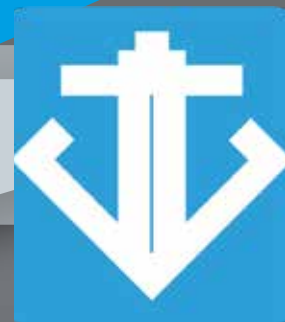


Issue # 03 - 2021

# MARITIME TRAINER

Health & Safety Bulletin



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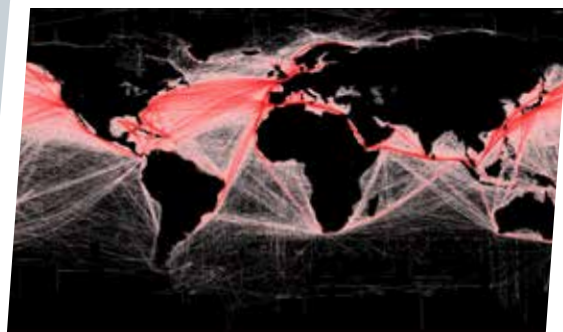
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**SAFETY FIRST**





## - SHORT NEWS FROM IMO -



# DAY OF THE SEAFARER — 25 JUNE —

### 2021 campaign - Fair Future for Seafarers

In the wake of the COVID-19 pandemic, seafarers found themselves both on the front line of the global response and subject to difficult working conditions surrounding uncertainties and difficulties around port access, re-supply, crew changeovers, repatriation, etc.

In light of this, the 2020 Day of the Seafarer campaign focused its message around urging governments to recognize seafarers as key workers and ease travel restrictions for them to facilitate crew changes.

The 2021 Day of the Seafarer campaign will continue to encourage governments to support seafarers amid the pandemic but will expand its message, calling for a fair future for seafarers.

The campaign will discuss issues that will still be relevant to seafarers after the pandemic, such as fair treatment of seafarers, fair working conditions (in line with ILO's Maritime Labour Convention), fair training, fair safety, etc.

### Seafarers, we are listening

Leading up to the 25 June, Seafarers will be invited to answer questions on what a fair future for seafarers looks like. The answers will be shared afterwards and will provide a soundboard to help guide our actions moving forward.

### Campaign hashtags

#FairFuture4Seafarers will be the hashtag for the campaign.

Seafarers themselves can use the hashtag to voice their position on what a fairer future for seafarers includes and looks like.

Support organizations can also join in and use the hashtag to demonstrate how they support seafarers and what they hope for a fairer future.

Shipping companies and port organizations are also invited to show their appreciation for seafarers.

All IMO's social media platforms will be used to featured the campaign which includes Twitter, Facebook, Instagram and LinkedIn.

<https://www.imo.org/en/About/Events/Pages/Day-of-the-Seafarer-2021.aspx>



# IMO HIGHLIGHTS GENDER EQUALITY AND LEADERSHIP IN A COVID-19 MARITIME

**The** International Maritime Organization welcomes this year's United Nations theme for International Women's Day 2021 of "Women in leadership: Achieving an equal future in a COVID-19 world."

This important message aligns with the various activities undertaken by IMO over the years to make the maritime sector more gender inclusive and to enhance the contribution of women as key maritime stakeholders.

IMO Secretary-General Kitack Lim said: "International Women's Day is the perfect opportunity for everyone in the maritime sector to ask: 'Are we doing enough to make our industry more diverse?'"

"We have seen time and again that having women in all roles, particularly in leadership creates a more prosperous and dynamic workforce. Moving forward, we must embrace these principles to ensure a sustainable recovery from the impacts of the COVID19 Pandemic, and to shape a fairer future for all," the Secretary General continued.

As part of IMO's remit to meet the Sustainable Development Goal for gender equality (SDG 5) under the UN 2030 Agenda for Sustainable Development, the organization has been taking tangible steps to make maritime more inclusive, including the Women in Maritime Programme, 2019 World Maritime Theme, and more.



He said "It is vital that the maritime sector shows support for the many talented women in our industry. We take this support seriously and at IMO we launched our 'my maritime mentor' online campaign to celebrate International Women's Day, and to highlight the 2021 World Maritime Theme 'Seafarers: at the core of shipping's future'. We encourage everyone to recognize the support and to share their stories about their inspiring mentors in the maritime industry, who have helped them shine brighter."

