



GOLD BRIDGE SHIPPING Ltd

Health & Safety

Quarterly Bulletin

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Dear Captains and my beloved crews,

We thank you and very much welcome your feedback on annual crew seminar and family gathering at Puncak on 5th – 6th October 2019 and for taking positive action on our theme “Deepen Your Leadership”.

There is an indicative upward trend of crew injury cases regardless of minor or major ones. We are very concern about this trend and realise that many mincor cases can build up to a major case if proper precaution and special attention are not taken.

We thank your feedback and appropriate action on our lessons shared. Please enhance safety culture, cultivate reflective discussion and tool-box talks.

Please show your “Leadership” on “Safety culture and our HSSE policy”.

We appreciate that “Crest Angelica”, a Singapore flag Offshore Supply vessel has entered in our fleet and we have received Singapore DOC for that. We acknowledge all supports for our TMSA MR by an esteemed oil majors, and we are expecting positive results. Thank for your feedback on SMS and TMSA matters.

Let all of us continue to serve the industry with our commitment on HSSE policy, implement it in practice on ship & shore with our theme “Deepen Your Leadership”.

Best regards,
Capt. M. J. Uddin

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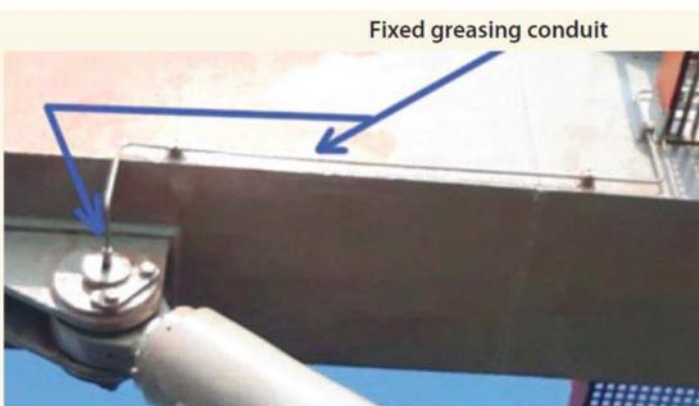
Deck crane failure sheds light on lack of maintenance

A tanker had loaded cargo and the crew were preparing to depart. The pilot was on board and the gangway (8 metres long and weighing 250kg) was to be secured for sea. It was hooked on to the deck crane, which had a safe working load (SWL) of 5,000kg, and lifted away from the ship's side, then brought slowly down to the stowed position. Just before the gangway was in the stowed position the topping cylinder broke away from the crane jib and the crane arm gave way. The gangway fell on to the deck, but as all crew had been standing clear there were no injuries and the gangway was only slightly damaged.



The company investigation found that the hydraulic cylinder eye attachment fitting had not been properly maintained. The **fitting was situated in a relatively inaccessible part** of the crane and **greasing of this part had been neglected**.

In response to this accident the greasing point of the cylinder eye attachment has been fitted with a fixed conduit so the operator can perform greasing directly from the safety of a nearby platform, as seen below.



Additionally, the job card was updated. Instead of a generic maintenance description, the new card indicates specific greasing points to help crew to identify all maintenance areas. Finally, the manufacturer reviewed the design of cylinder eye bushings. Subsequent cranes will have bushings made of synthetic material instead of metal to reduce the risk of the steel pin seizing.

Lessons learned

- If lifting equipment is not well maintained even a relatively small weight in relation to the crane's SWL can cause a failure. In this case the lift was only 5% of the crane's capacity.
- Equipment maintenance job cards should be as specific as possible to help crew identify all areas of work that need to be covered.

References:

- Operation Manual for shipboard crane
- Planned Maintenance System (PMS)

