

‘Safe Manning On Board Ships?’

The Nautical Institute, Hong Kong Branch, 24 November 2017



Navigational Accidents Impact



Navigational Accidents – Impact



Navigational Accidents - Impact



- IG Pool and Excess Loss Reinsurance Claims Experience

Year	Total Claims	Value US\$m	Navigational Claims	Navigational Claims Value US\$m
2012	27	759.4	17	519.8
2013	17	679.8	11	338.3
2014	18	384.5	11	271.9
2015	17	673.6	10	469.3
2016	12	236.4	10	213.0
		US\$2,732.7m		US\$1,812.3m

Navigational Accidents – Impact



- Can result in the full spectrum of P&I liabilities
 - Collision damage
 - Fixed and Floating Objects
 - Oil Pollution
 - Cargo damage
 - Loss of life
 - Personal injury
 - Wreck removal
- In the majority of jurisdictions it is not possible to limit liability for wreck removal



Navigational Accidents – Manning Issues Collision



Rickmers Dubai – 11 January 2014



Rickmers Dubai



Kingston



Waloon Wizard

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai - Location

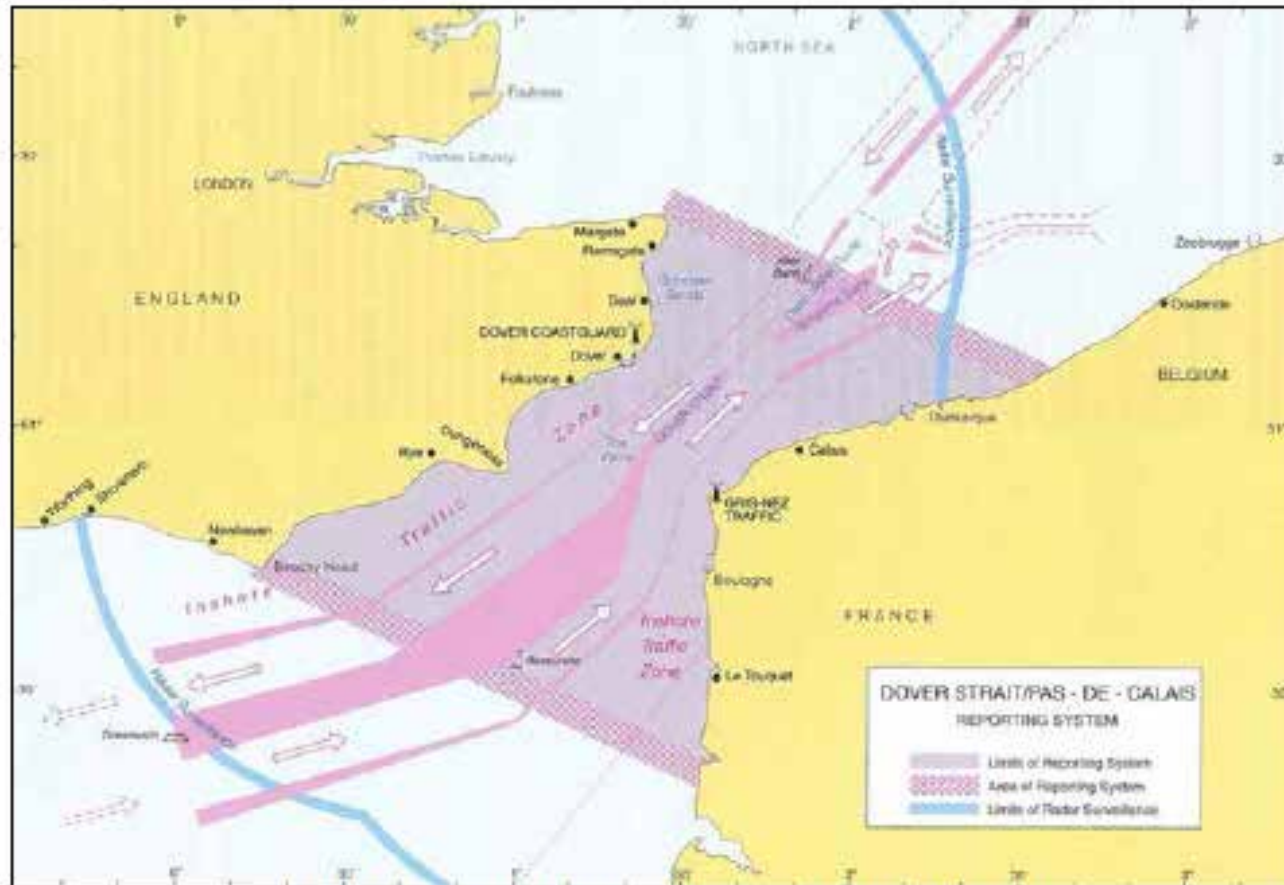


Figure 18: Dover Strait/Pas-de-Calais reporting system

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai



Rickmers Dubai	Kingston / Walcon Wizard
Hamburg- Genoa	Ipswich - Southampton
COG 233°T	COG 237°T
SOG 15.4 knots	SOG 6 knots
ECDIS – primary means of navigation	Tow length 250m
X Band Radar with ARPA in operation	Tug and Tow lit
	No AIS transmission
	CNIS – Safety Information Broadcast
Wind: SW F 5-6 - Visibility: Good – Sea State: Moderate/Rough	

