

Access all areas safely



The structural condition of ladders is one of a number of recurring deficiencies in incidents reported to the Club.

Working and moving around the ship safely encompasses many aspects of shipboard life, ranging from vessel maintenance to personal care, from correct attire to proper supervision. And the Club has seen many reports of access problems arising from inappropriate instances of all these things.

The structural condition or securing of ladders, platforms, floor plates and walkways is a recurring deficiency reported at many of the Club's ship inspections, and related accidents have given rise to claims against Members. Even when the upkeep of such items is good, claims caused to or by ship's staff or shore workers can arise from

carelessness in accessing various parts of the ship.

This carelessness can be magnified considerably if the injured party is not wearing appropriate footwear or clothing and when individuals are not subject to the correct levels of supervision.

The Club cannot stress strongly enough the need to properly maintain access ways around the ship, and urges that proper care be taken by everybody on board to dress appropriately, behave professionally and - for those responsible - to ensure that proper supervision is given in order to ensure the safe performance of all tasks undertaken.

Singapore's strong line on MARPOL changes

The Maritime and Port Authority (MPA) of Singapore has introduced new regulations covering the submission of pre-arrival declarations by single-hulled tankers. The new regulations applied from April 4, and take account of the revised Regulation 13G of MARPOL Annex 1 (covering the phasing-out of single-hulled tankers) and new Regulation 13H, which bans the carriage of heavy grade oil in single hulls.

The revised Regulation 13G specifies that single-hulled tankers should be phased out or converted to a double hull, according to a schedule based on the year of the vessel's delivery. Regulation 13H bans the carriage of HGO in single-hull tankers in accordance with a schedule based on the tonnage and delivery date of the vessel.

In Singapore, the MPA requires the owner, agent, master or person-in-charge of any single-hulled tanker of 5,000 dwt and above to submit a declaration to the port master at least 24 hours prior to arrival. Any vessel failing to comply with the applicable MARPOL provisions on single hull tankers may be denied entry to the port or, if already in the port, may be detained.

(MPA Singapore Port Marine Circular No. 09 of 2005).

IN THIS ISSUE



**Berth-to-berth
planning**

Check lifting gear

Snappy surveys

Rudder trunk security

**Near-miss in the
Mississippi**



Berth-to-berth planning

Reports have recently reached the Club which serve to emphasise the critical importance to safe navigation of comprehensive 'berth-to-berth' passage planning. (See also *StopLoss 37*).

By way of illustration, the reports - which include CHIRP'S 'Maritime Feedback' newsletter (see www.chirp.co.uk) and summaries of 'Near Misses' from the Marine Accident Reporting section of the Nautical Institute website (www.nautinst.org) - feature incidents where vessels have grounded on shoals while under pilotage, following an

unexpected deviation from the intended track. Although the shoals were charted, it appears that the passage planning had not included any 'cross-hatching' to highlight their presence.

Members are reminded that the IMO Guidelines provide, among other things, that passage planning should be from 'berth to berth' and that 'all areas of danger' should be clearly indicated on the appropriate chart.

And the proper identification and cross-hatching or marking of no-go areas, such as a shoal, during passage planning, should also help

the bridge team, which includes the pilot, assess any alternative routes to the berth.

Further details can be found at: <https://mcanet.mcga.gov.uk/public/c4/regulations/safetyofnavigation/index.htm>

The Nautical Institute publication 'Bridge Team Management - a practical guide' also provides other suggestions on the identification and marking of no-go areas.

Recent reports have also highlighted the need for particular care in the execution and monitoring of passage planning, a subject which will be discussed in future issues of *StopLoss*.

Check your lifting gear

The photograph below shows the damage caused by a twenty-ton steel slab which was dropped from a ship's crane when a worn-out hoisting wire snapped. The Club emphasises that it is essential to check that lifting gear is kept in good order.



Snappy survey

The Club has learned of two recent incidents, in China and Mexico, in which surveyors were attacked by guard dogs on board vessels. In one instance, the surveyor was unable to complete his survey and was required to return to Singapore, where he received anti-rabies and tetanus jabs, and several stitches. Members are asked to take appropriate precautions when guard dogs are kept on board their vessels, and to be aware of the possible consequences in the event that an authorised visitor is attacked.