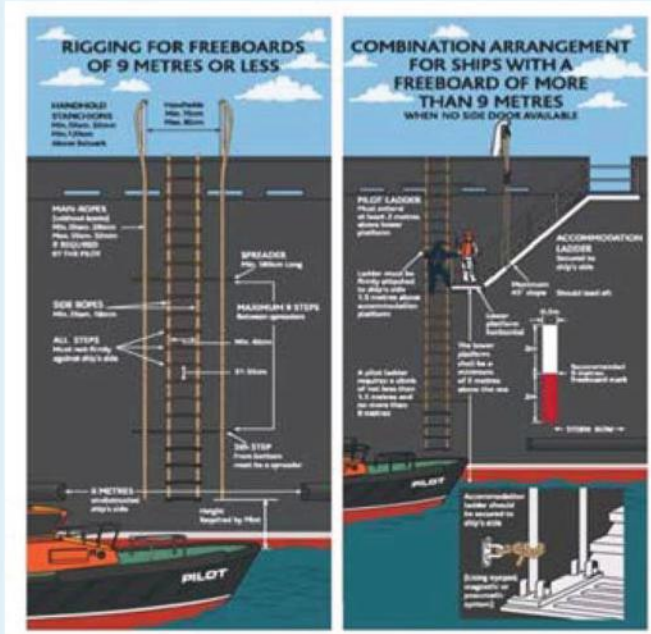
Safety on pilot ladder

SOLAS CH V/R.23 requires each ship shall provide pilot transfer arrangements which includes pilot ladder, bulwark ladder, manropes etc. The ladder shall be kept clean, properly maintained and stowed and regularly inspected to ensure it is safe to use.

Many incidents happened where life is lost due to poor maintenance of pilot arrangements. A photo below shows the two side ropes were broken off and the person about to fall in the water.



Though embarkation / disembarkation using pilot ladder is a very common practice but risky operation as well, especially in bad weather condition. Below poster is posted on wheelhouse for familiarity of right & wrong on pilot ladder specifications.



IMO RESOLUTION A.1045/27 specifies requirements for the spacing of steps, location of spreader, clear of possible discharge, each step rest firmly on ship side, distance between each step, the rope diameter to use etc.

The following factors shall be taken for maintenance and use of pilot ladder:

A. Inspection & maintenance:

- Each pilot ladder shall be certified by the maker and have an identification number for survey, inspection and record keeping.
- Management & record of pilot ladder shall be maintained for monthly inspection, repair & maintenance, date placed on service and date disposed.
- Manila rope, with diameter of side ropes 18-22mm and manrope diameter 28-32mm shall be used.
- Permanently marked at 1 meter intervals.
- All accessories of pilot arrangement including bulwark ladder, handrails, handholds, retrieval lines, fixed points on deck (eye bolts) all must be in good condition, well maintained.
- Inspection shall be carefully done on side ropes and steps, maintain non-slippery condition.



- Maintain spare rope, steps, marline, and triangular pieces for replacements.
- Stow properly, secure and cover by tarpaulins, minimize exposure from sun and seawater

B. Causes of pilot ladder accidents:

- Parting of side ropes due to poor maintenance, damage.
- Steps slippery, not horizontal, and damaged.
- Sharpened fish plate (not use rounded plate) may cut side ropes unnoticed.
- Side ropes or its splices covered by canvas have deteriorated unnoticed.
- Boarding during bad weather.
- Fatigued, overweight, hypertension and height syndrome.

C. Replacement:

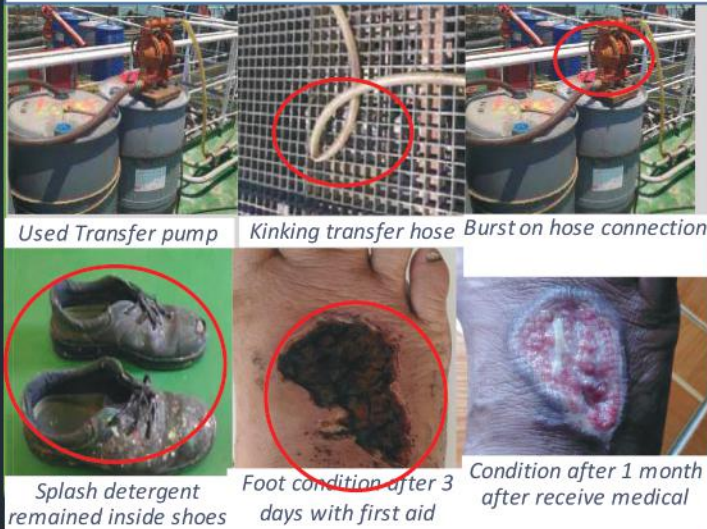
- Careful visual inspection shows side ropes damaged.
- Replace side ropes at yearly interval or before based on visual inspection.



References:

- Management & record of pilot ladders;
- PMS
- Code of Safe Working Practices for Merchant Seafarers chapter 11.8

Lack of Awareness Led Foot Injury



Used Transfer pump

Kinking transfer hose

Burst on hose connection

Splash detergent
remained inside shoes

Foot condition after 3
days with first aid

Condition after 1 month
after receive medical

What Happened

- During tank cleaning crew transferred Alkaclean detergent from drum to pail.
- During transfer, hose connection on transfer pump disconnected and detergent splashed to deck crews.
- Immediately stopped transfer activity, wash-splashed body with water. Crew continued the transfer activity.

