Focus on This Month: Countermeasures against dense fog season

From March to May is the season of dense fog. Especially in April and May is the month the number of occurrences frequently. In contrast learn safe navigation tips will have the time to raise safety awareness.

Mission
We make your cargo valuable and deliver a better tomorrow.

Vision
HI2020—The winning & Creating Pioneer
**Safety navigation of foggy season**

- **Action for restricted visibility**
  Follow Conducting of vessels in restricted visibility & navigation watch by '72 COLREG.

**RULE 19. Conduct of vessels in restricted visibility**

- This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- Every vessel shall proceed at a **safe speed** adapted to the prevailing circumstances and conditions of restricted visibility.
- A power-driven vessel shall have **her engines ready** for immediate manoeuver.
- Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the section ‘Conduct of vessels in any condition of visibility’.
- A vessel which detects by radar alone the presence of another vessel shall determine if a close quarters situation is developing and/or risk of collision exists. If so, **she shall take avoiding action in ample time**, provided that when such action consists of an alteration of course, **so far as possible the following shall be avoided**:
  a) an alteration of course to port for a vessel **forward of the beam**, other than for a vessel being overtaken;
  b) an alteration of course towards a vessel **abeam or abaft the beam**.
- Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

**RULE 6. Safe speed**

- Every vessel shall at all times proceed at a **safe speed** so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.
Countermeasures against dense fog season

**RULE 35. Sound signal in restricted visibility**

I. A power-driven vessel making way through the water: shall sound at intervals of not more than 2 minutes one prolonged blast.

II. A power-driven vessel underway but stopped and making no way through the water: shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.

III. A vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel: shall sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.

IV. A vessel towed or if more than one vessel is towed the last vessel of the tow: shall sound at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts.

V. A vessel at anchor: shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound one short, one prolonged and one short blast.

VI. A pilot vessel: four short blasts

---

**Action for restricted visibility**

- **USE OF THE CHECK LIST**

**CODE102-627 N7 NAVIGATION UNDER RESTRICTED VISIBILITY**

- **Proper navigation and using of equipment**
  
  ➡️ Defense navigation and secured countermeasure capability
  
  ➡️ Prepare to dropped anchor or waiting at emergency situation (entry/departure, coastal navigation)

If you do not close situation with other vessel?

➡️ be positive, made in ample time in restricted visibility.

**Using ARPA / RADAR / AIS**

---

Safety Compass (2018.5)
Danger of buoy touch during departure Karachi

Brief Description
2017.03.17 One harbor master and two pilots boarded for departure from Karachi, Pakistan. After leave from the berth, one pilot piloting the ship swinging to starboard at turning basin (about 700m). Pilot used ahead engine at final stage of the swinging under unsafe distance (about 70m) away from a green buoy “TS-7” on fore right side in spite of the master’s advise. In this result, ship was swinging with getting close to the buoy and the master used full astern engine directly to keep clear from the buoy. By the captain’s action, the buoy was cleared 10m with ship. Master strongly protest against harbor master to prevent the above situation from reoccurring.

*For Karachi port arrival/departure, harbor master additionally boarded on the vessel of LOA more than 325m and they are performing a role of pilot supervision and management.

1) Immediate Actions taken
◇ Captain immediately used full astern engine when he felt the danger of buoy touch and passed the buoy with about 10m distance.

2) Root Causes
◇ Improper piloting
◇ Disregard of captain’s advise to use ahead engine after make safe clearance with the buoy
◇ Absence of harbor master’s supervision and management of pilot

3) Corrective Actions
◇ Strongly appealed the harbor master to rectify the improper piloting and the absence of harbor master’s supervision and management of pilot.

4) Preventive Actions
◇ Bridge team follow the below management when the pilot boarded.
  ✓ Thoroughly conduct the ship’s particular & arrival/departure plan preview between pilot and captain.
  ✓ Carry out the sharp observe/supervision of pilot’s maneuvering.
  ✓ If in doubt about piloting, always make inquiries and consult the pilot.
  ✓ Under the judgment of the captain, drastically use the engine at any time of dangerous situation advent.
◇ Especially instructed the vessels which visiting Karachi port where the improper piloting sometimes occur to keep more caution.
5) Attachment

ECDIS Playback & Telegraph Log
The safety rules are your life when working aloft. Let’s learn about safety rules when working aloft and outboard.

◆ Exhaustively check!

► Before starting the work, check the weather or sea condition to see if it is safe to work.
► Every time watch man stand by during working.
  * Working into groups of two
► Used HOOK LINE or HOOK BAG for preventing tool’s falling down.
  * Use work tools in a bag
► Using Safety Helmet and harness, Checking Damage condition
  * Connect it to the hull or fixed structure
► Notify items before working
  * Secure the communication means with the watch officer
► For bosun’s chair and stage, use those with enough strength and check if it is lashed safely.
► Use a ladder that is strong and has sliding prevention plate attached.
► If working overside, keep life buoy and line ready.
► Always be careful and don’t overestimate your own ability.

◆ Relevant procedure

► CODE102-601 C1 PERMIT-TO-WORK (CREW)
► CODE102-602 C2 PERMIT-TO-WORK (OUTSIDE WORKERS)
► D3 Risk assessment – General works – 4.9.2 Working aloft, 4.9.6 Working outboard
► D4 Register of risk reduction measures – General works – 4.9.2 Working aloft, 4.9.6 Working outboard
Safety Compass (2018.5)

Safety poster for safe navigation and prevention of human accidents

We will send you two Safety Poster every month for the safety awareness of the crew. The poster should be posted at the designated place after Color Printing.

