

2ND TANKER OPERATOR CONFERENCE

28TH SEPT, 2016, MUMBAI

*Capt. Gyanendra Singh,
Capt. Pankaj Sengar and Abhishek Singh.*



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Why are we here?

*How is your Company doing - the
balance sheet - Red or Green?*



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Do you recognise this vessel?



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Same vessel



www.youtube.com/watch?v=0PFgvof7Xq4&feature=youtu.be

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176 meter long, 40263 DWT,
oil tanker 'BURGOS', loaded
with 12,000 MT of oil,
caught fire in the Gulf of
Mexico off Veracruz, on
On September 25, 2016



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How about this vessel?



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The 60 meter long, ro-ro passenger ferry 'DANICA JOY 2' capsized and sank at its berth in Zamboanga, Philippines. The ferry had arrived with 799 passengers and cargo. All passengers disembarked and the crew began offloading cargo. The crew had not ballasted the vessel during the unloading process. The vessel lost stability and capsized.



On September 25, 2016

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Do you know the

'MAISTROS' - 'RIDGEBURY KATHRINE Z'
case ...

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The 228m long, 73,334 MT DWT Tanker 'MAISTROS' collided with anchored vessel – 183m long, 50,215 MT DWT Tanker 'RIDGEBURY KATHRINE Z' in the North Sea off Belgium. The Maistros suffered a power blackout and struck Ridgebury Kathrine Z. Both vessels sustained damage, but no injuries.

On September 21, 2016

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Few more cases...



Tanker collided with bridge under construction, Korea

Sept. 27, 2016 at 05:27 by [Mikhail Voytenko](#)

Product tanker DAE YANG NO. 3 (understood bunkering tanker) collided with construction installations of a bridge in Shinan islands area, South Korea, Yellow sea, early in the morning Sep 27. Tanker en route from Yeosu to Gunsang with cargo of ... [continue reading](#)

in [Accidents](#) 172



Ferry HEBRIDES grounding, North Uist

Sept. 25, 2016 at 13:27 by [Mikhail Voytenko](#)

Passenger ro-ro vessel HEBRIDES ran aground in Lochmaddy Marina in North Uist, Outer Hebrides of Scotland, at around 1100 LT Sep 25, while proceeding to berth with 76 passengers and crew on board. A CalMac statement said: "A technical failure ... [continue reading](#)

in [Accidents](#) 495

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And more...

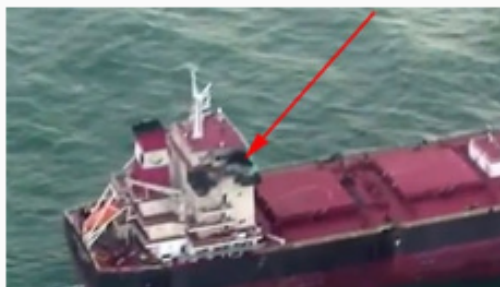


Container ship NIMET disabled, towed to safety

Sept. 24, 2016 at 13:33 by [Mikhail Voytenko](#)

Container ship NIMET suffered mechanical failure in the evening Sep 23 and started to drift, southeast of Kythira island, Greece, Sea of Crete. A tug was sent, which took container ship on tow, and towed her to Neapoli Voion anchorage ... [continue reading](#)

in [Accidents](#) 🔥 296



Bulk carrier FORTUNE HARMONY fire. Disabled, aground?

Sept. 24, 2016 at 06:19 by [Mikhail Voytenko](#)

Bulk carrier FORTUNE HARMONY issued distress signal at around 0300 LT Sep 23, reporting fire on board. Vessel was anchored on Piriapolis anchorage, Uruguay, Rio de La Plata, en route from Halida India to Recalada Argentina. Details unclear, understood 24 ... [continue reading](#)

in [Accidents](#) 🔥 409

<https://www.fleetmon.com/maritime-news/>

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Why do such incidents happen?

Ship-staff not competent? Not committed? Poor attitude? Lack knowledge?

Probably a mix of all... But why?

Are they all (barring few self-motivated ones) bad people, careless, least bothered, ...?



