

FMSL SAFETY ALERT

SEPT/OCTOBER 2009

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What's New



Harbel Tapper diverted by USCG RCC. On 14 September 2009 the *Harbel Tapper* participated, at the request of the USCG, in a search for a mariner believed to have fallen overboard. Captain Shi immediately posted additional lookouts to attempt to locate the missing person. Unfortunately the missing person was not located after over 12 hours of searching. FMSL staff and the crews of *Harbel Cutlass* and *Sunbelt*

Spirit extend their sincere gratitude to the professionalism of the *Harbel Tapper* crew in responding to the call to aid a ship/person in distress.

In the News...

ICS Launches CO₂ Site

www.shippingandco2.org is the new ICS web location to explain what shipping and the IMO are doing to make a significant reduction in carbon dioxide emissions. The site indicates it may be possible for ships to reduce CO₂ emitted per ton mile by 15% to 20% by 2020. This is an excellent goal as ICS believes shipping currently emits less Greenhouse Gas per ton mile than competing forms of transport.

Environmental Fine for Ballast

A ship owner has been banned for 3 years from the USA and fined USD \$100,000 for several charges including violation of invasive species law. Ballast water was leaking from a crack at the rudder stem, which was reported to the company but not to USCG. USCG found the leak during a PSC exam in New Orleans. *Note: The Chief Officer was the first person ever convicted for a violation of the US invasive species legislation!*

USCG PSC Targeting Matrix

The USCG targets ships for PSC Safety and Environmental Protection Boarding based on 5 areas:

1. Ship Management (FMSL = 0)
2. Flag State (Liberia & MI = 0)
3. Recognized Organization (ClassNK = 0 / ABS = 0)
4. Vessel History, points added for detentions, more than 12 months since last exam, other documented violations.
5. Ship Particulars (General Cargo = 4, Vehicle Carrier = 4 / age 5-9 = -2, 25+ years +7).

P1=+17 points, P2=7 to 16 pts, Non-Priority Vessel = less than 7 points.

IMO. A requirement that each company develop an emergency towing procedure has been passed. These procedures must be developed and implemented by 1 January 2012. FMSL, in an effort to fully understand how this will impact each ship, has asked each ship to comment by 31 October 2009 on equipment and arrangements currently available onboard. FMSL Technical Managers will be working closely with each ship through the development process.



Seafarer Shore Leave in USA. The USCG issued a communication reminding each Captain of the Port to review facility security plans to ensure that crews are able to disembark for shore leave. The FMSL CSO, Bill



Tomalonis, has been working with each FMSL managed ship to help seamen have better options for shore leave. FMSL considers this USCG communication to be a step in the right direction but not a solution to the problem. In addition, the **International Shipping Federation (ISF)** is collecting information of specific examples of where shore leave is a problem. Please e-mail the CSO if any crewmember has difficulty going ashore and Mr. Tomalonis will provide the information to the ISF.

Marine Environment. IMO issued interim guidelines for 3 environmental schemes. First, the determination of a ship's Energy Efficiency Design Index (EEDI), which will be used to help determine Greenhouse Gas (GHG) Emissions for new designs. Second, an Energy Efficiency Operational Index (EEOI), which is hoped to provide ship operators with the evaluation of the performance of their fleet with regard to CO₂ emissions. Third, the development of a Ship Energy Efficiency Management Plan (SEEMP). The SEEMP should be a ship-specific plan, which seeks to improve energy efficiency through four steps—planning, implementation, monitoring and self-evaluation/improvement. FMSL shore staff is currently reviewing these interim guidelines.



DP/CSO Journal

Managing Change

"The only thing that is constant is change." Change is everywhere. The marine industry is no exception. It may seem that change is constantly being "pushed" out to the ships. This push comes from many sources including new regulations and technologies, increased safety awareness and new requirements from our customers. Change is hard, especially if *the way we have always done it*

seems to be working just fine. BUT, just as you no longer function at home as you did 10 or 20 years ago you cannot continue to function the same at sea. New regulations are routinely coming into force that have to be met or a penalty will result. New technologies develop that must be mastered in order to stay competitive. Improvements in safety must be embraced for your own well-being. Our customers develop new products

for us to transport efficiently. Each ship in the FMSL fleet must be provided with sufficient resources to meet these new challenges. Please let FMSL know if additional, or different, resources are required. We all must work together to ensure we maintain safe, compliant and competitive ships.

Safe Voyages!

William Tomalonis

Designated Person Ashore and Company Security Officer

SMS Highlights & News



Health Corner

RECOGNIZING A STROKE

Strokes, or brain attacks, are a major cause of death and permanent disability. They occur when blood flow to a region of the brain is obstructed and may result in death of brain tissue.

How to recognize a stroke? Remember the first three letters: **S.T.R.**

S: Ask the person to smile.

T: Ask the person to talk and speak a simple statement.

