

Issue # 05 - 2021

# MARITIME TRAINER

Health & Safety Bulletin



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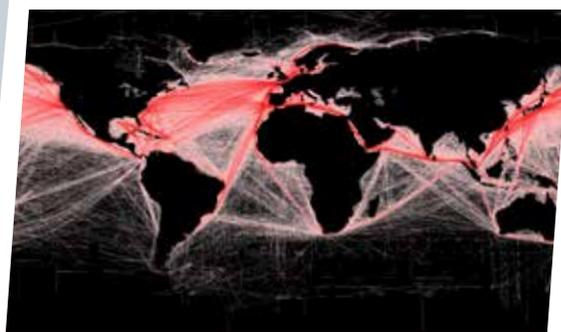
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**SAFETY FIRST**





# AUTONOMOUS SHIPPING, COVID-19 IMPACT, SECURITY AND FUEL SAFETY IN SPOTLIGHT



**The** foundations for the future development of a regulatory framework for Maritime Autonomous Surface Ships (MASS) will be laid at the 103<sup>rd</sup> session of IMO's Maritime Safety Committee (MSC), held in remote session from 5 to 14 May 2021. The Committee will consider the outcome of a regulatory scoping exercise on MASS carried out over the last couple of years and identify priorities for further work. In addition to discussing the most appropriate ways of addressing MASS operations from the regulatory perspective, meeting attendees will also consider submissions relating to MASS trials.

MSC 103 will also explore the impact of the COVID-19 pandemic on shipping and seafarers. The Committee is expected to discuss a number of submissions, including a proposal for adoption of a resolution on prioritising seafarers for COVID-19 vaccination.

Another important item on the agenda is maritime security, including cyber security, piracy and armed robbery. The Committee is expected to discuss in particular the ongoing piracy problems in the Gulf of Guinea. Fuel safety is also high on the agenda, with the Committee expected to establish a working group to examine issues including fuel flashpoint, blended fuels and fuel sampling and testing.

In response to the growing need for safer operation of domestic ferries, the Committee will be considering a set of draft model regulations on domestic ferry safety that can be incorporated into national law.

The MSC will also consider a number of proposals for future work, including how to address the problem of containers lost at sea. The Committee will adopt a number of amendments to SOLAS and other instruments. The session will also approve various sets of guidance and guidelines developed by the sub-committees.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1606.aspx>



# DRAFT AMENDMENTS TO MODERNIZE GMDSS SET TO BE AGREED

**Important** work to update the Global Maritime Distress and Safety System (GMDSS) is continuing in the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), which is meeting for its 8<sup>th</sup> session (19-23 April).

The Sub-Committee is expected to agree a comprehensive set of draft amendments to chapter IV (radio communications) of the International Convention for the Safety of Life at Sea (SOLAS). Related and consequential draft amendments to other chapters and existing instruments will also be considered.

The GMDSS was adopted as part of the 1988 amendments to SOLAS and was fully implemented in 1999. Communications between ships and shore - and search and rescue (SAR) at sea - depend on the integrated satellite and terrestrial radiocommunication system in the GMDSS. The proposal for the revision of the GMDSS was initially brought to IMO in 2009. A scoping exercise was completed in 2012, followed by a high-level review and detailed review, with the modernization plan of the GMDSS approved in 2017. The GMDSS revision has been aimed at enabling the use of modern communication systems, while removing requirements to carry obsolete systems.

The Sub-Committee will have for consideration the report of an intersessional meeting of the Communications Working Group, which met in remote session from 7 to 13 April. Following consideration and agreement by the Sub-Committee, the set of draft amendments would be submitted to the Maritime Safety Committee (MSC 104), in late 2021, with a view to approval and potential formal adoption in 2022. The amendments would finally enter into force on 1 January 2024.

The Sub-Committee has a remit to review navigation systems for potential recognition by IMO. The meeting will consider the Japanese regional navigation satellite system Quasi-Zenith Satellite System (QZSS), for



recognition as a future component of the World-wide Radionavigation System (WWRNS). The Sub-Committee will also consider the next steps for the development of generic performance standards for shipborne satellite navigation system receiver equipment.

Enhancing the safety of ships in polar waters is also on the agenda, specifically for fishing vessels, pleasure yachts, smaller cargo ships under 500 gross tons. Those are generally excluded from the Polar Code, which is mandatory under SOLAS. In this respect, the Sub-Committee will consider the report of a correspondence group with a view to continuing the work intersessionally.

Other items on the agenda include the dissemination of maritime safety information and SAR-related information over multiple GMDSS recognized mobile satellite services; and liaison with the International Telecommunication Union.

The Sub-Committee will also consider the report of a correspondence group on the revision of guidelines on places of refuge for ships in need of assistance.

<https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1605.aspx>

# DREDGING OF SUEZ CANAL STARTS TO EXTEND A DOUBLE LANE



Work has started in the section where the container ship Ever Given had been stuck, revealed the SCA.

As part of this plan, the southern stretch of the canal will be extended by 40 metres onto the Sinai Peninsula. The canal has to be deepened by 6 feet to reach the 72 feet target from the current 66 feet depth. This deepening will be done in a 30 km long stretch.