"We are currently working with WISTA International to gather data for the first "Women in Maritime" survey, to assess the participation of women in the maritime sector. The results of this will create a baseline for our industry to measure effort and track progress. I look forward to working with each and every one of you to continue on the path to making maritime more inclusive," he said.

IMO has focused its diversity efforts via its gender and capacity building programme, which is now in its thirty-third year. The Women in Maritime gender programme supports women in both shore-based and sea-going roles.





## - SHORT NEWS FROM IMO -

This programme spearheaded activities around the IMO's 2019 World Maritime Theme, 'Empowering Women in the Maritime Community'. The programme has supported the creation of a number of regional associations for women in the maritime sector across Africa, Asia, the Caribbean, Latin America, Arab States and the Pacific Islands. Women from developing countries are also being given support to move into leadership roles via sponsorships to the Maritime SheEO leadership accelerator programme.

To increase visibility of women in maritime, IMO has produced a video showing how the Women in Maritime Programme is helping to support gender diversity. It has also made available a photo bank of images of women in maritime from submitted content. The use of these real-life photos in news stories, social media posts and brochures is vital to more diverse representation in the maritime world.

IMO Member States, NGOs and the maritime industry are encouraged to participate in the inaugural IMO and WISTA International Survey 2021 to help gather data about women in the maritime and ocean fields for an accurate baseline that can be used to allocate resources and measure progress.

<https://www.marineinsight.com/shipping-news/imo-highlights-gender-equality-and-leadership-in-a-covid-19-maritime-world/>





# SHIPPING INDUSTRY NEEDS TO TALK MARKET-BASED MEASURES

**“One** way we can make the current low emission technologies competitive with traditional fuels is through some form of market-based measure. We need a mechanism that equalizes the cost between using low carbon fuels and traditional fossil fuels,” says BIMCO president Sadan Kaptanoglu.

BIMCO would like to stress that market-based measures for shipping should be governed by global rules, as it is critical that the industry is not required to pay for its carbon emissions multiple times. This is relevant if market-based measures are being implemented regionally as, for example, has been announced by the European Commission.

A market-based measure can be described as a rule or legal framework that encourages the desired behaviour through financial incentives. In this case, the shipping industry should be encouraged to use low carbon or zero-carbon fuels to limit CO<sub>2</sub> emissions.

But as long as using traditional fuels is dramatically cheaper, it will discourage the uptake of low carbon fuels and put the first moving companies at a significant competitive disadvantage.

“Equalizing the cost can also spur on innovation, because the potential market grows, and speed up the installation of the required infrastructure,” Kaptanoglu says.

The International Maritime Organization is a good platform for the debate on a ruleset, according to Kaptanoglu, but it is critical that the debate begins now, in order for the industry to make the transition in time to reach our CO<sub>2</sub> reduction targets.

The support for some form of globally regulated market-based measures was debated and agreed at BIMCO’s board of directors meeting in late January 2021.

<https://www.marineinsight.com/shipping-news/shipping-industry-needs-to-talk-market-based-measures/>

# How To STAND WITH WOMEN WORKING IN MARITIME



All across the globe, the ITF global family is celebrating the contribution of women transport workers to moving the world. We take a look at what today means for women working in the maritime industries.

## **'How we can stand with women seafarers' – Lena Dyring on International Women's Day 2021**

Whether they identify with the cruise sector, offshore, inland navigation, cargo shipping or passenger services – seafarers really keep the world and its people moving.

And women seafarers are every bit as important in making that happen.

Lena Dyring is Director of Cruise Operations for ITF-affiliate the Norwegian Seafarers' Union (NSU). She's also the women's representative on the ITF Seafarer Section Committee – speaking up for female seafarers from all across the globe.

Lena has some important messages for how we can support, encourage and stand with women seafarers on this International Women's Day:

## **'What women dockers are fighting for today' – Monique Verbeek on International Women's Day 2021**

Women dockers do an incredible job, but they still face serious issues at work. ITF Dockers unions are united in fighting collectively for equality and opportunity for women in this industry, and that work is led by women dockers themselves.

Monique Verbeek from the Belgian dockers union BTB is the women's representative on the ITF Dockers' Committee and is relentless in her fight for women's rights. Monique has a powerful message for us all today:

## **Maritime remains male-dominated, but unions are making a difference**

ITF Maritime Coordinator Jacqueline Smith says the reality is that most sectors of the maritime industry have mostly-male workforces. But this is changing, with women making up significant proportions of some sectors, like in the cruise ships and ferry industries.

