

Standard Safety

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The Standard
for service and security



Standard
Club



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

Introduction

Welcome to a new edition of Standard Safety!

This edition looks at a number of different ways in which human error can cause issues on board ships and gives advice for minimising this risk.

In this edition

1	Introduction
3	ECDIS use on board ship
7	Navigation risk assessments
9	NAABSA
11	Safety awareness whilst performing routine tasks
13	MARPOL Annex VI – emission control measures approved and adopted during the recent MEPC meetings
16	The Standard Club's PEME scheme – an update
18	Hernias – what they are and how to detect and prevent them

Ineffective training

EDCIS assisted grounding is a known issue and has been the topic of a previous [Standard Safety Special Edition](#), but The Standard Club still receives a number of queries from members regarding the required training for ECDIS operators under ISM and STCW. This is especially pressing at the moment, as cargo ships constructed before 1 July 2013 that are sized between 20,000gt and 50,000gt will need to comply with ECDIS regulations not later than the first safety equipment survey on or after 1 July 2017. Richard Bell explains the differences between the two types of training required and how certain flag states interpret these differently.

Lack of navigational competence

Navigational competence across the industry is still a concern. As a result, The Standard Club has assisted the Nautical Institute with the development of guidelines for carrying out navigation assessments. These are published in the book *Navigational Assessments*, which is now available for

purchase from the [Nautical Institute's website](#). The second article in this edition of the bulletin explains the need for onboard navigation assessments as an alternative means of assessing navigation competence. Even with modern high-tech equipment, the operator remains human and can make errors. Proper training and monitoring are required to prevent tragic incidents.

Complacency during routine tasks

Complacency of crew is often cited as a causative factor of marine incidents, especially when carrying out routine tasks. Andrew Russ discusses two case studies where safety procedures were not followed and the seafarer involved was severely injured. He follows up by giving advice on simple steps that can be taken to prevent these accidents.



Incidents can also be avoided by taking proper actions following a near-miss. The Standard Club has been working with the Confidential Hazardous Incident Reporting Programme (CHIRP) for well over a year now and a number of useful videos have been produced featuring a wide variety of case studies and lessons learnt. [Maritime Feedback Bulletin #6](#) was recently released, which discusses pilot boarding arrangements, embarkation ladders and working aloft. We encourage all our members to watch and distribute the videos to their crews, as they provide excellent material for discussion during the ship's safety committee meetings.

Neglect of personal wellbeing

Seafarers are not only responsible for the safety of the ship, but also their own safety. [The Standard Club's enhanced Pre-Employment Medical Examination scheme](#) or PEME has been in place since September 2015 to help seafarers identify their own health needs. We recently completed an analysis of the scheme to identify the most common reasons for failing the enhanced examination and which positions or departments fair better in the results. The statistics and analysis are discussed in this update. Hernias have been identified as a particular risk for seafarers, so The Standard Club's medical partner, Medical Rescue International, gives advice on detection and prevention.

The non-human elements

Not all incidents are caused by human error. Richard Bell looks at the risks to consider when complying with charterers' instructions to allow the ship to touch bottom during cargo

operations (NAABSA), and Capt. Akshat Arora's article concludes the series on the MARPOL Annexes with information about how shipowners can comply with the stricter regulations relating to sulphur emissions under Annex VI.

We hope you will enjoy reading this Standard Safety.



The images in this publication were produced with the kind assistance of the officers and crew of the *Miss Benedetta*.