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014



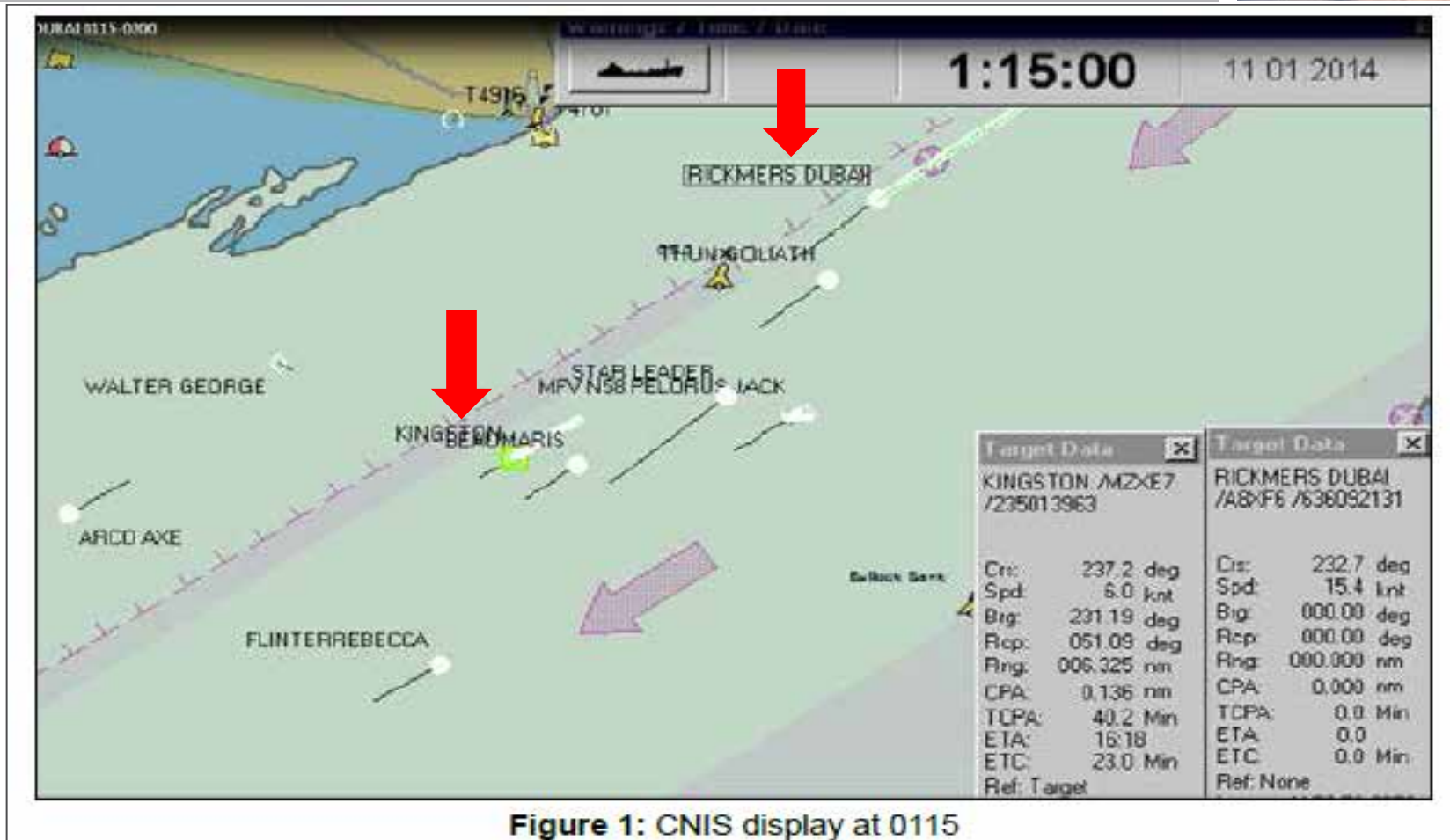
Rickmers Dubai - Manning



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COG 233°T	COG 237°T
SOG 15.4 knots	SOG 6 knots
ECDIS – primary means of navigation	Tow length 250m
X Band Radar with ARPA in operation	Tug and Tow lit
OOW – 2 nd Officer 8 years qualified, 2 nd voyage, 3 months on board	No AIS transmission
Bosun plus 4 ABs	CNIS – Safety Information Broadcast
Wind: SW F 5-6 - Visibility: Good – Sea State: Moderate/Rough	