R: Ask person to raise both arms.

If the person has trouble with any of these three tasks, ask for medical assistance immediately!

Another "new" sign of a stroke is to ask the person to show you their tongue. If the tongue is crooked, that is an indication of a stroke.

Stroke prevention can be done by quitting smoking, exercise regularly, and have your cholesterol checked.

Ballast Water Exchange is not required when transiting from one USA port to another USA port under certain criteria. Criteria includes not enough time, ship is less than 200nm offshore or not in deep water. USCG was kind enough to confirm these practices are acceptable at this time. This practice affects both *Harbel Cutlass* and *Harbel Tapper*.

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

- * Marine Ops Notes to 07/2009.
- * Security Advisories to 07/2009.
- * Marine Notice Index to 09/2009.

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

- * Marine Notice Index Rev 09/09 and all related notices.
- * Marine Guidelines up to 09/09.
- * Marine Safety Advisories to 45/09.

Alcohol Testing. FMSL has issued new alcohol testing devices to each ship to ensure each ship is able to comply with applicable company, flag, and port state requirements. These devices do not require annual shoreside calibration and provide the accuracy required. *Please contact David Duncan if you have any questions regarding these units.*



Internal Audits. *Sunbelt Spirit* had a spot Navigational Audit conducted during her recent port stay in Newark. ISM, ISPS, and Navigational audits were carried out onboard *Harbel Tapper* in Lake Charles on 29/30 September. FMSL appreciates the participation of the crew in these very important events as each audit helps us ensure that our management systems are improving, and that any needed revisions are made.

ISM Code - 7: Plans for Shipboard Operations

FMSL is required to establish procedures for the preparation of plans and instructions' including checklists for key shipboard operations concerning the safety of the ship and prevention of pollution. The various tasks should be defined and assigned to qualified personnel. *Note: ISM 7 is the shortest section, but includes most activities that pertain to routine shipboard operations.*

Examples of Plans for Shipboard Operations within the FMSL SMS include: SPM Chapters 4/5/6 Safe Working Practices, Pollution Prevention and Safety Awareness. All of DOM and EOM with exception of maintenance sections and the entire COM.



SMS Deficiency Reports

▶ **Deficiency** SPM06~6 Drug Testing and DOM02~4 Sign-on requires pre-employment drug testing for marijuana, cocaine, opium, PCP and amphetamines. No objective evidence that all joining crew have been screened for these 5 substances prior to being shipped by Manning Agent. *Root cause: Manning Agents not aware, physical records not reviewed at sign on*

or by shoreside management.

√ **Corrective Action:** FMSL to instruct all Manning agents to ensure drug screening for all 5 substances occurs within 30 days of sign-on.



▶ **Deficiency.** SMPEP/SOPEP and NTVRP required onboard spill response equipment inventories are not consistent. *Root cause:*

Regulations came about at different times and requirements of both were not analyzed to ensure consistency.

√ **Corrective Action:** Response manuals and regulations to be reviewed and appropriate revisions made for standardized spill response inventories.

▶ **Deficiency.** Hydraulic high pressure hose burst causing less than a liter of hydraulic fluid to

enter the water. *Root cause: Ship planned maintenance system did not account for the periodic replacement of hydraulic hoses based on time, only replaced based on visual inspection.*

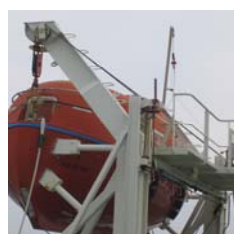
√ **Corrective Action:** Planned Maintenance Program modified. All other similar hydraulic hoses replaced. **Note:** USCG notified, vessel attended by USCG no deficiencies noted.

Safety Meeting Topics

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

√ **Emergency Steering.** A ship sailing from Australia lost steering. Investigation revealed the steering failed due to a leaking actuator relief valve which limited hydraulic pressure. In addition, the crew was not aware of proper emergency steering system change over procedure. See SPM02~4, Bridge Checklist 06 and Bridge Checklist 07.

√ **Abandon Ship Drills.** Discuss lifeboat safety when conducting abandon ship drills. In particular the precautions to be followed when lowering the boat to the water for use every 3 months as required by SOLAS.



√ **Ship Security CD** Each ship now has the Liberian Register Computer Based Training CD-ROM onboard for Anti-Piracy Best Management Practices. Please review this program with all hands explaining the best practices and how they are applicable to each ship. *Note: All Officers (Deck & Engine) must complete this training. Records are to be available onboard.*



√ **Confined Space Entry.** With attached Maritime New Zealand

Safety Bulletin *Enclosed and Confined Spaces Can Kill* review hazards of confined spaces. Please ensure a full review of the examples of enclosed spaces is carried out. Have deck and engine personnel provide specific examples of confined spaces onboard your ship. Compare precautions and procedures listed on page 2 of bulletin to SPM04~2 Confined Space Entry and SPM04~2.1 Entry into Chemical Tanker Cargo Spaces along with forms FMSL05 and FMSL05.1.

