



# Quality, Health, Safety, Security & Environment Bulletin (QHSSE)



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# **BEST PRACTICES**



We posted the diagram beside the panel to switch on the lights, having the advantage that when you want to switch on any of the lights on deck and outside the accommodation, you can check the place where is placed, and in addition, if any of the lights are busted you can identify which of the lights is busted and notify to the electrician the name of the light and its position.

With this best practice, we want to make it easy for the Crew members to identify the lights and do it in a faster manner.

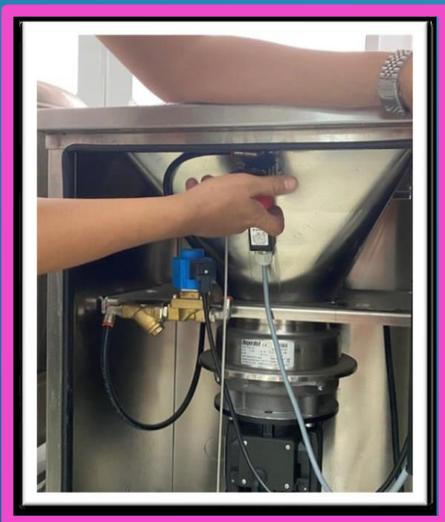


**D/C Narest Díaz  
Santiago I**

# BEST PRACTICES

## GALLEY GRINDER

- ▶ This is an important MARPOL equipment on the galley, is used to grind the food waste from the preparation of the food for the crew, such as meat, vegetables, or fish reminders.
- ▶ The waste of the food is discharged overboard from the grinder in case we are more than 12 nm from shore, in case we are not more than 12nm, this food waste has to be disposed of in the sewage tank. In port, it is prohibited the use of the grinder is, and that is why we have labeled it to prevent any of the galley crew members could use it in port.
- ▶ Using the grinder, it generates dirt inside, if it is dirty the flies could put their eggs there and can create white worms, becoming unhealthy to the crew and to the galley compartment.
- ▶ This is the reason why it is a best practice to clean every time we use it, to maintain a healthy life on board the vessel.



CATOS Hans Ladines  
Santiago I

# BEST PRACTICES

## “Protection of Fire Blanket from Stove Grease”

### Antecedent

During the firefighting checking routines (14,0 Fire Blanket Monthly Inspection) according to FFE instruction with 2<sup>nd</sup> Officer A, was found the following condition from the FB.

The Fire Blanket located in the galley (close to the stove) was stowed in its correct position. This element is not expired and it is in its own package and ready to use but because it is close to the stove all the vapor from cooking during the time, was depositing grease on it. This type of material can absorb grease and oil becoming dangerous in case of fire.

From my own experience I know that using a greasy blanket to extinguish a fire it is counterproductive because the blanket becomes flammable.

### Steps of Additional test:



So, my proposal is the next: for this model, cover the top part of the FB packaging with a non-flammable material protector such as a aluminum.

# BEST PRACTICES

I made this protector with aluminum from a soda can. It is easy to make, it is not flammable and avoids the accumulation of grease in the Fb from cooking activities.

Taking this simple action will protect the FB, and it Will be in excellent conditions and ready to be use without extra danger.



D/C Marcos Lomoro Martin  
Markos I

# BEST PRACTICES

## Improvement of workplace design in the Engine Room

2<sup>ND</sup> Engineer do a water test onboard with full PPE, used face shield, proper gloves, apron, and segregated chemical table to avoid contamination of chemicals, and to safety of crew when doing water test onboard.



After testing the water chloride, alkalinity, nitrate and PH should be noted in the paper and input to the computer in water proof folder, to avoid forget and mistake for adding chemical dossage in the tanks

After finish this test carefully cleaned all bottles with fresh water then dry, to maintain safety and cleanliness. After that secure in proper place and storage to avoid lost or problem when he used again...

Thank you

2 A/E Emmanuel Graza  
Markos I

# **BEST PRACTICES**

## Improvement of Workplace Design on the Bridge

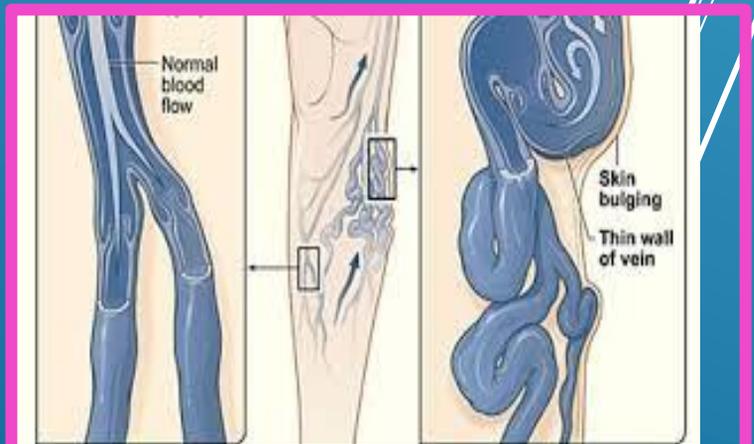
- ▶ **How can working in a standing position be a problem?**
- ▶ Generally, seafarers are working standing:
  - Helmsman during pilotage in Mississippi River (3700 Km), Suez Channel (200km) or Seine river (700 KM).



Officer during watch: 4 hours continuous standing twice a day.

On a regular basis it can cause swelling of the legs, varicose veins, general muscular fatigue, low back pain, ankle pain, stiffness in the neck and shoulders, and more distractions because of discomfort. Standing reduces the blood supply to the loaded muscles that accelerates fatigue and causes pain.