(London Offshore Consultants)



Rudder trunk security

The Port of New Orleans in the United States has issued a Marine Safety Bulletin warning of a trend for stowaways to gain access to - and hide in - the rudder trunks of ships.

The stowaways typically board while the vessels are in ballast and the rudder trunk is easily accessible from the waterline, using small craft.

The New Orleans Port Captain's Office may require a declaration from masters of inbound vessels confirming that a thorough search for stowaways was conducted after departure from a foreign port, and advising whether any were found.

The Port Captain may also require details of the vessel's stowaway

history in the past 24 months, and whether or not the rudder trunk was checked during the search.

Failure to provide complete and accurate information could lead to the vessel being denied entry to the port, and harbouring of stowaways will result in detention at the port and the imposition of civil fines.

The Port Captain's Office advises that the successful prevention of stowaways using the rudder trunk has been achieved by placing metal gratings over the access, or by conducting a thorough search of the space.

The Club stresses the need to comply with such advice, particularly in view of the current security concerns worldwide.

Algeria ratifies new arrest convention

Algeria has ratified the International Convention on the Arrest of Ships 1999, which replaces the 1952 International Convention for the Unification of Certain Rules Relating to the Arrest of Sea-Going Ships.

Article 6 of the 1999 convention stipulates that the court which has jurisdiction over a ship arrest has the right to compel the party seeking to secure the arrest to provide counter-security in respect of any loss incurred in the course of a wrongful ship arrest or in the event of a discrepancy over the amount of security claimed.

The Club understands that counter-security of this sort has already been used in connection with ship arrests in Algeria under the terms of the new arrest convention.

And the Transport Ministry and the Justice Ministry have been asked to ensure that the provisions of the new arrest convention are understood by those who have authority to impose them.

It is expected that the decision to ratify the 1999 arrest convention will lead to a fall in the number of wrongful ship arrests in Algerian ports, which had reached unacceptable levels under the 1952 convention.

(Omar Khelifa)



Near-miss in the Mississippi

Further to comments in the last issue of *StopLoss* (page 1) about navigational emergencies and the involvement of pilots, the Club recently received reports of a 'near miss' incident in the

Mississippi River in which a potentially serious casualty was averted thanks to prompt action by ships' staff and extremely good levels of liaison between the master and the pilot station. Members are

reminded of the need to ensure that their Officers-of-the-Watch remain at all times alert to unusual ship movements, and particularly when - as in this case - vessels are at anchor in rivers which have risen to unusually high levels.



At the request of Club Member Fairmont Shipping of Hong Kong, Bilbroughs' Loss Prevention Manager Nigel Hartley recently addressed Fairmont's Sixth Officers and Crew Conference at the Magsaysay Institute of Shipping in the university town of Dasmariñas, Cavite, in the Philippines.

Given a very wide brief, Nigel chose to identify a typical chain of events leading to different types of incidents - starting with some scenarios of poor maintenance to holds and hatchcovers, incorrect operating of equipment and inappropriate behaviour, then describing different types of commonly occurring claims, and finally following them through to investigation and reporting.

Nigel's talk was interspersed with examples and anecdotes of actual incidents, and concluded with a question-and-answer session which raised some interesting points that seriously taxed the speaker's experience and showed that the audience had been stimulated by the well-received talk.

In-house training

The well-attended Bilbroughs programme of in-house training seminars is continuing. Recent talks have included a presentation on Hull and Machinery Insurance and the Market (by David Jackson, MD of insurance brokers Alston Gayler & Co, and Graham Hensman, Hull Underwriter for Allianz), and More Fisher Brown partner Peter Jago's talk on Deck Cargo.

Forthcoming events include a talk by Simon King of Bilbroughs on May 11 on the 'Inter-Club New York Produce Exchange Agreement 1996', and a presentation by Walter Vervloesem of Antwerp-based surveyors IMCS, on 'Hatch Covers and Ultrasonic Testing' (June 22).

Members or their representatives are very welcome to attend these presentations. Those who are interested should contact Bilbroughs' Information Officer Arthur Crawford at:

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