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai



Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai



Figure 9: Radar display at 0100

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai

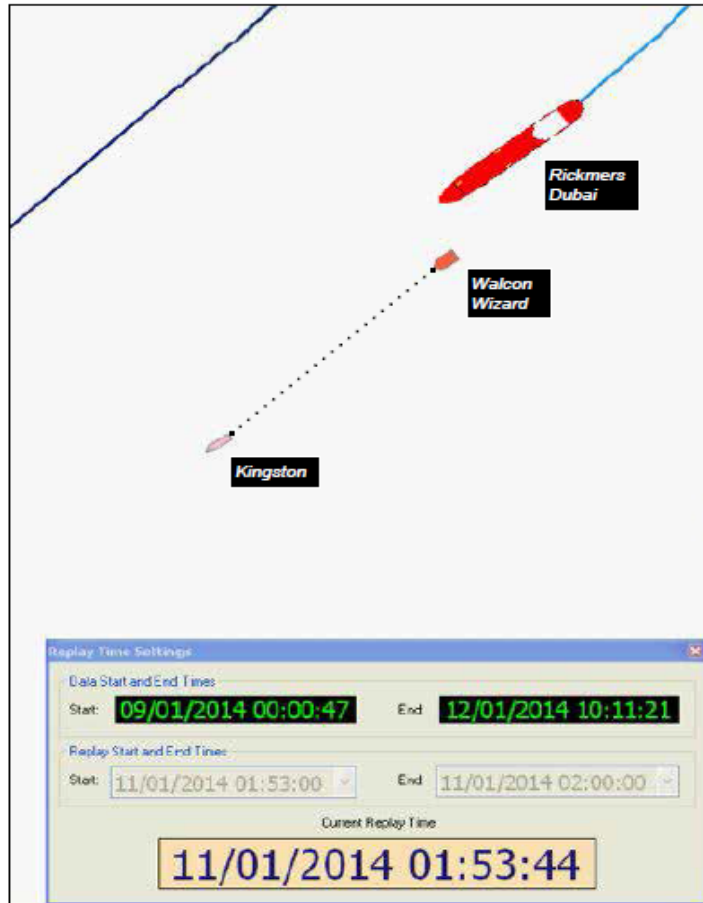


Figure 19: Simulation of the situation at 0153:44

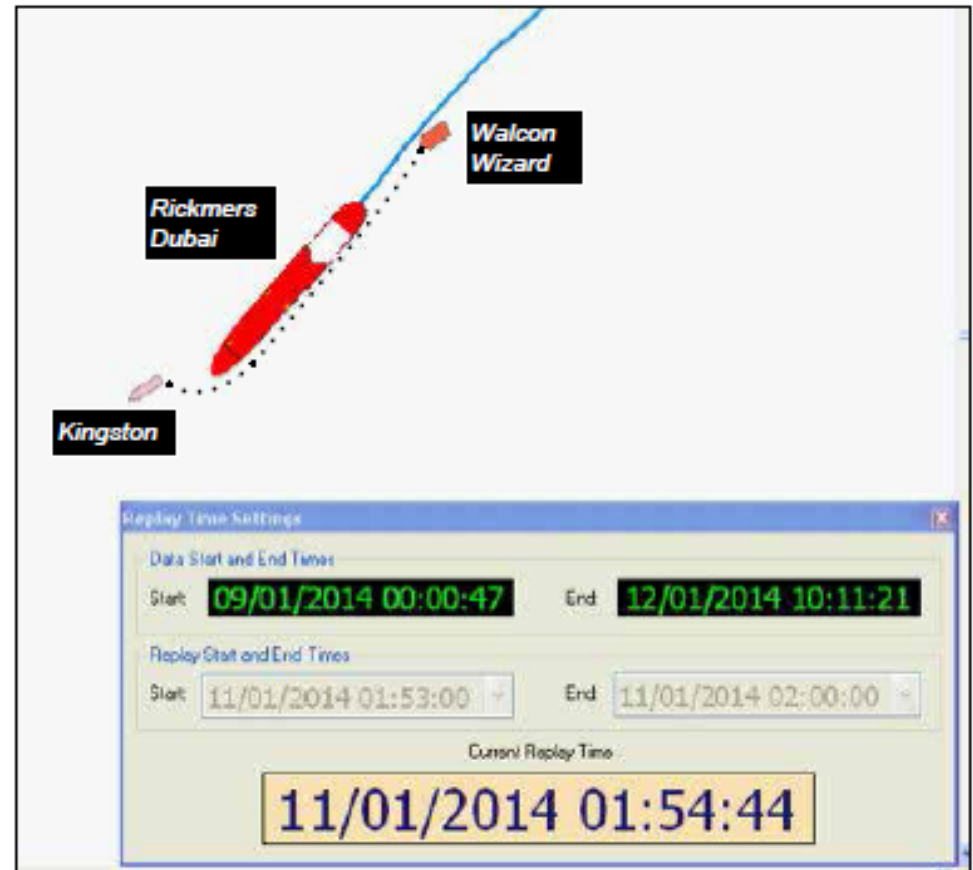


Figure 20: Simulation of the situation at 0154:44

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Rickmers Dubai – Bridge Watchkeeping



- Bridge Navigational Watch Alarm System (BNWAS)
 - key in control panel, system switched off
- Officer of the Watch
 - Low level of arousal
 - Over reliance on AIS and ECDIS
 - Music playing on bridge throughout the watch
- Lookout
 - Manning level sufficient for an AB to act as dedicated lookout
 - OOW was alone on the bridge on a passage with significant navigational hazards – night, dangerous shallows, high traffic density
 - AB below on safety rounds

Source: MAIB Serious Marine Casualty Report 29/2014 October 2014

Navigational Accidents – Manning Issues Grounding



Flash – Grounding off Tunisia June 2012



- 178,000 DWT laden bulk carrier
- On passage Newport News to Taranto
- Grounded at 0353
- Deck cadets available to act as lookouts
- Master's orders for lookout to be posted "only when necessary"
- 2nd officer on watch alone, vessel on auto-pilot



Source: Transport Malta Marine Safety Investigation Report No. 09/2013

Figure 9: Flash stranded on the rocks of Galitons de l'est

Flash – Grounding off Tunisia June 2012



- 2nd officer's practice not to sleep between 16h00 and 00h00
- Fatigued – fell asleep
- Vessel not fitted with BNWAS
- Vessel set south of intended track
- 00h57 to 02h20 ECDIS track alarm
- 03h41 ECDIS waypoint alarm
- 03h50 2nd officer wakes
- Too late to avoid vessel grounding
- MAIB Bridge Watchkeeping Safety Study 2004