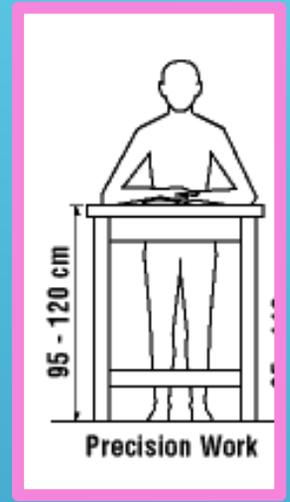
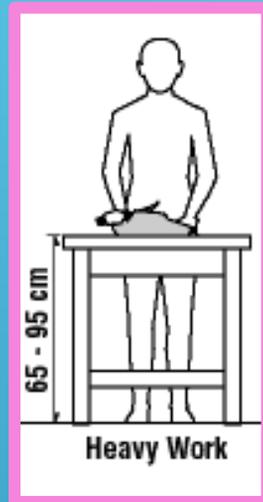
When standing occurs continually over prolonged periods, it can result in inflammation of the veins and may progress over time to chronic and painful varicose veins.



# BEST PRACTICES

Excessive standing also causes the joints in the spine, hips, knees, and feet to become temporarily immobilized or locked. This immobility can later lead to rheumatic diseases due to degenerative damage to the tendons and ligaments.

These conditions commonly occur when the job is designed without considering the characteristics of the human body.



## What are some recommendations for improving workplace design?

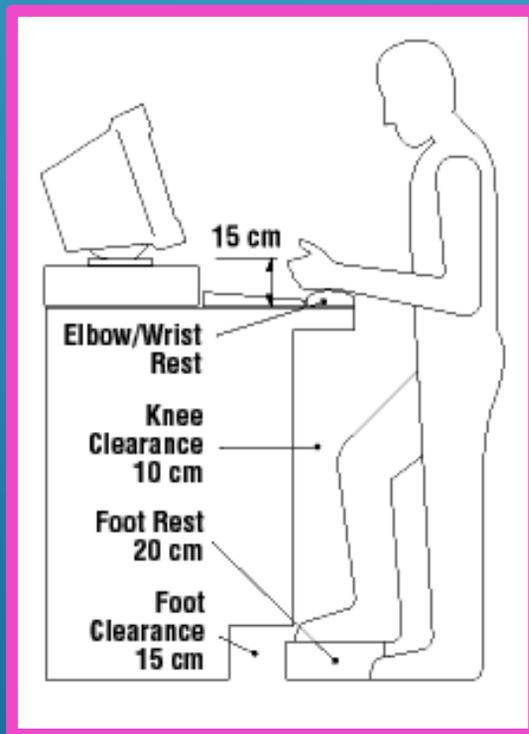
In a well-designed workplace, the worker has the opportunity to choose from among a variety of well-balanced working positions and to change these positions frequently.

**1. General rule:**  
**Walk 1h – Sit 10 min.** After leveling heart and legs blood can easily return upright and get oxygenated.



# BEST PRACTICES

2.Portable footrests allows the worker to shift body weight from one leg to the other, so this change in body positions improves blood supply to the muscles what contribute to reduction of overall fatigue



D/C Alina Rudyk  
Loukas I

# BEST PRACTICES

## ► “DON’T FORGET TO FIT IT AND FIT IT PROPERLY”

Remind to all crew members to have safety concerns about how to wear well fitted the safety harness, not just working aloft while in normal condition but with special attention when the pilot ladder is being arranged.

## FITTING INSTRUCTIONS



1. LOCATE THE REAR 'D' LINK ABOVE THE TRIANGLE TO OUT SIDE & EXAMINE CAREFULLY



2. FIT HARNESS OVER SHOULDERS



3. FIT CHEST & THIGH STRAPS - LEFT STRAP TO LEFT BUCKLE  
RIGHT STRAP TO RIGHT BUCKLE - DON'T CROSS



4. ADJUST ALL STRAPS - DON'T OVER TIGHTEN



5. WHEN UP RIGHT THE HARNESS SHOULD BE COMFORTABLE WITHOUT UNDUE PRESSURE ON CHEST, SHOULDERS OR PELVIC AREA

To carry out the actual best practice ‘Panagia Thalassini’ crew posted one sticker on each side of the vessel, both together next to a safety harness located nearby the gangway.

2/O Antoni Roig  
Panagia Thalassini

# 2022 SECOND QUARTER BEST PRACTICES WINNERS

## Markos I

**AB Karl Lumanglas**



**D/C Judith Morera**



**D/C Borys Borysenko**



**D/C Judith Martinez**



# 2022 SECOND QUARTER BEST PRACTICES WINNERS

## Loukas I

D/C Eric Falcon



D/C Borja Velazquez



## Panagia Thalassini

D/C Fernando Supervielle



D/C Rafael Ferrando



# HEALTH - Monkeypox

Monkeypox virus is an orthopoxvirus that causes a disease with symptoms similar, but less severe, to smallpox. While smallpox was eradicated in 1980, monkeypox continues to occur in countries of central and west Africa. Two distinct clades are identified: the west African clade and the Congo Basin clade, also known as the central African clade.

Monkeypox is a zoonosis: a disease that is transmitted from animals to humans. Cases are often found close to tropical rainforests where there are animals that carry the virus. Evidence of monkeypox virus infection has been found in animals including squirrels, Gambian poached rats, dormice, different species of monkeys and others.