Let us see further...

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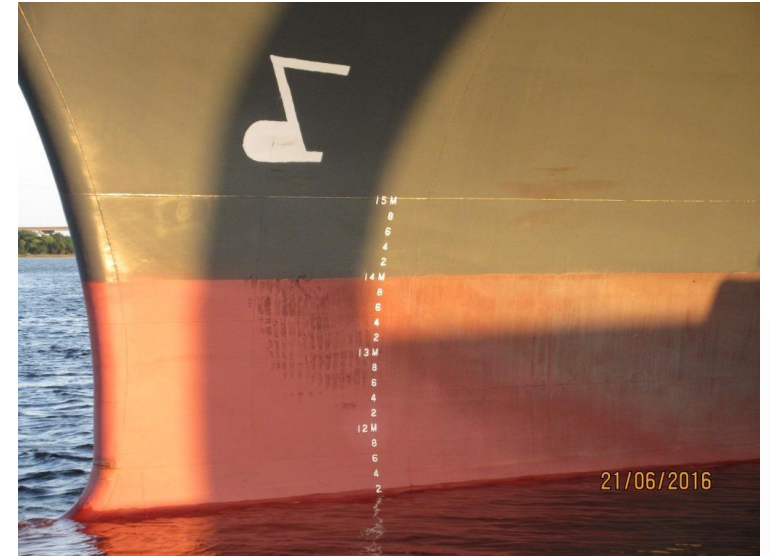


Plenty of Statistics available on -

- Tanker owning companies
- Accident ratio
- Huge Losses (Billions of \$\$)

Are we living in the risk of...

“It will not happen to me” attitude?



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Your position and role in your company ?

- “Fleet Manager”
- “Marine Manager”
- “Technical Manager”
- “Operations Manager”
-



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Accustomed Eyes – Mechanically Engrossed

- Ship-staff do not observe an unsafe conditions after few days of joining.
- Style of working in office...

...need to change



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- ✓ Whatever role in the office.... arrive
- ✓ Daily chores ... prioritisation.
- ✓ **Ultimate aim of a business is a positive on the balance sheet.**
- ✓ ISO 9001:2015... outlines is a risk based approach to the Quality management system with emphasis on internal and external environment and stake holder's requirements and perceptions.

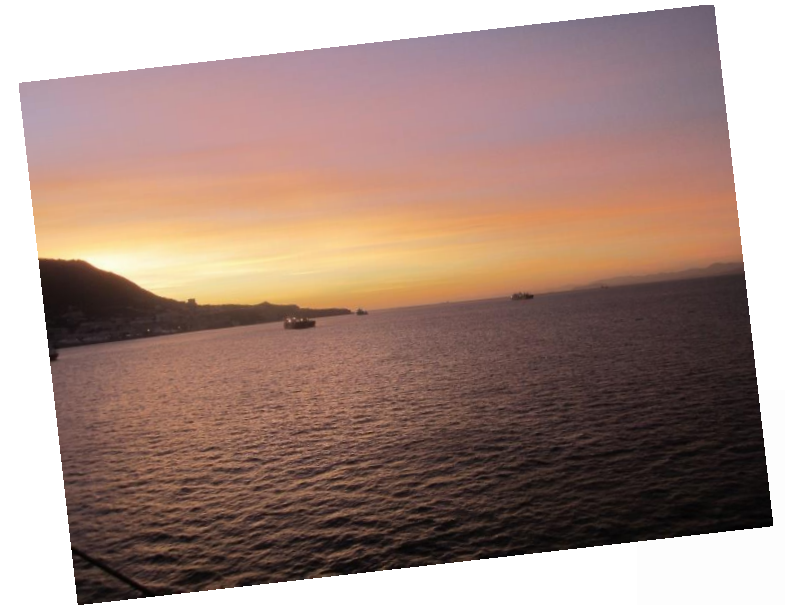


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A Business environment is dynamic and hence modus operandi has to keep changing accordingly.

