

Stop Loss

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Issue 73

The London P&I Club joins ISWAN – a key organisation for seafarers worldwide



In October 2020, we were delighted to announce our membership of the International Seafarers' Welfare and Assistance Network (ISWAN). Through ISWAN membership, we are now able to be more active in helping to improve the lives of seafarers across the globe.

ISWAN is a network of international organisations committed to promoting and improving the welfare of seafarers. The important role that seafarers play should not be underestimated – with over 1.5 million people working at sea, they are the very heart of our industry. The life of a seafarer can be tough with a growing number now experiencing stress and mental health problems, often caused by being away from family and loved ones for long periods of time and with limited or no communication. During the pandemic, seafarers have been the

driving force in keeping world trade going and have exceeded every expectation despite the escalating challenges the global situation continues to bring. ISWAN provides a number of direct welfare services to seafarers and their families, including the free, 24-hour, multilingual helpline “SeafarerHelp” which ensures immediate help and support is available at any time of day, anywhere in the world. The organisation also administers four relief funds for seafarers and their families and provides a range of free health information resources, including three self-help Good Mental Health Guides.

As the pandemic continues to impact the world, ISWAN is now more important than ever in helping seafarers globally. They need a lifeline as well as the realisation that they have the industry's support together with a range of available resources. We are proud to do our part to help highlight this message.

For more information about ISWAN, click [here](#).



SIDCAR – SID
Corrective Action
Reports

p/2



Ship inspection
Programme

p/3



Accident investigation
world round-up

p/4



SIDCAR – SID Corrective Action Reports

The London P&I Club introduced the SIDCAR (Ship Inspection Department Corrective Action Report) with the aim of standardising feedback from Members and Assureds in reaction to Ship Inspection Reports.

The exercise of assessing inspection feedback can be a very time-consuming one, particularly where corrective action advice is received in an ad-hoc manner. Until the introduction of the SIDCAR form, the Club had avoided a prescriptive approach to corrective action feedback.

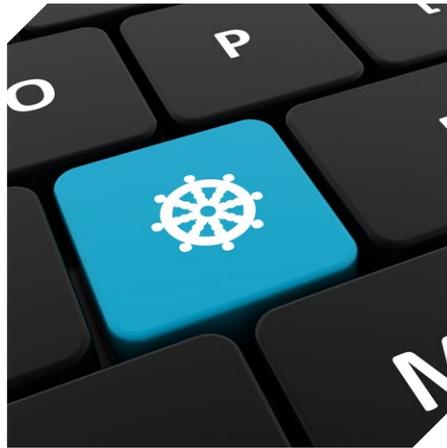
The Ship Inspection Department can confirm that the reporting format has been very successful and continues to streamline operations.

The main aim of the SIDCAR report is to obtain a positive written statement of the corrective action taken by the Member/Assured in connection with each negative finding raised by the surveyor. This is a very important element as it not only formally records the actions taken, but also allows any photographic or scanned document information to be directly referenced. The two items of evidence combined generally provide a clear and concise response for the Club's consideration. The provision of photographic evidence alone is not an uncommon approach but is not encouraged as it can be very ambiguous and easily misinterpreted.

While the completion of a SIDCAR is not mandatory when providing corrective action feedback, it is very strongly recommended.

It is also encouraging to see evidence of the inclusion of negative findings in the Safety Management System NCR (Non-Conformity Report). This is because any findings raised by the attending surveyor can be passed through the NCR system and closed out in the manner prescribed by the SMS. This is a good way of subsequently demonstrating to both internal and external ISM auditors that the ship's or company's NCR process is being operated in the manner intended.

SHIP INSPECTION PROGRAMME



Cyber security – IMO 2021

Cyber security has been identified as an important subject in the maritime industry for more than a decade. However, the past five years have seen a serious increase in the number and complexity of sophisticated cyber-attacks. They are costly, cause significant damage and affect both shore side and the safety of ship operations. The list of those affected includes MSC, CMA-CGM, Maersk, COSCO and Anglo Eastern – which shows no-one is immune from being the target of such an attack.

Recognising the risk of cyber-attacks, the IMO adopted Resolution MSC.428(98) in 2017, stating that the approved SMS should take into account cyber risk management in accordance with the objectives and functional requirements of the ISM code. The IMO resolution and further guidelines encourage shipping companies to incorporate procedures and best practices into their SMS to help to mitigate cyber risks, no later than the first annual verification of a company's Document of Compliance after 1 January 2021.