Human-to-human transmission is limited, with the longest documented chain of transmission being 6 generations, meaning that the last person to be infected in this chain was 6 links away from the original sick person. It can be transmitted through contact with bodily fluids, lesions on the skin or on internal mucosal surfaces, such as in the mouth or throat, respiratory droplets and contaminated objects.

Detection of viral DNA by polymerase chain reaction (PCR) is the preferred laboratory test for monkeypox. The best diagnostic specimens are directly from the rash – skin, fluid or crusts, or biopsy where feasible. Antigen and antibody detection methods may not be useful as they do not distinguish between orthopoxviruses.

# Monkeypox

## WHO Public advise



### Public health advice for gatherings during the current monkeypox outbreak

**Purpose**

The purpose of this document is to provide public health advice to:

- host governments, public health authorities, national or international organizers and professional staff involved in the planning and delivery of gathering events;
- people organizing smaller gatherings or attending gatherings of any size and type.

*Information on this outbreak is changing rapidly as we learn more. Check [Monkeypox outbreak 2022 - Global \(who.int\)](#) for the most up to date information.*

**Background**

- The unexpected appearance of monkeypox in several WHO regions in the initial absence of epidemiological links to areas that have historically reported monkeypox suggests that there may have been undetected transmission for some time. Epidemiological investigations are ongoing.
- Most reported monkeypox cases have presented through sexual health or other health services in primary or secondary healthcare facilities.
- The identification of confirmed and suspected cases of monkeypox with no direct travel links to previously affected areas is atypical, and even a single case of monkeypox in a newly affected country is considered an outbreak.
- For the latest information on transmission, signs and symptoms please refer to [Clinical management and infection prevention and control for monkeypox: interim rapid response guidance](#).

**Scope**

- Gatherings are events characterized by the concentration of people at a specific location for a specific purpose over a set period of time, and may be public or private, planned or spontaneous, recurrent or one-off, and also of varying size, duration and visibility. They can be of different nature, including, although not limited to, sports, religious, cultural, entertainment, political, business and health-campaign events.
- During gatherings, the likely high density and mobility of attendees (crowding) represents a conducive environment for close, prolonged and frequent interactions between people. Some gatherings may lead to attendees socially interacting with people previously unknown to them. For some, these new interactions could lead to sexual activity which can play a role in the spread of the monkeypox virus.

**Risk-based approach for gatherings**

**Principles**

- WHO recommends that the decision-making process related to holding, modifying, postponing or cancelling gatherings of any size and type should rely on a risk-based approach, tailored to the characteristics of the event under consideration and be repeated at regular intervals.
- The risk-based approach entails three steps:
  1. **Risk evaluation:** identification and quantification of the baseline risks based on the characteristics of the event and the context in which it takes place;
  2. **Risk mitigation:** application of a package of precautionary measures aimed at decreasing the baseline risk;
  3. **Risk communication:** proactive dissemination of information on the measures adopted, their rationale and purpose, and on how the relevant decisions were taken.
- In the context of the current outbreak, monkeypox-associated risks should be considered and factored in when planning a gathering event.
- Postponing or cancelling gatherings in areas where monkeypox cases have been detected is not required as a default measure.

**Monkeypox-associated risks during the current outbreak**

- In the context of the current monkeypox outbreak, cases have been primarily identified among some gay, bisexual and other men who have sex with men including those who have reported recent sex with a new partner or multiple partners.
- Key transmission routes include skin-to-skin, mouth-to-mouth and mouth-to-skin contact during sexual activity. Transmission can also occur through skin-to-skin contact not related to sexual practices, face-to-face contact via respiratory droplets and from contaminated surfaces or material; it is still unclear if infected people with no symptoms can transmit the monkeypox virus, making it important for anyone attending gatherings to exert additional care.

28 June 2022

### Public health advice for decision-makers (authorities and event organizers)

The following precautionary measures can be considered to decrease risk of monkeypox transmission associated with gathering events:

- Health authorities are invited to:
  - identify those events in their jurisdiction that are most likely to be associated with risk of monkeypox virus transmission, based on the prevailing modes of transmission and the likely profile of the attendees;
  - ensure that monkeypox is included among the diseases regularly reported through routine surveillance; WHO has published [guidance](#) on surveillance, case investigation and contact tracing for monkeypox;
  - make provision to ensure prompt isolation and adequate clinical management of identified cases; WHO has published [guidance](#) in this regard;
  - keep the general population and event organizers informed on the evolution of the outbreak, and adequately monitor and address rumours and misinformation about monkeypox.
- Event organizers should establish a liaison with the relevant health authorities and be aware of the epidemiology of monkeypox in the host area.
- Gatherings should be used as opportunities for information outreach and for risk communication and community engagement (RCCE) activities; these should also target individual behaviours associated with safe gatherings, unplanned congregation, and unstructured socialization in public or private spaces.
- Health authorities and event organizers should facilitate the adoption of appropriate public health and social measures, including those aimed at infection prevention and control, to decrease the risk of transmission of monkeypox virus in conjunction with the event.

WHO continues to monitor the current monkeypox closely for any changes that may affect the advice included in this document. Should any factors change, WHO will issue a further update.



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## ENVIRONMENT

### PARIS AGREEMENT

**Action is needed now, not just long-term pledges, if the world is going to meet Paris Agreement targets on climate change, says DNV.**

Having last week flagged a need to significantly accelerate the development of hydrogen in its Hydrogen Forecast 2050 earlier this month, the classification society reiterated the need to act immediately on climate change at a conference in Singapore on Thursday.

