

Standard Safety

February 2016

The Standard
for service and security

The Standard



Yves Vandeborn
Director of Loss Prevention
+65 6506 2852
yves.vandeborn@ctplc.com

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Please feel free to contact the editor or authors if you have any queries on the topics covered in this Standard Safety.

2015 was a busy year for the Loss Prevention team at The Standard Club during which we launched the new PEME scheme, published a detailed methodology bulletin and held a successful 'Spot the Hazard' campaign.

Introduction

In this publication, we continue our series of articles on the MARPOL annexes with articles on Annexes II and III. The six annexes of The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) set out mandatory regulations aimed at minimising and preventing pollution from ships – both accidental and from routine operations. Captain Rahul Sapra discusses how to ensure compliance with Annex II, which aims to protect the marine environment from chemical pollution by noxious liquid substances carried in bulk. Captain Akshat Arora explains the difference between environmentally hazardous substances and marine pollutants under the revised regulations brought about by Amendment 37-14, which has become mandatory from 1 January 2016.

We regularly receive queries from our members regarding the carriage of radioactive cargoes and how it affects the ship's P&I cover. We thought it would be useful to explain 'Excepted Matter' and what the member needs to do in order for the club to confirm that cover remains in place, or instances in which additional nuclear liability insurance is necessary.

Our previous Standard Safety publication included the first in a series of articles on breaking the error chain. The article discussed three collision case studies and how only a small change could have stopped the chain of events leading to the incident. In this publication, we will look at three personal injury claims where, similarly, a proper risk assessment could have prevented the incident.

Navigational errors and collisions are sadly frequent occurrences. With all the modern equipment on board a vessel's bridge, navigation officers do not appear to give due consideration to the effect of human error. Richard Bell presents a case study of a grounding in Northern Europe during which the master did not follow company procedures, lost his situational awareness, was overconfident and ran the ship aground, resulting in a very expensive pollution claim.

Lastly, we will give some advice on carrying out a safe launching and recovery of gravity-type lifeboats during an abandon ship drill.

We hope you will enjoy reading this issue of Standard Safety. We welcome any suggestions for topics or issues to cover in our future editions.