The second lane of the canal will also be extended by 10km as part of the plan. This lane came into existence only recently, back in 2015. With this expansion, the second lane would be 82km, making it a good alternative for more ship transit.

<https://www.marineinsight.com/shipping-news/dredging-of-suez-canal-starts-to-extend-a-double-lane/>

**After** the official approval for expanding the Suez Canal last week, the Suez Canal Authorities have finally started expanding the canal.

The new project approved by Egypt's President last week has drawn a well-structured plan to widen and deepen which is likely to be open for giant container ships by 2023.

The expansion plan comes at a time when the Suez Canal Blockage issue garnered by the grounding of the Ever Given ship back on March 23<sup>rd</sup> is quite rife. Although the ship has been refloated on 29<sup>th</sup> March, the ship and its crew have been held ransom for compensation of 916\$ million since then.

Shoe Kisen that owns the ship, has categorically refused to pay such a huge sum of money. The SCA has reduced the compensation claim to 600\$ million in the hope of an out of court settlement but the owners think otherwise.

At present, dredgers have started working to extend the second lane of the Suez Canal. This will see a widened and deepened southern section of the canal, preventing such ship grounding and subsequent waterway blockage issues.



Calling all Ships in ports worldwide

# SOUND YOUR HORNS

for the #ShoutOutToSeafarers

**Friday  
25 June**

Noon 12:00pm  
local time at port



#ShoutOutForSeafarers

#FairFuture4Seafarers

## GLOBAL SHIPPING FLEET TO SOUND HORNS ON 25<sup>TH</sup> JUNE SIGNIFYING THE NEED TO VACCINATE ALL SEAFARERS

**The** International Chamber of Shipping (ICS), along with industry and social partners, are encouraging ships in ports around the world to sound their horns at 12 noon local time on 25<sup>th</sup> June, in honour of the International Maritime Organisations' 'Day of the Seafarer', to remind the world of the urgent need to vaccinate all seafarers.

Last year's campaign brought the crew change crisis to the world's attention. Almost a year on, the number of crew impacted by the governments' border restrictions has halved to 200,000.

However, deadly second waves in India and other countries are seeing a return to travel bans for seafarers. Access to vaccines is also a pressing issue; over half of the international seafarer workforce is from developing nations that have limited vaccine supplies.

ICS, along with industry and social partners are calling on ships to sound their horns when in port at 12 noon local time on the 25<sup>th</sup> June, as long as it is safe to do so, to draw attention to the plight of seafarers, and ensure that they are prioritised for the vaccine. If this unique population is left unvaccinated, it risks further enflaming the 'crew change crisis'.

Some countries, including the United States, and the Netherlands, have begun seafarer inoculation programmes utilising their ports as vaccine hubs. Vivally they are vaccinating both native and non-native seafarers that enter their ports.

But many countries are shutting off their borders to travelers due to fears of emerging variants and the threat they will pose to domestic vaccination efforts. ICS urges ships to take part in the #ShoutOutForSeafarers campaign on 25<sup>th</sup> June to remind the world of the essential need to allow crew changes in their country and prioritise seafarers of all nations for vaccinations in their ports. ICS is also encouraging crews to share their experiences on the day via social media using the #ShoutOutForSeafarers and #FairFuture4Seafarers hashtags.

To aid in the global seafarer vaccination effort, ICS has published a Vaccination Roadmap to help establish seafarer vaccination hubs, similar to those currently in operation.

<https://www.marineinsight.com/shipping-news/global-shipping-fleet-to-sound-horns-on-25th-june-signifying-the-need-to-vaccinate-all-seafarers/>



# **SAFETY** AGENDA

## **ACCOMMODATION LADDER WIRE ROPE FAILS**

**The** vessel had finished berthing and the deck crew were deploying the starboard accommodation ladder for shore access.

As the ladder was being lowered from its stowed position, the wire rope parted about two metres from its inboard end near of the outrigger's outboard guide sheave. The gangway fell and hung vertically along the ship's side.

Fortunately, no one was injured and the ladder was recovered and secured. The wire had been installed 29 months earlier and had recently been inspected with no defects found. It was also reported that all rollers and moving fittings were able to turn freely without any signs of defects.



The company's post-incident investigation found that the wire's external condition appeared good. However, its internal condition was found to be poor, with corrosion evident.

<https://www.nautinst.org/resources-page/202127-accommodation-ladder-wire-rope-fails.html>



### **LESSONS**

### **LEARNED**

- Inspecting wire rope for internal defects is especially difficult but can be achieved in many cases by opening the strands with a marlin spike.
- Particular attention should be given to splices and any 'hidden' points of the wire ropes, such as in the rollers, especially at points where little or no movement takes place under normal usage.



# **SAFETY** AGENDA

## **MESSENGER LINE SNAPS, INJURES CREW**

**A** bulk carrier was berthing, using a combination of ship's and shore lines. The lines from shore were brought on board with the help of a long messenger line, which was placed on the warping drum to heave in.