Speaking at the opening of the conference, Remi Eriksen, CEO of DNV stated: “So our latest outlook shows that the world is in for a rapid transition. And we're moving from an 80 - 20 split, that's 80% fossil - 20% non-fossil [fuel], to a 50 - 50 split by 2050. That will not be fast enough to reach the goals and ambitions of the Paris Agreement. In fact, our forecast indicates we are heading for a global warming of 2.3 degrees compared to the temperature pre-industrial level.”

There is a need to shift the warming curve from 2.3 degrees to 1.5 degrees in the next 30 years, with the burden for this falling most on high income countries with the likes of Europe and the US needing to reach net zero by 2040 rather than 2050, Eriksen said.

While DNV sees energy demand peaking globally in 2035 this will be very different for fast growing regions such as Southeast Asia where the conference was taking place.

Brice Le Gallo, Regional Director for Energy Systems APAC at DNV, said: “Population is growing GDP is growing in that period of time, energy demand is going to double that means that during that period, some industries some countries will have to go below zero much before others and when we look here, we really hope that during that period, we need to focus on a much higher penetration of renewables to get things up to speed.”

For this to happen he stated: “We need to start now, and that is somehow a small disconnect between all the long-term pledges that have been taken, and probably the lack of immediate plans that need to start now.”



## ENVIRONMENT

### Update on US maritime and environmental regulations



Barry Parker reviews the latest regulatory developments that will impact shipping at the US Environmental Protection Administration (EPA) and Federal Maritime Commission (FMC).

The regulatory landscape is hard to navigate, even for insiders - at a very high level, rules can be codified as Federal laws or they can be set by agencies that reside within the Executive branch.

For Seatrade Maritime News readers, agencies recently in the spotlight have included the Federal Maritime Commission (FMC), which is independent and not part of a broader department like Transportation or Commerce, and the Environmental Protection Administration (EPA), also an independent agency.

The EPA has been in the news lately, with a late-June ruling from the US Supreme Court, the Judicial branch, which would limit the EPA's ability to set down rules for the domestic power industry, but by no means would it completely strip the EPA of power to write rules. The Court ruling in itself is based on the idea that rules with big impacts on the economy, which emissions related power plant issues surely qualify, should be put in place by Congress, and not by unelected civil servants.

It would not impact shipping directly, as it deals with regulation of CO2 emissions from power plants in land-locked West Virginia. However, future efforts by Federal agencies could see more scrutiny.

#### **Clean Shipping Act 2022**

In other regulatory items that have been in the news, agencies could be enforcing actual laws, but might be filling in blanks and writing the script on their own. In early July, the "Clean Shipping Act of 2022" (H.R. 8336) was introduced by two Congressional Democrats representing districts including California ports. The bill, with an idea of reducing carbon emissions from vessels and in ports, would amend the Clean Air Act, which gives the EPA its mandates, last revamped significantly in 1990. It would give the EPA powers to enforce carbon reduction baselines- moving down to a 100% reduction in carbon intensity by 2040, compared to 2024.



## Ocean Shipping Reform Act 2022

The FMC, described as an independent agency in the Executive branch, will be enforcing provisions of the Ocean Shipping Reform Act of 2022 (OSRA 2022), which was signed into law (written by Congress, not by agency employees) by President Joe Biden in mid-June.

Significant measures included in OSRA 2022 which the new law directs the FMC to act on are highlighted in the “By land & by sea” educational podcast from maritime lawyer Lauren Beagan. The important items, for nearby action, are guidelines for Detention and Demurrage (D & D) invoices, and three upcoming rulemakings- on “Unreasonable refusal to deal” (lines refusing to take US export shipments), D & D prohibited practices, and “Unfair or unjust discriminatory methods”.

Still, there could be a lot of script-writing here too, as the FMC writes the precise rules. One analyst, Brian Whitlock from the Supply Chain group at consultancy Gartner Group, wrote that: “The impact OSRA will have on ocean shipping in the US will rest squarely on the FMC, and how they enforce the new rules.”

## SECURITY

### Indian Ocean High Risk Designation to be Withdrawn at End of 2022

Further reflecting the progress that has been made in reducing the danger of piracy off the east coast of Africa and into the Indian Ocean, the shipping industry plans to formally end the “High Risk Area,” designation as of the first of the year. While a level of risk remains, they highlight that there have been no boardings in nearly four years with the last reports coming in 2019 of pirates being scared away by EU forces after menacing a vessel near the Horn of Africa.

The official notification of the plan to end the designation was submitted to the International Maritime Organization, today, August 22, to be reviewed and approved at the next meeting of the Maritime Safety Committee scheduled to start on October 31, 2022. The decision to end the designation was made by the International Chamber of Shipping, BIMCO, International Marine Contractors Association, INTERCARGO, INTERTANKO, and the Oil Companies International Marine Forum.



EU NavFor protects commercial shipping in the region (EU Naval Force - Somalia)

“This announcement is a testament to nearly 15 years of dedicated collaboration to reduce the threat of piracy in the Indian Ocean. Through a combination of efforts by military, political, civil society, and the shipping industry over the years, operators and seafarers are now able to operate with increased confidence in these waters,” the groups said in their joint statement to the IMO.

The designation of the region as a High Risk Area began in 2010 near the peak of the attacks on ships near the Horn of Africa. Two years earlier, the Council of the European Union adopted an action plan based on UN resolutions, to establish the executive EU military maritime operation for Somalia. Known as Operation ATALANTA, the mission was the deterrence, prevention, and repression of acts of piracy and armed robbery off the Somali coast.