What Went Wrong

- Transfer hose was kinked at middle part, not noticed by the crew.
- Proper PPE were not used.
- Did not take off shoes and foot was not washed.
- Injured crew and ship did not raise an alarm for prompt & proper medical treatment.
- Crews were not aware with the corrosive hazards of detergent.

Lessons Learnt/ SOP:

- Crew awareness on hazards identification of chemicals to enhance.
- If skin contact, remove clothes, shoes to minimum and wash with plenty of water.
- Be familiar with First aid measures;
- Be familiar and implement PPE requirement;
- Report to the Master and Company without delay.
- Carry out briefing & toolbox meeting;
- If you are in doubt, still report, do not hesitate.
- Be vigilant, check before you act.
- Prepare equipment properly before use.

Alkaclean Hazards Identification

Causes severe skin burns and eye damage.



Hazard Symbol
Alkaclean

Reference:

MSDS of Chemical;
SMS S-0504 section 8.1 (PPE);
SMS S-0503 section 3.1 & 13.0;
Code of Safe Working Practices for
Merchant Seafarers Chapter 8

Minor falls brings light to major consideration

An independent surveyor boarded the tanker at about midnight to begin cargo sampling. At about 0300, while walking to a sampling point on deck, he tripped on a traversal deck beam and fell. He was dazed but unhurt and said that he had felt low energy before the fall. The surveyor's work log showed he had worked on other ships for the last two nights before the incident, at irregular hours that disrupted his circadian rhythm. Fatigue could have been a factor in this incident.

Lessons learned

- Fatigue is an insidious contributing factor and is probably grossly under-reported in accidents.
- Regardless of whether the person reports themselves fatigued (or not), only the 'fatigue data' and any 'behavior indicators' prior to the accident can be trusted to draw conclusions about fatigue.
- Independent contractors working on board are under the vessel crew's supervision and are their responsibility. Just as the vessel's personnel must ensure the contractor has the proper personal protective equipment (PPE), so too should the contractor's fitness for work be evaluated.



SOP:

- Enter plan for work hour daily basis;
- Monitor if any breach, most breaches were found on "Hours of Rest in any 24h period".
- If any breach, provide compensation on the following day.

Reference:

- ISF V3 Software;
- SMS OS-0101 Section 5.12;
- SMS OS-0401 section 6.0;

Mooring Safety

What happened?

Two people were killed when a vessel's mooring line snapped at port early morning, while shifting along the jetty; mooring lines snapped in half and recoiled toward both the dock and the vessel, shore mooring worker and ship's C/O were killed; two shore staff were injured.

Photos (see below):

- Mooring / equipment poor condition;
- Type of mooring incidents;
- Crew Injuries;
- Poor operational practice;
- Poor Housekeeping;
- Unsafe vs good practices;



SOP:

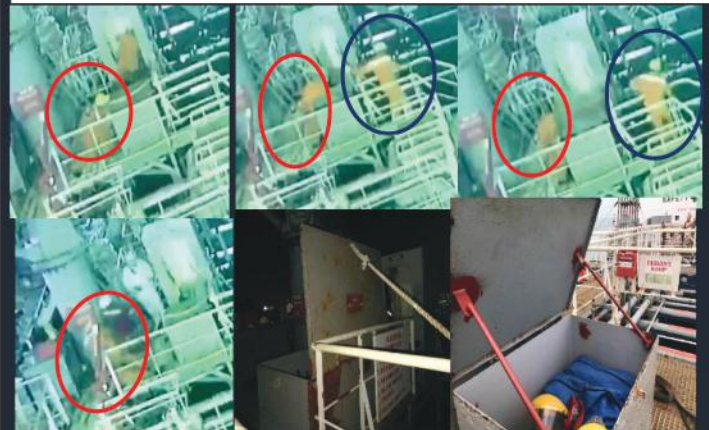
- Check control measures on Risk assessment for equipment failure, slip, falls & injury and safety are in place;
- Inspect Housekeeping & Test mooring winches;
- Proper PPE worn;
- Tool box talks before Operation;
- Supervision & maintain communication by Competent deck officer;
- Sufficient trained manpower;
- Be alert, vigilant and stay away from possible snap-back hazard.



