtain your Vessel General Discharge Permit in early July and will place this permit onboard when issued. The Chief Engineer is responsible for NPDES compliance. Should anyone onboard have questions regarding this program ask the C/E or your Technical Manager.

**Congratulations** to *Sunbelt Spirit* for her excellent results from the following audits and inspections this year:

- ✓ Marshall Island annual flag state inspection in February.
- ✓ FMSL ISM/ISPS internal audit in February.
- ✓ Japan PSC in March.
- ✓ New Zealand PSC in April.

**Harbel Tapper** reports that it is very difficult for her crew to gain shore leave when in the United States due to port rules in Norfolk and Lake Charles that make shore access very restrictive and expensive. (\$140.00 per round trip in Norfolk for example) FMSL has learned that the USCG Sector NY has published a paper highlighting these restrictive practices and is starting work to correct these rules that run counter to resolution 11 of the ISPS Code titled *Human-element related aspects and shore leave for seafarers*.



**IMO Maritime Safety Committee** has adopted a revised recommendation for Material Safety Data Sheets for MARPOL Annex I type oil carried as marine fuel. Masters should require that the revised MSDS be provided when such bunkers are received because, effective 1 July 2009, PSC officers may require the MSDS be provided.



### ISM Code - 5: Master's Responsibility

FMSL must define and document the master's responsibility with regard to:

- ✓ Implementing the SEP Policy
- ✓ Motivating the crew in the observance of SEP Policy (Safety Meetings, posting and review with crew.)
- ✓ Issuing orders and instructions in a clear and simple manner
- ✓ Verifying specified requirements (procedures) are followed
- ✓ Reviewing the SMS and reporting any deficiencies to FMSL (Master's Review and Deficiency Reporting)

FMSL has granted the Master overriding authority and responsibility to make final decisions with respect to safety and pollution prevention. This overriding authority allows the Master to make deviations from the SMS as may be required by individual circumstances and situations. FMSL supports the Master in all matters relating to the safe navigation and operations of the ship.

## Health Corner

### HEAT STROKE/EXHAUSTION

Heat stroke is caused by elevated body temperature. Symptoms include: **nausea, vomiting, fatigue, weakness, headache, muscle cramps and dizziness.**

Preventing heat related illness is not difficult if these precautions are taken:

- ! Avoid dehydration. Drink plenty of fluids (water and sports drinks). **NO** alcohol, caffeine, or tea.
- ! Replenish electrolytes (such as sodium) as well as fluids.
- ! Take frequent breaks to hydrate. Wear hats and light colored, lightweight, loose clothes.

Treatment of heat stroke must be immediate to avoid permanent organ damage.

### ! COOL THE VICTIM!

- ! Move person to a shady area, remove clothing, apply cool water, fan person to promote sweating and evaporation and place ice packs under armpits and groin.
- ! Monitor body temperature and continue cooling until temperature drops to 38.3 to 38.8° C.

## SMS Deficiency Reports

▶ **Procedure.** Confined Space Entry Permit was completed improperly as no testing for the presence of toxic chemicals was conducted.  
 Root cause: No extension tubing for Draeger meter onboard, insufficient training in procedure, expired test tubes in circulation.



✓ **Corrective Action:** Draeger extension tubing provided by emergency requisition by FMSL, Testing was verified by Master and any needed training provided, expired tubes properly disposed of and additional spares ordered..

▶ **Hardware.** Battery room ventilator flame arrestor broken.  
 Root cause: not part of maintenance schedule

✓ **Corrective Action:** Wasted steel mesh was replaced with new stainless steel mesh. GMDSS Log revised in Equipment Tests and Reserve Energy Checks to include: Condition of ventilation duct, including steel mesh shall also be checked. Note: All ships to check this item and add statement to GMDSS log.

▶ **Records.** Port Contact Sheet was available for all ports, how-

ever, information for several ports was over 1 year old. Root Cause: not all contact sheets had dates when information obtained, PFSO does not always visit ship when at Security Level 1

✓ **Corrective Action:** SSO sent Port Contact Information Sheets to each port where information was greater than one year old for updating and verification.

## Safety Meeting Topics

- \* **Bridge Team Management.** Review DOM05~1 to DOM05~7:
  - ✓ Standing Orders
  - ✓ Watch Schedules
  - ✓ Bridge Watchstanding
  - ✓ Changing the Watch
  - ✓ Special Watch Conditions
  - ✓ Navigation with Pilot Onboard
  - ✓ Preparations for Departure
  - ✓ Preparations for Arrival
 Responsibilities of each bridge team member to be discussed. Ensure review of keeping a proper lookout is included.

*Reminder: English is the official navigational language onboard FMSL managed vessels. All discussions and/or orders relating to the safe navigation of each vessel MUST be in English.*

- \* **Confined Space Entry.** Review procedures SPM04~2 and 2.1 (for Harbel latex tanks). At Safety Meeting consider walking about the ship and indicate which spaces are confined—Ballast tanks, voids, double bottoms, cofferdams, boilers, fuel tanks and the like. Chief Officer to show all hands the

proper method to test a confined space and the resulting permit. (FMSL05 & FMSL05.1)

- \* **Bunkering.** Review SPM05~4 and pre bunkering checklist FMSL15. Bunkering is the most significant pollution hazard undertaken by FMSL vessels. It is critical that all personnel understand their duties for bunkering. The Chief Engineer should lead this discussion and include spill prevention equipment and applicable sections of the SOPEP and NT-VRP.



- \* **USCG Marine Safety Alert.** USCG Alert is issued as guidance on avoiding propulsion loss due to changing over of fuel and is based on API technical considerations. First Engineer to review USCG document at Safety Meeting. Note: full API document is available upon request to your Technical Manager if required onboard.



**UNITED STATES COAST GUARD**  
U.S. Department of Homeland Security

## **MARINE SAFETY ALERT**

**Assistant Commandant for Marine Safety, Security and Stewardship**

June 16, 2009  
Washington, DC

Alert 03-09

### **Avoiding propulsion loss from fuel switching: American Petroleum Institute Technical Considerations**

Ships switch fuel oil from residual fuels to distillate fuels in order to reduce emissions. The Coast Guard expects ships will switch fuel more frequently to comply with new emission reduction regulations. When switching fuel oil, some ships have experienced propulsion losses linked to procedural errors or fuel oil incompatibility.

API developed a paper titled "Technical Considerations of Fuel Switching Practices" that discusses problems that lead to propulsion loss while switching fuel. It is available at <http://marineinvestigations.us> >Safety Reports. This document may be useful to vessel owners, operators, and engineers interested in preventing fuel system failures and propulsion casualties while meeting current and future exhaust emission control requirements.

In order to prevent casualties associated with fuel oil switching, the Coast Guard **strongly recommends** that owner and operators:

- Consult engine and boiler manufacturers for fuel switching guidance;
- Consult fuel suppliers for proper fuel selection;
- Exercise tight control when possible over the quality of the fuel oils received;
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels;
- Develop detailed fuel switching procedures;
- Establish a fuel system inspection and maintenance schedule;
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational;
- Ensure system purifiers, filters and strainers are maintained;
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained;
- Ensure a detailed system diagram is available;
- Conduct initial and periodic crew training;
- Complete fuel switching well offshore prior to entering restricted waters or traffic lanes.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Office of Design and Engineering Standards and Office of Investigations and Analysis, United States Coast Guard Headquarters, Washington, DC.

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