At the height of Somali piracy in January 2011, EU Naval Force – Somalia reports there were 736 hostages and 32 ships being held by pirates. The combined efforts contributed to a reduction in activity so that two years later they were able to report that there had been no successful hijackings of a commercial vessel and the last confirmed attack on a vessel came in 2018. EU NavFor reported that it chased away a small boat in 2019 but Iran has continued to report that its navy has intervened in recent attacks. The EU mission was extended in 2020 to continue to patrol the waters and specifically to protect commercial ships in the World Food Program and others that might be vulnerable to attack. EU NavFor’s mandate is currently scheduled to end on December 31, 2022.



The removal of the HRA reflects a significantly improved piracy situation in the region, said the organizations. A year ago, they had reduced the size of the designated region, but they said today the end of the designation would not come till year’s end allowing charterers, shipowners, and operators time to adapt to the changed threat from piracy. The groups continue to warn, however, that threat and risk assessments should still be carried out and ships are still encouraged to report to the UKMTO and register with the Maritime Security Centre for the Horn of Africa under the Voluntary Reporting Area administered by UKMTO.

Late in 2021, the UN Security Council began efforts to scale back and end the international programs in the region. As late as March 2022, the EU expressed, however, concern over ending the program while there remains political unrest in Somalia.

## SECURITY

### Singapore Strait is an "Area of Concern"

#### While Global Piracy Declines

While globally the incidents of piracy against commercial shipping continue to decline, Asia and specifically the Singapore Strait continues to be one of the areas of greater concern. The ReCAAP Information Sharing Center (ISC) released its mid-year report for 2022 highlighting an 11 percent increase in incidents in Asia while also conducting a dialogue session with the shipping industry to discuss steps required to reduce the regional risks.

ReCAAP's mid-year report reflects the same issues identified by the ICC International Maritime Bureau (IMB) which recently said that it received the lowest number of reported incidents for the first half of any year since 1994. While saying that incidents were nearing a 30-year low, they also pointed to the increase of low-level crimes in the Singapore Strait.

ReCAAP's data shows that there was a total of 40 incidents of robbery against ships in Asia in the first half of 2022, which is up by 11 compared to the 38 reported incidents in 2021. More than half of those incidents were reported for ships transiting the Singapore Strait with a total of 27 reports up from 20 last year. "The Singapore Strait," ReCAAP says, "remains an area of concern."

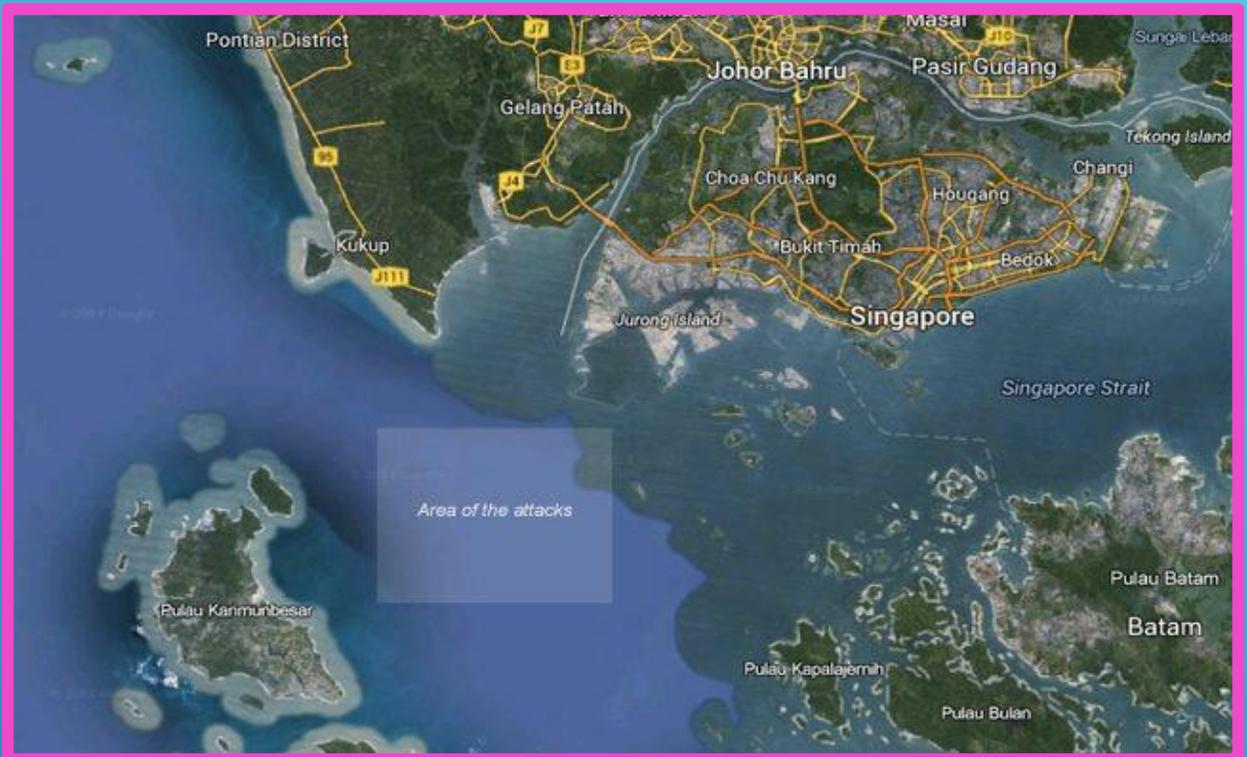


Singapore Strait remain the area of highest concern for robbery of ships underway in the eastern traffic lane

A closer analysis of the data shows that the activity is heavily concentrated at the eastern side of the Singapore Strait. Further, 19 of the incidents were in the eastbound traffic lane. Yet, while activity is high, it remains mostly low-level crime with boarders seeking to steal spare parts or other materials most often from open store lockers. Most often the perpetrators leave the vessels when they are discovered and often there is no direct confrontation and interaction between the crew and the boarders.