A big part of the change has been unions and responsible employers working together to improve working conditions, remove discrimination, and make practical changes that allow more women to enter maritime roles.

"Women still make up a small proportion of all dockers, seafarers and fishers – but we know we can only improve participation by women in our industries if we promote equality, diversity and opportunity," says Smith.

"If you look at the most successful companies out there, they draw on the talents and contributions of all their workers. They hire and promote fairly, based on employees' ability to do the job well. As unions, we've been making this argument for decades and in 2021, it is as relevant as ever."

## **Jacqueline Smith certainly knows what it means to argue for women maritime workers at the highest levels**

Entering the industry as a croupier on large Northern European ferries in 1992, Smith became an active member of her union – the Norwegian Seafarers' Union (NSU). She would go on to represent seafarers in a number of roles, becoming President of the union in 2006. Jacqueline was the NSU's first female and youngest-ever president. She was re-elected in 2010.

Having led a major union and its 11,000 members for almost eight years, in 2014 Smith became the ITF's first female Maritime Coordinator. Her work involves representing workers across many maritime industries, fighting for fair pay and decent work, safe conditions, and equality for all.

"My message to all those women maritime workers out there is: you don't have to put up with the 'boys club'. You don't have to accept different treatment from your manager or your workmates. You earned your place in our industry. And if you want to stand up and call something out – there are plenty of us willing to stand with you."

<https://www.marineinsight.com/shipping-news/how-to-stand-with-women-working-in-maritime/>

# WORLD'S FIRST FULLY REMOTELY CONTROLLED COMMERCIAL TUG

Global towage operator Svitzer A/S, Kongsberg Maritime, and ABS announced that they have signed an agreement to jointly develop RECOTUG™, the world's first fully operational, and fully remotely controlled tugboat. While Svitzer is bringing the needed operational experience, a newly built tug with crew as well as tug-specific technical solutions, Kongsberg Maritime will provide the remote control systems and the autonomous technology and lead the integration of systems and technology. ABS will bring the guidance and expertise necessary to obtain regulatory approval.

The aim of the RECOTUG™ project is to develop a remotely controlled tug that will be able to perform a full towage operation with all operations controlled from a remote operations centre.

The solution and the achieved safety level shall lead to maritime authorities (class and flag) approving the technology, ultimately permitting Svitzer to conduct commercial remote tug operations in the Port of Copenhagen. The project is expected to run for the years to come.

Egil Haugsdal, President, Kongsberg Maritime, commented: "We are delighted to work with Svitzer and ABS on this important collaboration. Kongsberg Maritime is leading the market in maritime autonomy and are involved in several projects that define the remote and autonomous vessel control systems for tomorrow; this venture takes that ground-breaking work a step further by integrating these key technologies into a new context of operation. At Kongsberg, we believe that digitalisation and enhanced automation are vital to ensuring a safe, sustainable and profitable future for the maritime industry, and the step forward represented by this project is of great importance in demonstrating the application."

The project is a natural continuation of the first Svitzer/ Kongsberg Maritime (formerly Rolls-Royce Marine) project announced in 2017 centred around remotely operated navigation of the Svitzer Hermod tug in the Port of Copenhagen. As a result of the project, the partners safely conducted a number of remotely controlled, non-towage specific manoeuvres on water. From the quay side in Copenhagen harbour the vessel master, stationed at a remote operating centre, berthed the vessel alongside the



quay, undocked, turned 360°, went for a sail and safely docked again.

The near-shore environment of harbour towage, where Svitzer operates, is well-suited for remote controlling which requires full connectivity and Svitzer is excited to be partnering up with Kongsberg Maritime and ABS.

Ingrid Uppelschoten Snelderwaard, Svitzer's global COO, commented: "While we are still several years away from seeing remotely operated tugs with no crew on board in commercial operation, there is no doubt that advanced autonomy is progressing fast across the maritime industry. At Svitzer, we are determined to be at the forefront of the innovation in this space to ensure we are well positioned to meet changing demands. We start with one tug and explore from there how to best leverage technology, improve safety and efficiency and meet our customer's demand for reliable & cost-efficient services, also in the future. Technology is changing our lives across the board and at Svitzer we want to influence and drive how technology will transform towage over time. Safety comes first, and this entire project is first and foremost relying on the implied safety case."