Source: Transport Malta Marine Safety Investigation Report No. 09/2013

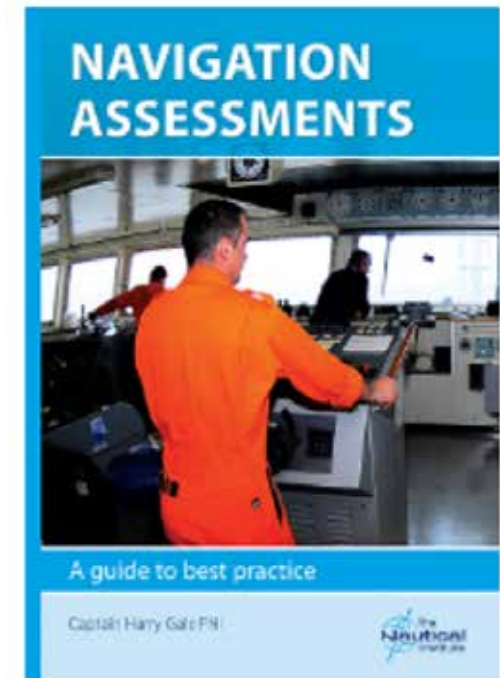
Navigational Accidents - Control



Control – Navigational Assessments



- How do owners and operators ensure that their vessels are being safely navigated whilst on passage?
- Navigational audits
 - Most occur in port
 - More effective at sea
 - Independent assessor preferable
- Nautical Institute
 - Guide to Best Practice
 - Courses for Assessors



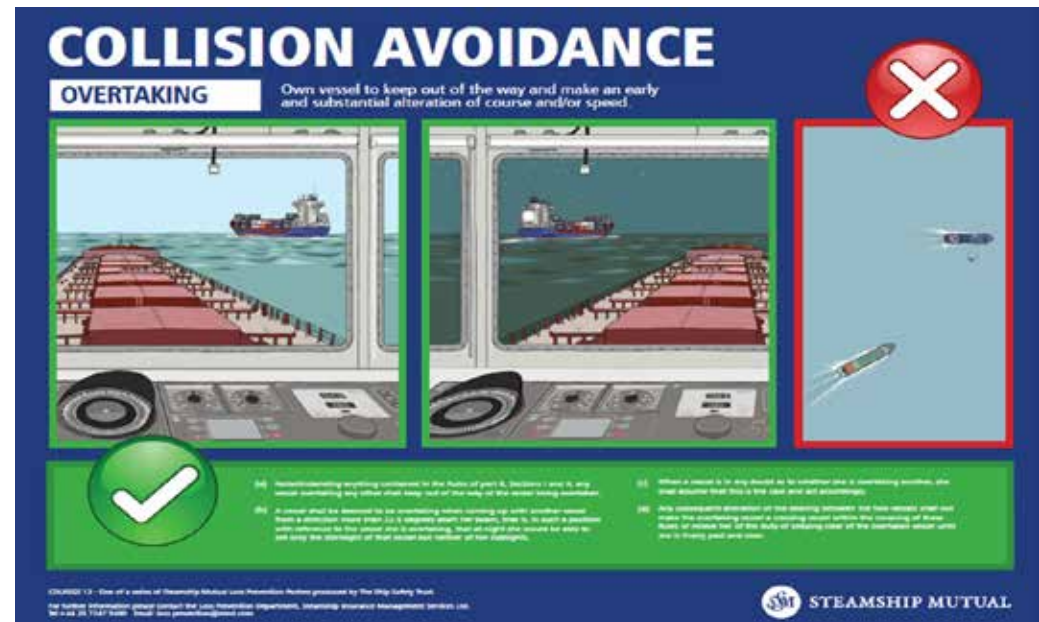
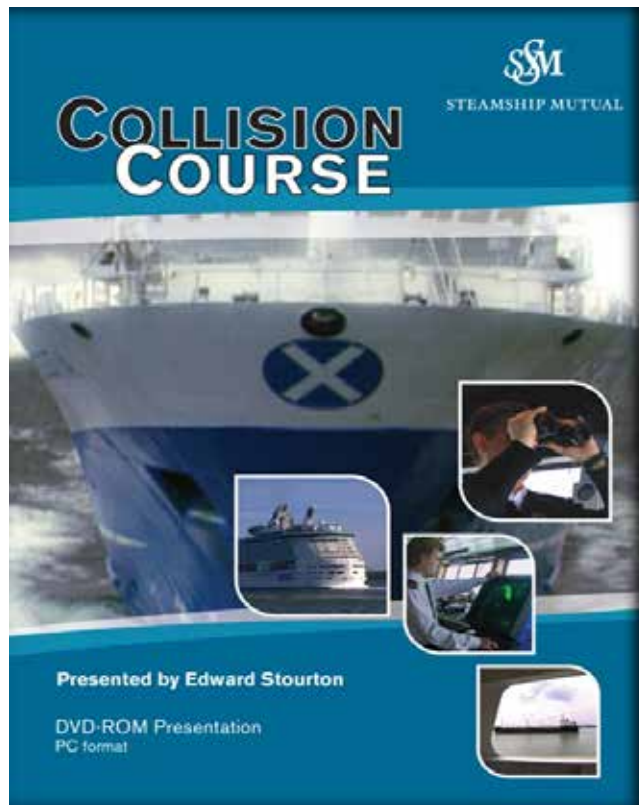
Control – VDR Analysis