Across Asia, ReCAAP says three-quarters of the incidents are classified at the lowest level meaning that the perpetrators are not armed and the crew was not harmed. However, nearly three-quarters of the incidents reported were on board ships while they were underway versus anchored or at berth. Only in two of the reports did the vessel report that the attempt at boarding was unsuccessful, but ReCAAP emphasized that reporting is critical to ensure an accurate understanding of the activity in the region.

The only other area that saw an increase in reports was the Chattigram anchorages in Bangladesh, where there were three reports versus none in 2021. There were no reports both in Malaysia and Vietnam and incidents declined by half to just three in the Philippines. Further, it is more than two years since there was a reported abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah. While the last abduction was in January 2020, ReCAAP advises that the threat remains potentially high recommending that vessels continue to re-route where possible.



During the discussion with the shipping industry, they highlighted the need to focus on the conduct of the crew while transiting these areas. The participants agreed on the need for the shipping industry to continually review the Risk Assessment Plan, implement the Ship Security Plan among other time-tested best management measures required to suppress the acts of piracy and armed robbery against ships, according to ReCAAP. They recommended that vigilance and lookouts be maximized and that an alarm should be sounded when sighting unauthorized persons on board ships or suspicious boats in the vicinity.

Over the past 15 years, ReCAAP has focused on data analytics on the number of perpetrators, weapons carried, treatment of crew, stolen items, type of ships boarded, and time of the incidents. Phase II of the data analytics is underway and ReCAAP hopes to be able to provide more analytical information that will enable the ship crew to be better prepared for any potential piracy and armed robbery incidents by adopting the relevant safety measures, especially when navigating through the areas of concerns.

# SIRE FLEET OBSERVATIONS

Chapter	Observation
1.14	<p>The online HVPQ had not been correctly completed with respect to:</p> <p>Chapter 4: Section 4.1.1 ECDIS manufacturer incorrectly stated as Saab whereas actual manufacturer was Raytheon.</p> <p>Chapter 10 Mooring Sections 10.6.6, 10.7 and 10.8 had not been completed.</p>
2.14	<p>The SEEMP annual review with respect to fuel efficiency measures for the year 2022 had not been included in the review for the previous year as required.</p>
3.5	<p>The Master and Chief Officer had been relieved at the same time which did not allow for an effective familiarization overlap. The two Junior Engineers had also been relieved at the same time.</p>
4.8	<p>No evidence on board that the navigation light failure alarm was tested. Only navigational lights test routine / records were available on board.</p>
4.10	<p>Locations of engaging hand steering was not recorded in the deck logbook or bell book. Vessel not provided with electronic means of recording.</p>
4.20	<p>The position fixing on the ECDIS from pilot station to berth were done at an interval of 6 minutes by the OOW. The passage plan indicated 6-12 minutes fixing interval with the pilot on board and as per company procedures the recommended fix interval is 6 minutes for harbour. The bridge team manning consisted of the Master, the OOW and two AB's during the inward passage. As a result of the 6 minutes position fixing interval requirement as per company procedures the OOW was distracted from his other navigational duties such as lookout (situational awareness).</p>
5.26	<p>The oxygen and acetylene hoses in the engine room workshop were fitted on both sides, for the connection to the torch and the regulators, with re-usable worm drive clamps, the OCIMF recommended BCGA CP 7 Rev. 8 (2018) (British Compressed Gases Association Code of Practice 7 item # 7.3) is indicating that fittings must be retained with suitable clips or ferrules and that re-usable worm drive clamps should not be used.</p>
5.43	<p>The pressure of the air bottle of one of the BA sets of the fireman's outfit located inside the accommodation at upper deck near the foam room was noted with a pressure of 240 Bar. The normal working pressure was 300 Bar. During the inspection the bottle was refilled to the normal working pressure of 300 Bar.</p>

## SIRE FLEET OBSERVATIONS

Chapter	Observation
5.47	During deck round it was observed that port side pilot ladder, which was recently used, was incorrectly secured to the deck by using D-shackles to choke the side ropes.
5.7	Company procedures required following ship staff to attend monthly safety committee meeting – Master, Chief Engineer, Safety Officer, Second Level Officer, Bosun, Rating representative and cook. However, there was no effective channel for the crew to report any concerns to the safety committee via the safety representatives and no evidence that the rest of the crew were advised of the committee’s activities.
6.22	Maintenance routines as manufacturer of Ballast Water Treatment Plant was not included in vessel's current manual planned maintenance system. It was reported that the maintenance was available in vessel's computerized PMS, however, same could not be verified as the main server had failed on 13 July 2022 New server received on 28 Aug 2022 but not yet installed.
6.3	The bonding wire fitted at the portable air driven "Wilden" spill pump located at port side aft main deck was not connected to the vessels structure (this was immediately rectified once pointed out).
6.7	The bunker lines were last pressure tested on 04 May 2022 by ships personnel using compressed air as a medium of testing instead of liquid.
8.5	The discharge operation commenced with a line displacement with one pump (5P) running to shore facility. A cargo overflow from the P/V valve of cargo tank 5S was observed during the cargo line displacement transfer from cargo tank 5P. Once observed the emergency stop of the cargo pumps was immediately activated by the duty AB on deck. The spillage was contained on deck.
9.3	The line management plan did not include the mooring rope manufacturers recommendations relating to inspection and retirement criteria.
10.32	The F.O. pressure gauge at the local control panel of auxiliary engine no.3 was noted to be inoperative during the inspection (rectified during the inspection by replacing with a new pressure gauge).