1. Collision - Traffic Seperation schemes (Place to attach : Bridge)

2. Work Safety - Overside (Place to attach : Elevator, Deck TBM place)
PSC Check List - Tank Vent Head

During the PSC inspection, there are cases where the vessel is detended due to poor maintenance of the tank vent head and poor internal float. Please make sure that you understand the following points so that you will not be pointed out as the same case.

◆ Regulations for Tank Air vent head
  ▶ The requirement of automatic closing devises on certain air pipes (from tanks) can be found in Load Line Regulation 20. This has been interpreted by IACS in Unified Requirements P3 (Air Pipe Closing Devices). The IACS UR P3 states some specific requirements for the design, materials and testing in order to have a common understanding between the Class societies for the approval of air vent heads.
  ▶ The purpose of the air vent head (as defined in IACS UR P3.2.6) is:
    i. to prevent the free entry of water into the tanks
    ii. to allow the passage of air or liquid to prevent excessive pressure or vacuum coming on the tank

◆ Major deficiencies for Tank Air vent head
  ▶ Major defects of the tank air vent head found during PSC inspection are as follows.
    i. Guide pin broken in way of welding to float
    ii. Guide pin broken at lower end due to corrosion
    iii. Float shows signs of corrosion in way of weld seam, may crack in future
    iv. Internal corrosion of housing
    v. Rubber seat dislodged making the float stuck & unable to operate
    vi. Due to internal corrosion, rubber seat is dislodged

  ▶ The deficiencies found above should be corrected before departure, but will continue until departure if no action is taken.

◆ Caution of deficiency for Tank Air vent head
  ▶ The most probable cause of defective vent heads is the daily exposure to the outdoor environment on deck, occasional sprays from green seas and ballast water being pushed through the vent head during heavy rolling.

◆ Maintenance of Tank Air vent head
  ▶ Each vent head is an essential safety feature on board and should be kept in good condition. Needless to say that a vent head replacement shall be of an approved type and any replacement parts shall be of the original or an equivalent quality.
  ▶ Such a program should include the general condition (rust, dirt, functionality) and especially the condition of the float/ball/disc, guiding pin, seat and wire mesh (if installed).
  ▶ You should check the condition of the air vent head at least once every three months by performing an open check.
Risk of fire due to negligence after using a cutting torch

Without separating the parts and taking safety measures after using the cutting torch, the No.1 oiler went to the cabin after bunkering, which caused a small leak. However, the 1st engineer found the leak during patrol and took necessary safety measures, preventing potential fire and explosion in advance.

1) Potential Accident Factors

- Unclosed valve of the cutting torch, regulator valve, and storage tank valve
- Negligence of the crew to clean-up after using the cutting torch

2) Precautions for Accident Prevention

- Check operational procedures and potential risks through a tool box meeting before use
- Inform crew about the risk of fire and explosion from neglecting clean-up after using a cutting torch
- Enhance supervision of superiors
Natural vitamins

Natural vitamins to prevent cancer and keep health.

► The American Cancer Society recommends five options for cancer prevention:
  ● Maintain a healthy weight;
  ● Move more active;
  ● Take at least 5 to 9 more vegetables (including beans) and fruit a day;
  ● Take at least 3 whole grains per day;
  ● Minimize the intake of red meat (including processed meat) such as beef or pork.

► In particular, vegetables and fruits should be picked with a thick color, which is said to contain more nutrients. Although many studies are still underway, it is important to understand that vegetables and fruits are generally good for preventing and overcoming various diseases, including cancer, and for maintaining the health balance of our bodies. It is true.

How to eat nutritious vegetable?

► Even the most nutritious ingredients can lose their good nutrition depending on the cooking method. Let’s look at how to enjoy the nutrition of vitamins full of vegetables without loss.

1. Spinach
   ✓ Spinach is best nutritional to eat raw, but if you do not like the tangy taste of raw food, eating just a bit in a low-moisture recipe can reduce the loss of vitamin C and B groups. A low moisture recipe is a method of adding water only to about 25% of the weight of vegetables. However, it is recommended to use a thick pot when cooking.

2. Cabbage
   ✓ If you boil cabbage, you can not take nutrients such as vitamins, minerals and chlorophyll. However, if the stomach is weak, it may be a burden to eat just the cabbage, so it is good to make a little cabbage juice. Vitamin U in cabbage protects damaged gastric mucosa and vitamin K is good food for gastrointestinal disease by hemorrhaging blood in gastric mucosa.

3. Cauliflower
   ✓ Cauliflower, cabbage, broccoli and cousin, contains rich water-soluble vitamins B and C, When boiling cauliflower, dip it in boiling water and take it out quickly. When it is roasted, it is first soaked in boiled water,
Natural vitamins

and then it takes out and fries it to reduce nutrient destruction.

4. Potato

✓ Potatoes are rich in vitamin C. It is a way to prevent the loss of vitamin C by cooking without peeling it, or by washing it after it is cut.

◆ Nutritional Juice Recipe

► Making spinach cabbage juice

● A handful of spinach
● A piece of cabbage
● An apple

(You can use grapefruit or kiwi or orange instead of apple.)

1. Spinach and cabbage cut to the modest size.
2. Apples are cut into shells, small pieces are put out, seeds are put out.

3. You put all the stuffs into the blender and grind them fine.