- VDR Data generally used reactively when investigating cause of a casualty
- Proactive use of such data has loss prevention potential
- Enables detection of undesirable situations and patterns of behaviour
- Defined parameters such as:
 - Unsafe Under Keel Clearance (UKC)
 - Contravention of Traffic Separation Scheme
 - Unacceptable Closest Point of Approach with other vessels
 - Excessive speed/hull stress
- Cost compared with that of a casualty



Control - Loss Prevention Materials



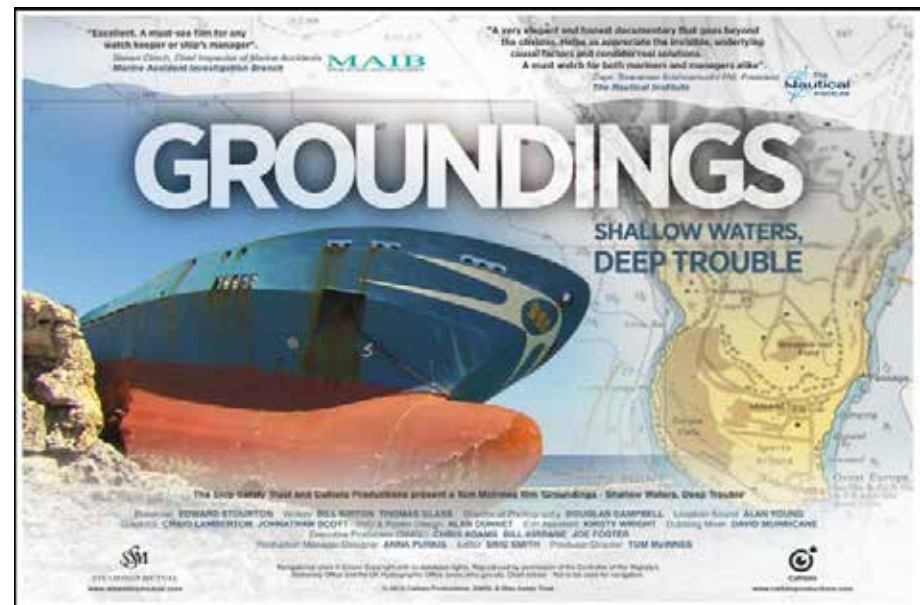
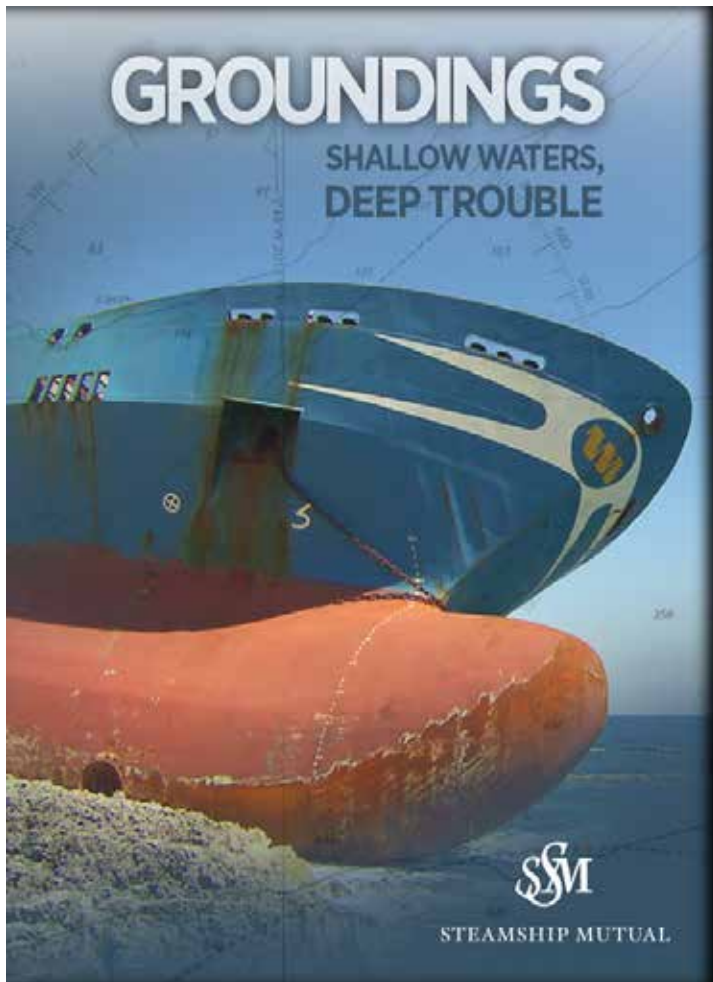
Winner 2009