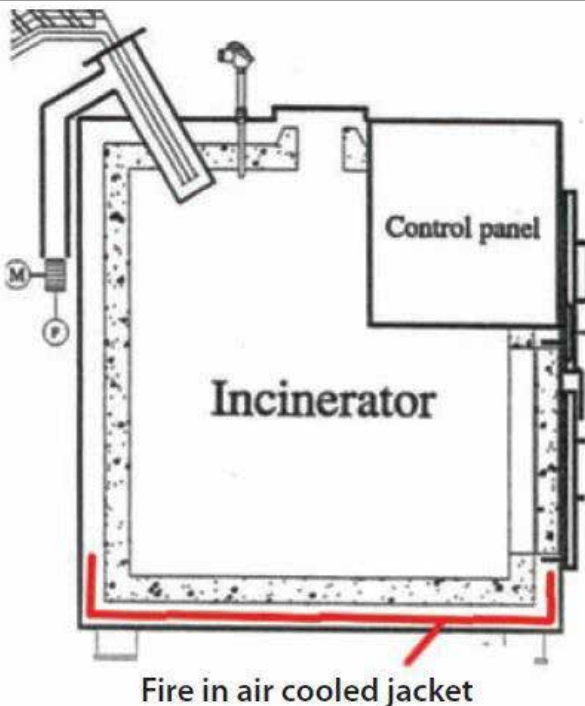
<https://www.marineinsight.com/shipping-news/worlds-first-fully-remotely-controlled-commercial-tug-to-be-made-by-svitzer-kongsberg-and-abs/>





# SAFETY AGENDA

## INCINERATOR FIRE UNDER CONTROL



A vessel underway started its incinerator to incinerate oily rags and sludge. About five hours later, after the job was completed, the incinerator was stopped. All specifications appeared normal and the furnace temperature was noted to be 950°C. Following the company procedure, the crew continued to monitor the incinerator during the cooling off period.

By 1900, five hours after the incinerator had been turned off, the temperature of the furnace was noted to be 280°C and the blower fan was still running. At 2032, the duty engineer noticed smoke coming from the outer body of the incinerator.

On closer inspection, he could see paint peeling off the body of the incinerator. The temperature of the incinerator body was between 250-350° C. He informed the Chief Engineer and an emergency response was initiated. The crew mustered and fire parties began boundary cooling. Boundary cooling was continued for about four hours until heat indications suggested that the fire was extinguished.

During the investigation it was found that the fire had started in the air-cooled incinerator chamber jacket. Later, it was found that refractory and outside body plates were intact. Traces of oil were found between the sludge dosing door and the combustion chamber, which was an indication that oil had accumulated in the double shell refractory lining.

<https://www.nautinst.org/resources-page/202117-incinerator-fire-under-control.html>

### LESSONS

### LEARNED

- Even during the cool off period, an incinerator must be attended to and regularly checked.
- Boundary cooling and cool heads are a great asset when fighting a shipboard fire.



# **SAFETY AGENDA**

## **MAIN ENGINE AUTOMATIC SLOWDOWN ACTIVATED DUE TO HEAVY LEAKAGE**

The majority of casualties at sea are caused by a chain of failures occurring at the same time. As Mr. Ansuman Ghosh Director of Risk Assessment at UK P&I Club explained, due to the nature of shipping and the heavy-duty equipment onboard, these casualties often involve some form of catastrophic machinery failure.

A vessel was on a passage through a narrow channel. The pilot boarded and requested full ahead shortly after his arrival on the bridge. The Master asked the engine room to increase speed.

All was running smoothly for the next half an hour. Suddenly, a large amount of water was seen leaking from main engine unit number 6 around the cylinder jacket area. Engine room (ER) staff tried to isolate the leakage at unit number 6 but failed as the outlet valve was not holding.

Due to the heavy leakage and low pressure on the cooling water system, the main engine (ME) automatic slowdown was activated.

Within a few minutes, there was an allision with significant impact and the bridge centre pillar fendering was splintered.

The water leakage from unit number 6 was identified from a crack on the cylinder cover cooling jacket. Often such cracks are associated with insufficient cooling water maintenance.