Company & Industry References:

- Code of Safe working practices for Merchant Seaman Chapter 26.
- SMS Procedures S-0501P section 2.0.
- Risk Assessment Record No. 03/2009.
- Effective mooring (OCIMF).
- Mooring Equipment Guidelines (OCIMF);
- Shell Learning Engagement Tool (LETs) on mooring.

"Poor Communications" Led Crew Injury



- Vessel prepare for loading arm connection after alongside jetty.
- Two ratings came to collect gears from cargo gear box. AB (A) opened the box, AB (B) went to adjacent shelter box and returned to get gear from the box.
- AB (A) is supposed to secure the cover by ropes on hand rail, but he released the cover thinking AB (B) was holding the cover.
- AB (B) thought AB (A) has lashed / secured the cover, he bent in and moved his head inside cargo gear box.
- The box cover came down by gravity in seconds and hit AB (B), his safety helmet fell down in the box, the cover end has stroked his forehead.
- AB (B) fell down on deck and AB (A) and other crew came down to assist.
- AB (B) was given first aid, send ashore by urgent arrangement, treated and returned ship in few hours.



What went wrong (Incident):

- Job started without securing the cover.
- Split responsibility not discussed.
- Unsafe crew culture & practices.
- Rushing without visual / verbal confirmation.
- Complacent, Negligent, not following a simple "Unwritten work permit".
- No communication.

Lessons Learnt / SOP:

- Visualize hazards & ensure controls in place;
- Discuss, communicate & toolbox talk;
- Ensure it is safe to start work;
- Appreciate Master's prompt report to DPA, DPA involved ERT, local agent & effective group communication.
- Install angle holder / support bar for such covers

References:

- SMS S-0202 section 7.1 (Work Plan) & 7.2 (Tool box talks)
- Code of Safe Working Practices for Merchant Seafarers Chapter 16.6.6.

Communicating in a **CRISIS**

Shipping world used to be a Business Industry whereby not all people understand what happen in shipping world. However, now the situation has changed thanks to the social media. Everyone can be their own journalist, posting pictures or videos from their mobile phones to their followers. Viral photos or videos can be viewed by millions of social media users within minutes and will reach major Media outlets within hours.



Predicting Media Interests

There are four tools to predict whether or not an incident will attract Media Interests:
Ask these questions to yourselves:

1. **Is the situation highly visible? (Yes/No).**
Can people take picture or video of it?
People attracts to visual. When people see a huge thing in trouble, this would be a great narrative leading to viral picture/videos on the internet.

2. **Is there any other people impacted from the incident?**

Are there any fishermen or Owners of Hotel at beach impacted from the incident?



3. **Does the incident connect to a bigger story?**

For example; the incident of vessel being attack in gulf of Oman; the political situation with US and Iran creates bigger story more to the incident. Another example; when vessel got involved as a rescue vessel for some troubled immigrant boats from Middle East to Europe.

4. **Are there recognizable name involved?**
Media likes big names. When it comes to big names in Industry for example: *Maersk, Hanjin, Tokyo Marine*, press will usually pick up the news.

If the answer is **YES** for one or more for the above questions, then you can expect that the incident will attract media.

Why do we need Crisis Communication?

When an incident causes a crisis within your company, it is a sin to stay silent. In communication, not saying anything means you are guilty, therefore in facing such crisis, we always need a plan. Crisis communication is beneficial because:

1. It protects and enhances relationship with charterers.
2. It stabilize company's share price
3. It reduces the incident response costs
4. It retains respect from authority and industry in general

What Media wants?



In general, Media wants **FACTS**. But Media also wants to know the **REASONS**, who to blame, how much the incident will **COST**. ***For us who are not appointed as spoke person, we are not allowed to give any answer to those questions at all.***

So, what to do when media calls you and asks for your comments and answers to their questions with regards to incident? **If you are not the SPOKE PERSON** appointed by the company, all you have to do is:

1. Be Nice in receiving their phone calls.
2. Tell them these simple messages:
"Thank you for your call. I am not a spokesperson for my company. Please let me have your name, company name, telephone number and email address and I will get someone to contact you as soon as possible"

That's it no more, no less. After that, forward the information to the spoke person appointed for him/her to follow up.

3. Practice, Practice, Practice.
 Practice makes perfect. Crew on board can practice to be familiarized on how to take phone calls from media asking for information. Again, if you are not appointed SPOKE PERSON by the company, you simply tell the media the above message.