Seatrade Maritime Awards
Middle East, Indian Subcontinent & Africa



Control - Loss Prevention Materials



Safe Manning - Crew Health



The Impact of Crew Illness and Injury Claims

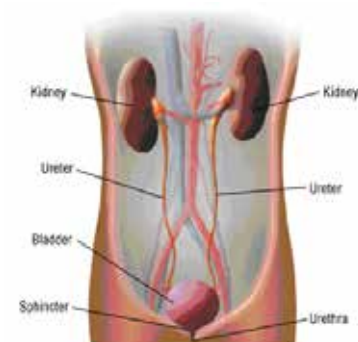
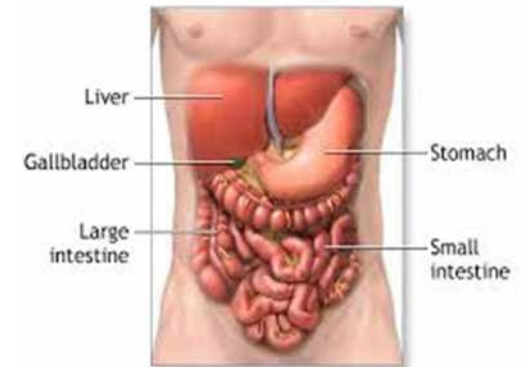


Year	Routine Claims		Major Claims		Total	
	No.	Value	No.	Value	No.	Value
2012	1,438	US\$18.890m	19	US\$10.053m	1,457	US\$28.943m
2013	1,414	US\$14.837m	16	US\$ 5.933m	1,430	US\$20.770m
2014	1,307	US\$15.201m	15	US\$ 7.446m	1,322	US\$22.647m
2015	1,292	US\$14.425m	19	US\$30.649m	1,311	US\$45.074m
2016	1,162	US\$12.330m	15	US\$ 8,667m	1,177	US\$29.997m
Total		US\$75.683m		US\$62.748m		US\$138.431m

The Recurrent Causes of Crew Illness



- Musculo-Skeletal conditions
 - Low back pain
 - Leg/knee or hand/wrist issues
- Digestive system conditions
 - Appendicitis
 - Hernia
 - Haemorrhoids
 - Gall Bladder Stones
- Genitourinary conditions
 - Kidney Stones
- Cardiovascular conditions
 - Hypertension
 - Coronary Artery Disease/ Stroke
- **Obesity**



Crew Pre-Employment Medical Examinations (PEME)



Recommended PEME clinics established in:

- Philippines
- Russia
- Ukraine
- India
- Latvia

Expansion to other areas identified by claims frequency analysis

Beneficial impact on crew claims experience of Members using the scheme

More expensive than routine PEME but better quality

SSM
STEAMSHIP MUTUAL

Pre-Employment Medical Examination Scheme (PEME)