Once the shore line had been heaved onboard it was placed on the bitts. At one point, one of the deck crew wanted to slacken the messenger but unintentionally heaved the messenger line instead of slacking it. It parted and struck his legs violently.

He was not standing behind the controller guards at the time, and was not looking at the winch while activating the control. Additionally, the messenger line could have been simply uncoiled manually from the warping drum without use of the winch.



### **LESSONS**

### **LEARNED**

- Even a 20mm messenger line can cause serious injury if it fails under tension.
- Don't stand in the potential 'line of fire' of a line under tension.
- When operating a winch controller, stand behind the guard structure if one is fitted.
- Concentrate on the task but keep your general situational awareness keen.





# WHY MENTAL HEALTH IS MORE IMPORTANT NOW THAN EVER



Mental health is important at every stage of life; it affects the way we think, feel, and act. Long before the pandemic, had shipping industry realized the importance of mental health but ultimately now it has become a key priority due to social distancing, crew changes crisis, uncertainty and all other difficult conditions that COVID-19 brought to our lives.

**In** a recent SAFETY4SEA Talk, Dr. Pennie Blackburn, Consultant Clinical Psychologist at ISWAN, Mr. Johan Smith, Wellness Programme Manager at Sailors' Society and Capt. Hari Subramaniam, Regional Head-Business Relations at Shipowners' Club highlighted the alarming trends with regards to mental health and suggested ways to eradicate the stigma around.

Life at sea has changed over last decades, said Dr. Blackburn, noting that long time ago working at sea was a real opportunity to see the world, as there were long periods in port and a quite significant shore leave as well. Moreover, the pressures of life at sea have changed nowadays since crews are getting smaller, they are more diverse and multicultural and shore leaves are much shorter.

"These couple months since the pandemic broke out, there is a focus on the pressures of life at sea and how voyage extensions have really contributed to the stress that people are under." she argued.

With regards to who is responsible to address the issue of mental health, all experts agreed that this is a shared responsibility among the company/ the organization, the crew managers and the individual. "The company does have a duty of care towards seafarers and all its employees in exactly the same way that has a duty of care to their physical and mental health.

<https://safety4sea.com/cm-why-mental-health-is-more-important-now-than-ever/>



## USCG: GUIDANCE ON PILOT AND EMBARKATION LADDERS



The US Coast Guard shared equipment manufacturers' guidance to seek approval of pilot ladders and embarkation ladders that meet ISO 799-1:2019 or ISO 5489:2008, respectively, as well as current guidance on embarking and disembarking of pilots.

**In** the CG-ENG Policy Letter No. 01-21, the USCG Office of Design and Engineering Standards (CG-ENG) harmonizes the approval of pilot ladders and embarkation ladders with updated international standards and provides updated guidance on embarking and disembarking of pilots.

SOLAS Chapter V Regulation 23.2.3, requires pilot ladders to be certified by their manufacturer as complying with Regulation 23. SOLAS Chapter III, Part A, Regulation 4 requires lifesaving appliances, including embarkation ladders required by SOLAS Chapter III, Part B, Regulation 11.7, to be approved by the Administration.

Under Title 46 Code of Federal Regulations (CFR) 32.90-1, 77.40-1, 96.40-1, 108.719, and 195.40, certain U.S. vessels are required to have pilot ladders approved by the Coast Guard under approval series 163.003. Title 46 CFR 199.110 requires embarkation ladders to be approved by the Coast Guard under approval series 160.117 or 160.017.

### Best practice

- Manufacturers are strongly encouraged to produce ladders that comply with ISO 799-1:2019 and ISO 5489:2008, as applicable.
- Manufacturers of pilot ladders intended for use on a vessel engaged in international voyages should ensure they provide certification of the ladder's compliance with SOLAS Chapter V Regulation 23.
- Manufacturers of pilot ladders and embarkation ladders intended for use on a vessel engaged in international voyages should ensure they are marked in accordance with ISO 799-1:2019 and ISO 5489:2008. This includes "ISO 799-1" or "ISO 5489" and "SOLAS".
- Operators of vessels embarking or disembarking maritime pilots away from the dock are strongly encouraged to comply with the pilot transfer arrangements described in enclosure (1). The Coast Guard also recommends that all vessels obtain the poster illustrated in enclosure (2) and post it where it is accessible. It is available for download on the International Maritime Pilots' Association's website at [www.impahq.org](http://www.impahq.org)

In late 2020, USCG published MSIB 21-20 Change 1 "Recommendation for Pilot Transfer Arrangements", in light of deaths of maritime pilots while embarking commercial vessels.

<https://safety4sea.com/uscg-guidance-on-pilot-and-embarkation-ladders/>

## SOME OF COMPLETED PROJECTS

- INVISIBLE HAZARDS



- VIDEO - ENCLOSED SPACE ENTRY



## SOME OF ONGOING PROJECTS

- LET - SAFE NAVIGATION



- VIDEO - SAFE WORKING PRACTICES (HOT WORK)





# MARITIME TRAINER

*Continuous Training for Safer and Cleaner Oceans...*

## 2021

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