"Thank you for your call. I am not a spokesperson for my company. Please let me have your name, company name, telephone number and email address and I will get someone to contact you as soon as possible"

REMEMBER:

1. Whilst you are obliged to be nice, journalist is not our friend. You need to direct them to contact the spoke person appointed by the company to answer their questions.
2. There is no such thing as "OFF RECORD". Once it is out to the media, it is out there.



References:

- SMS O-0801 section 4.4
- SMS S-0900 section 4.6
- Media Communication Handbook

QUIZ NO.6/ OCTOBER 2019



All Crews on board are eligible to submit the answers. Please send answers of the quiz by sending it via email to: uddin@gbship.com.

Quiz 1: Your ship's GPS was broken down, what would be the standard operation procedures?

Quiz 2: What are the dangers of H2S? Name the products that may contain significant concentration of H2S.

Quiz 3: Industry has experienced many enclosed lifeboats accident, provide three main causes and provide 3 main processes to avoid such accident.

ANSWERS TO QUIZ NO 5/ JULY 2019

Quiz 1: Provide six good safety cultures that you will implement.

1. Do more than the minimum.
2. Identify unsafe situations.
3. Alert each other.
4. Look for ways to improve safety and the way you work.
5. Share information.
6. Learn from your own and other's near misses.

Quiz 2: What is "Malware and Phishing"?

Malware is a generic term for a variety of malicious software which can infect computer systems and impact on their performances. Phishing refers to the process of deceiving recipients into sharing sensitive information with a third party.

Quiz 3: Provide us five basic good seamanship principles in respect of safe mooring.

1. Look after your own workmates and others around you, especially if they are new to the ship.
2. Your actions on deck can affect others: listen to the bridge team coordinating the operation.
3. If you see something dangerous, say something. Mooring operations are high risk and you should never assume that everybody knows all the risks involved. When an accident happens, it often turns out that nobody took control when they saw a problem.
4. If you do not understand something, ask questions. Hold a tool-box meeting before actual operations.
5. Mooring lines should be treated with care, you are most in danger if a line breaks.

**WINNER OF QUIZ NO.5, JULY 2019:
 MT EROWATI
 CONGRATULATIONS!**

Heat Exposure

Direct Sunlight Work



Sailing in tropical water and doing deck task at day time is very challenging for our body, heat exposure is unavoidable. The effect of the heat exposure could vary from light to severe and even can be fatal such as cancer; following are several health conditions due to Heat Exposure:

1. **Heat exhaustion** is a severe form of heat illness. It is a **medical emergency**. Heat exhaustion is caused by the loss of water and electrolytes through sweating.
2. **Heat stroke**, also known as **sun stroke**, is a type of severe heat illness that results in a body temperature greater than 40.0 °C (104.0 °F) and confusion. Other symptoms include red skin, headache, and dizziness.
3. **Sunburn** is a form of radiation burn that affects living tissue, such as skin, that results from an overexposure to ultraviolet (UV) radiation, usually from the Sun
4. **Skin cancers**

Taken from health and medical journal sources, following tips and suggestion to be taken to avoid effect from heat exposure:

1. Drink 4.5 liters room temperature water daily, slowly and frequently (no iced water).
2. Salt can be taken in food, supplemented by salt containing drinks to prevent heat cramps.
3. Take shade shelter & rest for fresh air.
4. Cooling down.
5. Avoid prolonged direct exposure.
6. Keep upper body covered (head & neck).

Reference:

Code of Safe Working Practices for Merchant Seafarers Chapter 3.7.



Enclosed Space Area

Over heat condition could also find in closed working area onboard such as inside the tank and engine room area. The symptom of being too long in the extra-heat room could be the same as heat exhaustion and heat stroke. Overheat body temperature could lead to dehydration and general discomfort, it could decrease our working concentration which can lead to accident or health problem.

In addition to item 1, 2 above take below precautions to avoid dehydration when work in enclosed spaces:

- a. Enclosed spaces must be properly ventilated.
- b. Wearing thin and cotton base clothes to easy absorbing sweat and help to keep our normal body temperature.
- c. Limit length of time exposed in hot conditions and take breaks.

USE COMMON SENSE!

When you are in doubt with your physical conditions, discuss with your supervisor prior entering an enclosed space. Come out of the enclosed space right away when you feel uncomfortable or sick.

**Work with safety, healthy and happy.
Remember: your family needs you!**