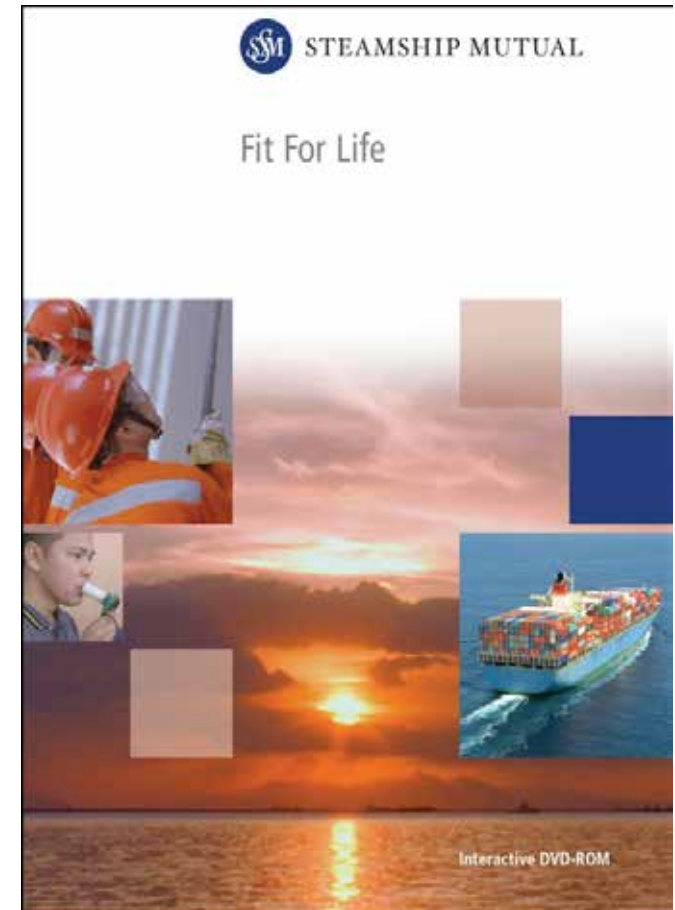
Pre-Employment Medical Examination Scheme (PEME)
The Steamship Mutual offers a structured PEME scheme providing enhanced medical tests and screenings to Members' seamen.
Using only pre-approved, recommended clinics to conduct the PEMEs, the scheme is designed to ensure that crew are fit to serve at sea and to protect shipowners and the Club against the risk of unnecessary loss and liability arising from crew illness.

**Comprehensive cover.
Exceptional service.**

Crew Health Loss Prevention DVD



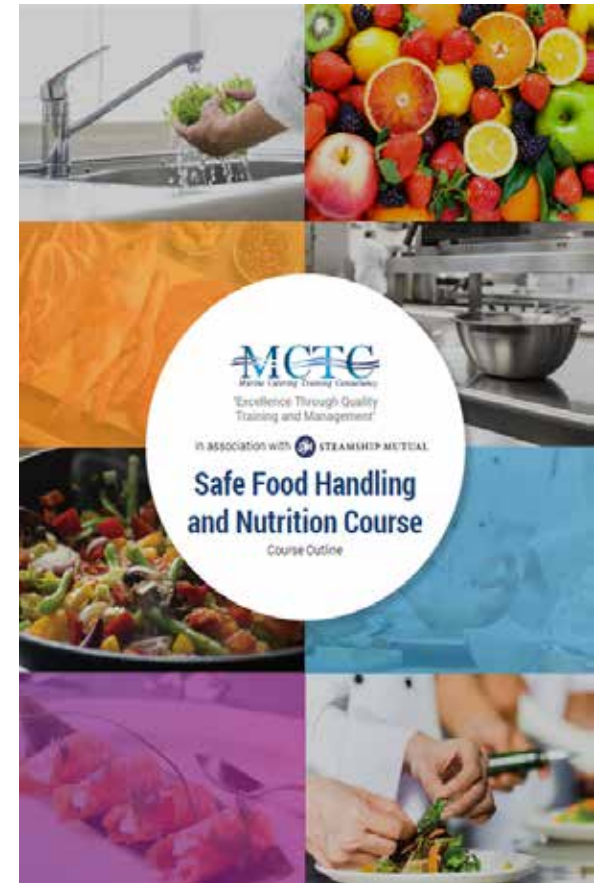
- Why it is essential for seafarers to be fit
 - No knowing “when” a medical condition may become critical;
 - No knowing “where” the vessel may be at that time
- Examines most frequent conditions that result in unfitness
 - Obesity
 - High blood pressure or hypertension
 - Diabetes
 - Hepatitis
- Control of risk through lifestyle choices
- Encourages a positive view of the PEME
 - Free annual check on health status
 - Regular examination provides early warning of risks to fitness
 - Lifestyle choices or medication extend working life



Crew Health – Safe Food Handling and Nutrition



- Supports the objectives of the “Fit for Life” DVD
- Computer Based Training (CBT) course for cooks
- Healthy diet essential
- Good food essential for morale
- Improves crew retention
- Reduced potential for crew illness claims
- Assistance with menu planning
- Potential cost savings from efficient use of food stores





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Visit itunes.apple.com to download the App
Visit play.google.com to download the Android App