In addition, the 3rd version of BIMCO's Guidelines on Cyber Security Onboard Ships, outlines a cyber risk management approach in the following key areas:

IDENTIFY THREATS

IDENTIFY VULNERABILITIES

ASSESS RISK EXPOSURE

DEVELOP PROTECTION AND DETECTION MEASURES

ESTABLISH CONTINGENCY MEASURES

HOW TO RESPOND TO AND RECOVER FROM CYBER SECURITY INCIDENTS

The UK Department of Transport, US Coast Guard, Classification Societies, Flag Administrations and other industry organisations have also issued a number of guidelines and other documentation, offering guidance to Shipowners and managers on various aspects of cyber security management.

Using data-driven technologies and implementing optimisation digital solutions onboard ships, carries a certain degree of risk and exposure. To manage their cyber security program, shipping companies should adopt a risk-based approach as part of a company Safety Management System (SMS). Furthermore, according to the IMO Maritime Safety Committee, aspects of cyber risk management should be addressed in the Ship Security Plan under the ISPS Code which should also contain reference to the cyber risk management chapter of the company SMS.

It is important that companies develop a clear framework of technological capabilities and a long-term strategy, while promoting a robust awareness culture both onshore and onboard ship by educating their personnel as a part of a continuous improvement process.

It is hoped that adherence to the above legislation, and compliance with the guidelines will go some way to reduce what has been in recent years a serious issue for the shipping industry.

Captain Nikola Bratos, AFNI
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ACCIDENT INVESTIGATION WORLD ROUND-UP

In this regular column, we round up some of the eye-catching accident investigation reports from around the globe:



Bulk India ATSB – Australia

On 11 March 2018, during departure from Dampier, Western Australia under harbour pilot guidance, the bulk carrier *Bulk India* experienced an electrical blackout resulting in a loss of propulsion and steering control. As a result, the ship exited the channel and ran aground. The ship was recovered into the channel with the aid of tugs, before being taken out of the channel to anchor for further investigation.

The ATSB found that the electrical blackout occurred because the auxiliary diesel generators shut down after the cooling water temperature controller malfunctioned, resulting in overheated cooling water. The ship's engineers did not immediately identify the problem and were unable to manually operate the cooling water temperature control valve in time to prevent the blackout.

The ATSB also found that the problems in the engine room started about 13 minutes before the blackout but the two pilots onboard were not informed of the situation. This removed the opportunity for the pilots to prepare for the loss of control, and delayed actions that may have assisted in a more timely or more effective response.

Click [here](#) to view report

Caroline Maersk TSIB – Singapore

On 16 July 2019, when the *Caroline Maersk* was conducting cargo operations at the Terminal de Contenedores de Buenaventura, Colombia, a stevedore fell into a cargo hold and succumbed to their injuries. The TSIB classified the incident as a very serious marine casualty and launched an investigation.

The investigation revealed that prior to the stevedore's fall, a container which was being discharged using the gantry crane fell into the cargo hold. The stevedore had likely leaned on a safety railing on the cross deck to check the condition of the container when the safety railing gave way. The investigation found that the corroded condition of the safety railing had been identified by the Company at the time of takeover of the ship's safety management. The repairs were planned to be carried out progressively in about four months' time, when the ship was due for dry-docking. There were no risk-mitigating measures put in place in the interim, such as temporary railings, cordoned or notices to warn users in the vicinity.

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Barge IB1940 NTSB – USA

At about 0930 on 4 November 2019, an explosion occurred aboard the moored tank barge *IB1940* at the Illinois Marine Towing Heritage Slip on the Chicago Sanitary and Ship Canal in Lemont, Illinois, about 25 miles from Chicago. The *IB1940*'s cargo of acetone had been unloaded, and the barge was being prepared for cleaning at the time of the explosion. No injuries or pollution were reported. The barge was declared a total constructive loss, valued at US\$1,750,000.

The National Transportation Safety Board determined that the probable cause of the explosion aboard the barge *IB1940* was the company's incomplete procedures that did not incorporate the safety instructions included in the Facility Operations Manual regarding the electrical bonding of air movers to barges. This resulted in an un-bonded air mover being operated in a cargo tank with residual acetone, thereby causing a static electrical discharge which ignited flammable vapours in the tank.

Click [here](#) to view report

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