

STOP OSS

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Indonesian coal

The London P&I Club and many industry experts have warned previously (e.g. StopLoss 59) of the challenges associated with the carriage of Indonesian thermal or 'steam' coal. Several recent Club cases, involving both Owners and Charterers, have prompted this reminder of certain practical issues.

To recap, Indonesian coal has a propensity to self-heat and/or emit methane. If uncontrolled, self-heating can lead to serious cargo fires and an accumulation of methane can explode. The IMSBC Code states that coal with such characteristics should not be loaded if the temperature of the cargo exceeds 55°C, and that the atmosphere in the holds is monitored at least daily on passage. The oxidisation process that can lead to self-heating can be detected by checking the hold atmospheres for rising levels of carbon monoxide (CO) and falling oxygen (O₂) levels. Methane levels can be measured directly.





The Code recommends that the ship carries a means of measuring cargo temperature, and requires that the ship is fitted with gas sampling ports (normally on the side of the hatch covers), and carries an instrument capable of measuring O_2 , CO and methane.

The recent cases have highlighted these issues:

1. Thermometers and gas sampling equipment must be regularly serviced and calibrated in accordance with the manufacturer's instructions. In one case in which the Club was acting for the Charterers, the Club-appointed surveyor arrived onboard over a week after the commencement of loading only to find that a dispute over safety to load had in part been based upon readings from equipment which did not have a valid calibration certificate.

- Care shall be exercised in interpreting methane measurements carried out in the low O₂ concentrations often found in unventilated cargo holds. Typically, manufacturers advise that methane readings will be meaningless if the O₂ level falls below 10%. But the Club has seen evidence of ship's staff relying upon methane readings even when the O₂ levels have fallen to negligible levels (1% or less).
- 3. In order to obtain meaningful information, measurements shall be made via an approved sample point. The Club has seen samples drawn through hold access hatches, which undermines the reliability of the measurements.
- 4. The atmosphere in the space above the cargo shall be regularly monitored – and this may mean that measurements continue after arrival at the discharge port, particularly when discharge is slow. The Club has seen problems with both self-heating and methane release worsening markedly during interrupted unloading.

Any Owner or Charterer entered in the Club and considering the carriage of Indonesian coal is welcome to contact **stoploss@londonpandi.com** for further advice.



Inspection of fixed premium small ships

We welcome Owners who have joined the Club's recently introduced Fixed Premium Cover for Small Ships up to 7,500 gt.

The Club has always placed great importance upon its new business risk management activities, and extends this ethos to the new Fixed Premium product. The aim of a Ship Inspection is to make an assessment of the exposure an Owner's operation may have to the typical third party liabilities the Club deals with on a routine basis.

Mutual Members have found the programme beneficial, and we anticipate that the Fixed Premium assureds will benefit similarly. This traditionally takes the form of a ship visit which is undertaken against a prescribed inspection form provided by the Club.

All ship inspections are conducted by high quality marine surveyors, chosen by the Club for their known ability to understand and consider the Club's covered risks and the operation before them. The costs of such surveys on ships entered on the Fixed Premium product are for the Owner's account and are paid directly to the survey company in question.

Surveyors who have conducted ship inspection work on a routine basis for the Club's Mutual Members will find the format of the ship inspection form familiar, though the content is tailored towards the specific market by having appropriate specialism sections for the surveyor to select as appropriate. Fixed Premium Ship Inspections should take approximately five to six hours to complete.

Surveyors or Owners who would like further information on the ship inspection forms or process can contact the Ship Inspection Department at: **loss-preventiondept@londonpandi.com**



Ostra is entered by Owners CVS Denizcilik Sanayi Ticaret Limited Sirketi in the London P&I Club's Fixed Premium for Small Ships facility.



LP Focus

The Club has introduced "LP Focus" – a new series of detailed Loss Prevention safety updates. The documents address various areas of operations where good practice could minimise potential exposure to accidents/claims.

This guidance has been produced in conjunction with London Offshore Consultants who are a leading firm of international marine consultants. The subjects covered in separate documents are:

- 1. Deck crane inspections and maintenance
- 2. Bulk carrier ventilation
- **3.** Tanker cargo shortage and contamination claims

Deck crane maintenance remains key to the avoidance of down time claims and both personal injury and damage to cargo. This document aims to raise awareness of good practice and the necessary formalities involved in managing and maintaining lifting equipment.

Hold ventilation is a subject upon which many of our Members seek guidance, and it is hoped that the notes provided will assist our Members in their day-today operations.

The final set of notes in the opening series considers tanker cargo shortage and contamination claims, and looks at areas such as loading preparation, gauging systems and cargo sampling practices.