- *We all make a lot of effort to achieve our Company's long term and short term goals, objectives and KPI. we lose sight of the Mission and Vision. (Example)*
- *The situational awareness is lost. Concentrate on the main goal and look for alternate means.*



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- The ship-staff on a different bandwidth more remote in perceiving the long term and short term goals, objectives and KPI of the Owners, Managers, Charterers, Commercial Operator, Receiver, Terminal, Oil Majors, etc.

Hence the “[Lacuna in the Shipping Industry Operations and Safety Standards](#)” and ...



“The perception Gap between Stake Holders”.

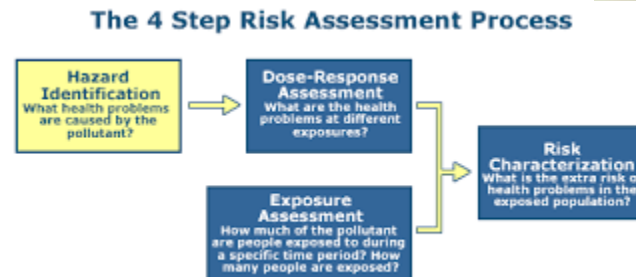
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On board Safety - as perceived **ASHORE**.

- *Work Planning*
- *Toolbox meeting*
- *Risk Assessment*
- *Checklist used*
- *Proper PPE used*
- *Work Permit duly completed*
- *Compliance of Procedures*
- *Nearmiss / Incident / Accident reported.*

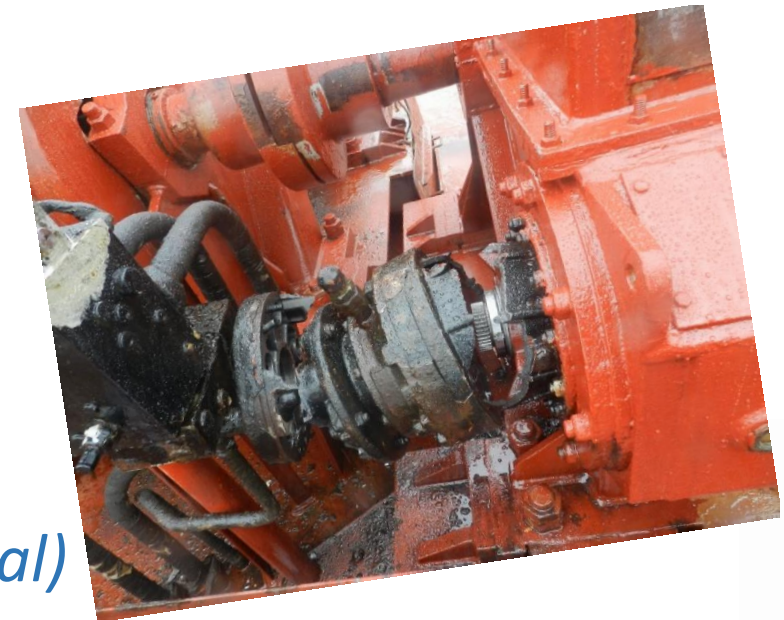


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- On board Safety in Practice.
- *Work Planning... Just in case*
- *Toolbox meeting... Okay*
- *Risk Assessment... Copy Paste*
- *Checklist used... Filled up*
- *Proper PPE used... mmmm...*
- *Work Permit duly completed... No hurry*
- *Compliance of Procedures... where (taped manual)*
- *Nearmiss / Incident / Accident reported... ???*



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Scenario Onboard

- Cigarette Lighter in ship's drawer... Ashtray
- Checklist revised ... vessel using old version (Drill for rescue from enclosed space, Free-Fall Lifeboat lowering frequency)
- Mooring winch brake testing, pipe sections for sliding / flexibility painted over
- Temperature and Pressure Gauges in engine room not working / darkened and not readable



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Scenario Onboard (contd.)

- Permits filled on computer,
- Toxic gas test during bunkering – required? Who? How?
- Writing Port Log books...
- Ship-shore safety checklist, Permits... incorrectly filled / incomplete.
- New delivery vessel, 5 observers, and safety materials in 5 boxes on board for 20 days, boxes not even opened,



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Scenario Onboard (contd.)