## SIRE FLEET OBSERVATIONS

Chapter	Observation
11.4	The flange connections of the main steam supply line for the cargo tank heating system on the main deck were noted to be heavily corroded.
11.15	There was no evidence that the medical oxygen bottles (1 x 40 liter and 4 x 2 liter) for the oxygen resuscitator had been refilled within the three years after the last hydrostatic test. Hydrostatic test for the 40 liters bottle was on August 2018, for three 2 liter bottles January 2019 and for one 2 liter bottles November 2018. Shelf life of medical oxygen is three years.

*Marflet Marine: All observations were corrected in due time and preventive actions were taken among the whole fleet, including sharing the observations to avoid recurrences.*

# ACCIDENT INVESTIGATION

## COURSE OF EVENTS

On the 14-June-2022, when vessel was approaching the pilot station SW pass, crew was advised to test the Main Engine and the steering gear. At around 20:30h local time the M.E was stopped and tested ahead and astern, found working in good condition. The steering gear was also tested and found working smooth and responding well according to the command on the bridge and no sign of abnormalities.

Vessel arrived at the pilot station and the pilot boarded at 21:36 local time. Upon channeling Mississippi river SW pass Lat: 28° 55.7N Long: 089° 24.6W, at around 22:05h local time the AB on helm alarmed that the steering is out of control and the ship is going hard on portside. The Master commanded the AB to hard starboard and taken control on the NFU until the vessel was back on track.

After the said failure of the steering wheel, the control was put back to normal condition on steering wheel control until arrived safely at the anchorage without re-occurrence of steering failure as mentioned.

## INVESTIGATION

Investigation conducted right after the incident was reported and while vessel still on channeling, the steering behavior was observed on the bridge and locally.

The hydraulic pressure was observed, the hydraulic oil level was checked, rudder indicator behavior was observed and visually checked of any leakages and were found all are working well and no sign of abnormalities were found.

After vessel was safely anchored, crew continued to investigate more further. Crew tested the steering gear from the bridge and the NFU, the time of rudder travel and response were taken as follows below:

From hard starboard 30 going direct to hard port 30 it takes 22 seconds with one hydraulic pump on service.

And with two hydraulic pumps on service, from hard starboard 30 going direct to hard port 30 it takes 12 seconds.

During the incident there was not any alarms received from the steering gear failure, and the test result was satisfactory. The said steering failure incident cause is unknown.

## CONCLUSION

After investigation concluded and steering gear manufacturer's inspection the conclusion was human error, a misjudgment of the Vessel response by the Helmsman.

# ACCIDENT INVESTIGATION

**NORTH SEA ROUTING** – Mandatory route for Tankers from North Hinder to the German Bight and vice versa

## **COURSE OF EVENTS**

Intended Voyage: Klaipeda (LT) to Amsterdam (NL).

The voyage Plan before departure has been made by the 2nd officer and checked, and adjusted by the Master.

On 23.08.2022 at 08:45 UT, in position 53-38.6' N; 004-41.1' E while the vessel already entered into TSS Off-Texel, the Master have been called to the bridge. Netherlands Marine Police (Coast Guard) called the vessel on VHF, and they informed that, the vessel has violated routeing measures for tankers according to IMO resolution “Mandatory route for tankers from North Hinder to German Bight and visa versa”. (MSC 67/22)

Netherlands Marine Police (Coast Guard) requested some vessel information and was required to send them copy the Bill of Lading of present cargo onboard and a copy of Master’s passport.

At 09:25 UT, in position 53-30.8' N; 004-35.2' E; Netherlands Marine Police (Coast Guard) called the vessel again and required it to come out from the TSS Off-Texel. Vessel proceeding immediately to amend the intended route and leave TSS Off Texel as required.