Each set of notes are produced in PDF format and can be downloaded from the Club's website at the following link: www.londonpandi. com/loss-prevention/lp-focus/

Enclosed spaces and testing equipment

Cases continue of injuries and fatalities associated with entry into enclosed spaces, including cargo holds on bulk carriers where atmospheres have not been treated as potentially dangerous.

In a recent case, two shore staff were permitted by ship's crew to enter a cargo hold of a bulk carrier via the usual means of access. But due to an atmosphere which did not have enough oxygen to support life, one member of the shore staff died along with the crewman who made an attempt to recuse them without following proper emergency procedure.

The recent introduction of legislation relating to drill requirements for personnel engaged in entry into enclosed spaces was highlighted in a previous edition of StopLoss (#64). However, the Club continues to raise concerns over the number of spaces which should be considered potentially dangerous but may not be by crew who might focus on the traditional spaces such as ballast tanks and bunker tanks.



The carriage of goods in bulk which may deplete oxygen content or produce toxic substances remains a threat, together with the dangers of the use of fumigants in ship's holds. Ship's officers in particular should consider the risks of cargo hold entry at all points during the voyage and ensure that via onboard training, drills and toolbox meetings, crew are also instilled with the mind-set to question circumstances in which they and others are entering holds.

Furthermore, the Club hopes that ship's officers and crew will practise the necessary skills and emergency response process established in their safety management systems, so there is every possible chance of a positive outcome in the event of such an incident.



Members are reminded of the Club's safety posters which include raising awareness of the potential for bulk carrier holds to be dangerous spaces, and of proper familiarity and operation of atmospheric testing equipment. Any Members who wish to receive these or any other posters can contact **publications@londonpandi.com**





Club Inspector Laura De Wel



IMCS – Independent Marine Consultants & Surveyors

I switched over to a land-based career from my job as a Chief Officer on a 10,000 DWT chemical tanker in the summer of 2013, when the company I was working for sold their entire fleet and abandoned the idea of employing European officers.

Although the leap to shore-based employment occurred a bit earlier than planned initially, it had never been my intention to spend a full career onboard.

At IMCS, the company's policy is that our surveyors should have a seagoing background. Some people say this is not really required for the job; and this may be true for cargo-related inspection work. However, when the company you work for is mainly involved in marine survey work, seagoing experience helps you in your day-to-day activities, as it allows for quick adaptation and familiarity with typical onboard situations which can be encountered during any survey onboard.

Being a woman in a mostly maledominated maritime industry has its own perks and drawbacks. It is true that we are often mistaken for the ship's agents or seaman's mission representatives when we first board the ship. Furthermore, it is still a fact that upon first contact onboard we need to establish our position as a professional surveyor more firmly than male colleagues. However, in general this is rarely a real issue. The advantages are in the same line. A simple smile gets you a hot cup of coffee on a cold morning, as well as a generally smoother contact with

stevedores, terminals and port authorities which is a benefit when arrangements have to be made or information obtained.

There is no reason why women should not be surveyors, and similarly why we should not be capable seafarers. Surveying is a very interesting and multifaceted career, which broadens and builds on the nautical experience of the surveyor and allows for many different opportunities. One day you may be carrying out a routine pre-shipment survey for a steel cargo, the next finds you onboard a chemical tanker investigating personal injury, or making a risk assessment in the form of a condition survey.

The combination with a family life is not always easy, as shipping is not limited to office hours and emergencies may arise at any time of night or weekend. At IMCS, we are lucky to have a close team of professionals that is small enough to allow for solidarity and still sufficiently large to divide workload amongst colleagues.

I would recommend a surveying career to anyone looking for a varied job that offers a good mix of responsibility and autonomy in the maritime industry.

ACCIDENT INVESTIGATION WORLD ROUND-UP

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

Ever Smart and Alexandra 1 MAIB – United Kingdom

An investigation into a collision between a departing containership and arriving tanker at the entrance to the fairway at Jebel Ali port. The report considers the role of lookout and special awareness of the bridge teams along with the role of VTS in the incident.

Click here to view report

Annelies and Cool Expreso Dutch Safety Board – Netherlands

A fatal accident during the ship to ship transfer of palletised frozen fish cargo at sea concludes that the lack of a banksman and lack of adherence to SMS procedures during a high risk operation were contributory factors to the accident.

Click here to view report

Selandia Swan DMAIB – Denmark

The loss overboard of 3rd Officer while inspecting bridge wing lifebuoys whilst on bridge watch.

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Unidentified ADOMS IIB – Antigua & Barbuda

Loss (and subsequent fatality) of crew member overboard when acting as linesman, into harbour basin during shifting of berth in icy conditions. The administration makes recommendations with respect to risk assessment and personal protective equipment.

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