- Query to vessel and reply not received as expected - time and content
- In spite of so many detailed guidelines, ORB entries with numerous errors inviting PSC action.
- Regular reports ... not on time, incomplete, file name.. , message subject.. , scanning..
- Life boat davit not greased, not moved, boat not moved Drill logged



These are not just vetting observations....

....and the list is endless.

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Scenario Ashore

- Too many safety messages with little follow-up.
- Safety Circulars, memo, separate from CSO, Fleet Manager, Owners messages, etc.
- Adding document, little attempt to reduce.
- ABCD of Technical Superintendent.
- Asking vessel to resend old messages, cc...
- Risk Assessment and Critical equipment list and critical spares list prepared by ship-staff.



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Scenario Ashore (contd.)

- Superintendents unaware of SMS requirements.
- Too many safety related files – uninviting.
- Intrinsically safe cameras....?
- A Master sends daily noon report with copied to various departments. And still so very often gets a request for ... Next port and ETA.
- Freefall lifeboat forward hatch cover glass was cracked... replace by acrylic sheet
- Paint over rust... Owner inspection



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Scenario Ashore (contd.)

- Stores and Spares.... specs, quality, quantity & delivery time...
- Confusing queries to vessel - Number of pieces required?
- Internal Audit completed a month back and ship using old version forms for almost a year.
- Incinerator temperature recording...
- Correction - corrective action - preventive action ?



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Coming back to the question –

Are all ship-staff (barring few self-motivated ones) bad people, careless, least bothered,

....No sir,

Ship-staff are like children, they become what parents make them, and it is the combined parenting effect of all companies so they do pick up both good and bad habits along the way.



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Before we jump to conclusions, let us think why...

It is like a father and son scenario, who are for some reason displeased with each other...

**Behaviour has changed,
Expectation, the root of problems,
Over communication**



We and They >>>> Our Ship-staff

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The way ahead...

What is required broadly is –

- Leadership ashore and on board
- Commitment at both ends
- Understanding and team effort
- Recognition and Appreciation for good performance.
- Attitude change – ~~Not~~ My Job



At micro level...

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The way ahead – more specifically...

- Motivate the ship-staff to perform... Master, senior officers,
- Assurance and Better understanding between ship-shore... Call from DPA, Young Superintendents...
- Responsibility, Authority, Respect, Social Welfare and Freedom to operate for Ship-staff
- Stint in office - understand shore perspective
- Shore staff to get opportunity to sail / visit ships.



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The way ahead – more specifically (contd.)...

- Supplies adequately and timely supplied...
- Owners, Charterers, Terminal and Receivers requirements clearly spelt
- Procedures available – not followed. Need to Educate well, Appreciate, Award, Penalise...
- Accident Investigation - negligence on ship staff
- Audits... to find scope for improving the system, to include assistance for rectification and training rather than...



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The way ahead – more specifically (contd.)...

- 360 Deg appraisal system / feedback from more reliable crew
- Improve appraisal system – 1 to 5, criterion, understanding, weightage...
- Independent 3rd party inspection / training.... Industry perspective
- Better monitoring of vessel performance / deficiencies and wise use of resources based on performance analysis... trending.



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Any Questions?



You may also post your queries on...

OPS@ARCSVISION.COM

SUPPORT@GAPMETRIC.COM

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*Capt. Gyanendra Singh,
Capt. Pankaj Sengar and Abhishek Singh.*

From
**ABACA RESEARCH AND
CONSULTANCY SERVICES**

Signing Off...

“YOUR PROFIT IS OUR BUSINESS”



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*Capt. Gyanendra Singh,
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ABACA RESEARCH AND CONSULTANCY SERVICES (ARCS)



Abaca is a plant, which belongs to the Banana Family. It is found in Philippines,

- The manila rope used for life saving on board ships is made of Abaca Plant fibres.*
- Every part of the Abaca Plant is useful.*
- Being from the Banana Family, Abaca Plant is self growing.*

ARCS strives to be like the Abaca Plant... Life Saving, Useful and Ever-growing