Maritime New Zealand Guidelines

SAFETY BULLETIN ISSUE 21 – SEPTEMBER 2009

ENCLOSED AND CONFINED SPACES CAN KILL

This safety bulletin is for:

- New Zealand ship owners, masters and crew
- any contractors, ship builders or repairers working on board ships
- safe ship management companies and surveyors
- classification societies in New Zealand and class surveyors
- MNZ maritime safety inspectors.

Purpose

This bulletin is issued to highlight dangerous confined spaces onboard ships, some of the lethal hazards present, how best to reduce the risks involved and to alert people to the hazards of poorly planned rescue attempts.

Warning – risk of death

Life is risked every time someone enters an enclosed or confined space without following the correct procedures.

The space may be deficient in oxygen. Oxygen deficiency can be caused by:

- rusting steel or chain
- rotting organic matter
- drying paint or coatings
- motors/petrol pumps
- refrigerants and other gases
- hot work (torching or welding).

The space may also contain flammable or toxic fumes, gases or vapours. Carbon monoxide damages your ability to absorb oxygen and this effect can also accumulate for days after exposure. Hydrogen sulphide is highly poisonous, often lethal and can evolve from fuel tanks, pipes, sewage and organic decomposition.

Enclosed or confined spaces

A dangerous enclosed or confined space is a space with the following characteristics:

- severely limited natural ventilation
- capacity to accumulate or contain hazardous atmosphere
- exits that are not readily available
- designs that are not meant for continuous occupancy.

Examples of enclosed spaces are:

- cargo holds
- pump rooms
- fuel/bunker tanks
- chain lockers
- paint/chemical lockers
- sanitary/waste tanks
- pipe tunnels
- peak tanks
- any other poorly ventilated confined space
- battery lockers
- boiler furnaces
- ballast tanks
- void spaces
- fresh water tanks
- double bottom tanks
- engine crankcases
- cofferdams

Precautions and procedures

Familiarise yourself with the health and safety advice provided in the Maritime New Zealand *Code of Safe Working Practices for Merchant Seafarers*, the Department of Labour information sheets - *Safe Working in a Confined Space*, and IMO Resolution A.864(20). These documents describe how to establish procedures for entry into enclosed spaces and should be considered in addition to identifying all of the confined spaces on board that may pose a hazard. Procedures include examples of permit to work systems and the rationale on how to apply them on board for both the ship's crew, and importantly, all contractors working on board.

Before entry

The space should be assessed by a person with sufficient knowledge and experience to ensure that:

- the potential hazards of the space are identified
- the space is prepared for entry
- the space is secured for entry
- the atmosphere of the space is safe for entry, involving a test of the atmosphere whenever necessary.

On entry

On entering a dangerous space ensure that:

- you never carry out entry work alone
- you have a person assigned on safety standby for each entry
- the person on standby is equipped with the right equipment to be able to raise an emergency alarm, adequate protective clothing and sufficient equipment to initiate a rescue
- the space is well ventilated.

If things go wrong

If you see someone lying motionless, even if at the bottom of a ladder in an enclosed space, **DO NOT rush in to carry out a rescue by yourself**. Typically, personnel react by rushing into lethal atmospheres under the misconception that they will be able to save colleagues. But unplanned rescues are likely to end in tragedy.

When an emergency occurs the alarm should be sounded so that back-up is immediately available to the rescue team. Under no circumstances should the attendant enter the space before help has arrived and the situation has been evaluated. The safety of rescuers entering the space must be ensured.

Rescue procedures

Full consideration should be given to rescue procedures and specifically that:

- rescue procedures should be planned before entry and taken into account in any risk assessment.
- the rescue procedure should be specific for each type of dangerous enclosed or confined space.
- rescue equipment should be immediately available.
- breathing apparatus should be **self contained breathing apparatus (SCBA)** and **NOT** emergency escape breathing devices (EEBDs).
- any rescue procedure should be practised frequently enough to provide a level of proficiency that eliminates life-threatening rescue attempts and ensures an efficient and calm response to any emergency.

Further reading

Maritime New Zealand *Code of Safe Working Practices for Merchant Seafarers 2007*, Chapters 16 and 17.
<http://www.maritimenz.govt.nz/Commercial/Shipping-safety>

Department of Labour *Safe Working in a Confined Space*
<http://www.osh.govt.nz/order/catalogue/pdf/confined.pdf>

IMO recommendations for entering enclosed spaces aboard ships, annex to Resolution A.864(20) adopted 27.11.97 [http://www.imo.org/includes/blastData.asp/doc_id=10569/864\(20\).pdf](http://www.imo.org/includes/blastData.asp/doc_id=10569/864(20).pdf)

Further Information

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