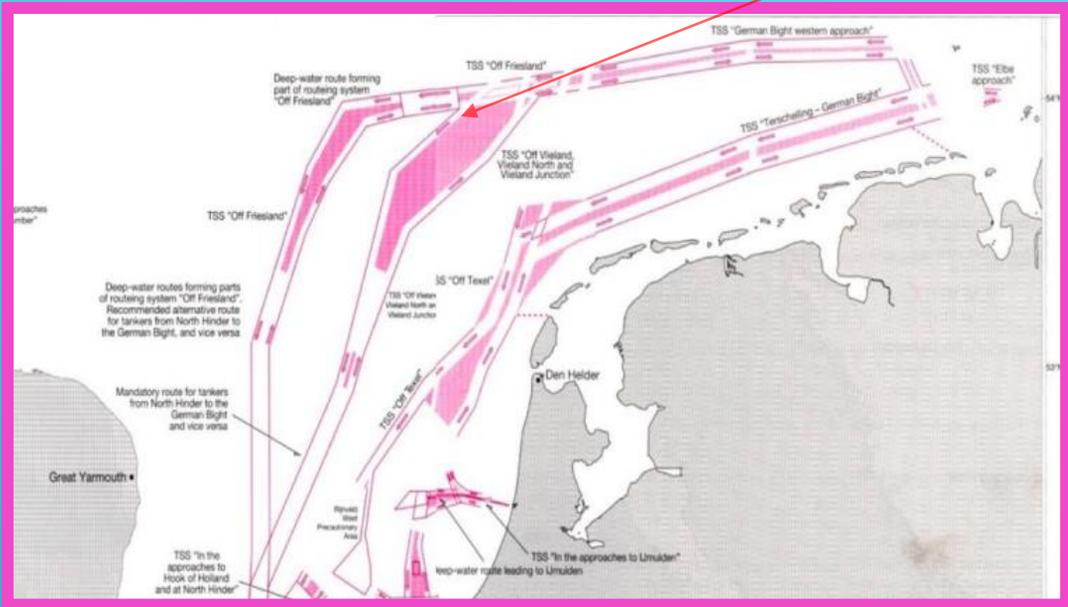
## **INVESTIGATION**

On 23 august 2022, one of our managed tankers in laden condition, carrying a cargo of Gasoline from Klaipeda was identify by the Netherland Coast Guard navigating in Position: 53-38.6' N; 004-41.1' E southbound, heading towards her next port of call Amsterdam, NL.

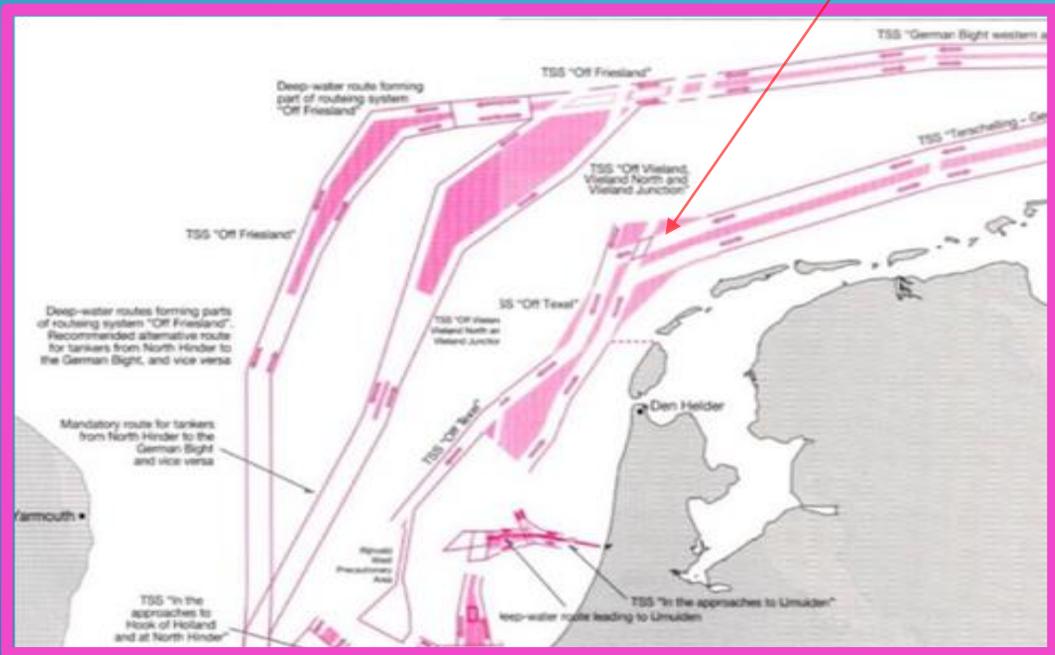
Netherland Coast Guard informed that this action constitutes a violation of routeing measures for tankers according to IMO resolution “Mandatory route for tankers from North Hinder to German Bight and vise versa”, since the vessel did not comply with the mandatory tanker route.

As a result, an official report was issued by the Dutch National Police – Maritime Division, and a fine of € 5,500 was issued to the Master so as to reach an off-court settle-ment and avoid the Master’s prosecution by local authorities.

Mandatory Routes for Tankers from North Hinder to the German Bight and vice versa



Violation Area - TSS VLIELAND



# ACCIDENT INVESTIGATION

**OVERFLOW 5 PORT CARGO TANK** – Product contained on deck.

## **COURSE OF EVENTS**

On August 24th, 2022; with the vessel moored at Eurotank terminal, Amsterdam (NL). During vessel discharging operation of Gasoline, started with a line displacement from Cargo Oil Tank (5P) side. A cargo overflow of 20-25 liters, was observed from the P/V valve of cargo tank 5S. The emergency stop of the cargo pumps was immediately activated by the duty AB on deck. SMPEP plan immediately activated, Crew with oil spill equipment deployed and start to clean up; spillage was contained on deck and no oil pollution overboard.

## **INVESTIGATION**

1818 – Commence discharge, line displacement, from cargo tank 5P.

1830 – Emergency Stop at the starboard side manifold pushed by A/B on deck watch.

1836 – All hands on deck for cleanup and spill containment operations.

1906 – Resumed discharge, line displacement.

1942 – Completed line displacement.

### **Root Causes:**

The root cause was determined to be human error, crew member failed to close in full the drop valve of COT 5 Starboard side correctly during pre-inspection before discharge operations.

Incorrect tanker practice: Failure to check physically the status of manual valves on deck.