<https://safety4sea.com/lessons-learned-main-engine-automatic-slowdown-activated-due-to-heavy-leakage/>

### **LESSONS**

### **LEARNED**

- In such cases, heavy deposits of dirt and metallic particles i.e. rust are found in the system.
- Deposits are brought in by the circulating cooling water and tend to find their way into the clearances between the cylinder cover and the cooling jacket. This makes heat expansion of the cylinder cover impossible without exposing the cooling jacket to significant stress. Thus, insufficient cooling water treatment, combined with the heavy corrosion of the engine components, can also cause the cooling water jacket to crack.
- It is important to ensure that the valves are holding so that a particular unit can be isolated quickly.
- Additionally, like fuel oil and lubricating oil, the engine cooling water is a medium which must be carefully selected, treated, maintained and monitored.



# WARNING SIGNS OF HEAT STRESS

When the body is unable to regulate its core temperature, it may be sign of heat stress, a potentially dangerous condition that includes heat cramps, heat exhaustion or heat stroke. In essence, the body gets under stress from overheating; the symptoms can range from profuse sweating to dizziness, cessation of sweating, and collapse.

In addition to temperature, increased relative humidity, decreased air movement, or lack of shading from direct heat (radiant temperature) can all affect the potential for heat stress.

## Types of heat stress

### #1 Heat cramps

Heat cramps are painful and severe muscle spasms, primarily in the extremities and abdominal wall. Victims may experience profuse sweating, and dizziness. Treat by moving victim to a cool place and begin re-hydration process. Do not keep the victim sedentary in direct heat.

### #2 Heat exhaustion

Heat exhaustion is peripheral vascular due to excessive water and salt depletion. It is caused by failure to replenish fluids lost in perspiration. Symptoms include sweaty and pale or flushed, cool, clammy skin; fatigue; nausea; headache and possible dizziness, nausea and/or vomiting.

Heat exhaustion victims should be placed in a cool place; loosened clothes, applying cool compress, slowly reintroducing fluids and monitoring them for symptoms of shock. Seek advanced medical assistance immediately for further assessment and treatment.

### #3 Heat stroke

Heat stroke is a medical emergency that requires advanced treatment without delay. It is the result of the collapse of the thermal regulatory mechanism; the ability for the body to cool itself.

Body temperatures rise to critical levels of 104° F to 108° F. Symptoms include the stopping of sweating; hot, dry skin; red or molten skin; core body temp > 104° F; confusion; loss of consciousness; and convulsions.

Treat by calling 911 emergency medical services, moving the victim to a cool area while waiting for transportation to hospital, using cool water to soak clothes and body, and fanning person. Do not give fluids if the victim is unconscious.

## How to preventative Heat Stress

- Drink moderate amounts of water frequently.
- Wear sunscreen with an SPF level of 15 or higher recommended.
- Covers shall be worn while outdoors in accordance with uniform regulations.
- Do not rely on electro replenishment fluids such as Gatorade as a sole source of hydration Caffeinated Energy drinks are discouraged during training.
- Establish a schedule for work and rest periods during hot days.
- Avoid placing "high risk" crew members in hot work environments for extended time periods

The signs of heat stress are often overlooked by the victim. The individual may at first be confused or unable to concentrate, followed by more severe symptoms, such as fainting and/or collapsing. If heat stress symptoms occur, move the victim to a cool, shaded area, give him or her water, and immediately contact a supervisor or another individual to provide assistance.

<https://safety4sea.com/cm-warning-signs-of-heat-stress/>



# IMRF LAUNCHES PANDEMIC RESPONSE GUIDANCE FOR MARITIME SAR ORGANISATIONS



**The** International Maritime Rescue Federation (IMRF), supported by Lloyd's Register Foundation, has launched comprehensive guidance for anyone working in search and rescue, on how to ensure that SAR operations can continue safely in the face of challenges posed not only by COVID-19, but also by any future health emergencies.

The Pandemic Response Guidance will support SAR providers in improving their level of preparedness for any forthcoming pandemics and enhances initial materials produced by IMRF members in early 2020, in response to the emerging COVID-19 pandemic. The guidance has been peer reviewed by IMRF members around the world and is free to download from the IMRF website.

Theresa Crossley, CEO, IMRF says: "This guidance brings together all the knowledge and experience of our international membership. It's been developed specifically for the challenges faced in the current global pandemic, but designed in such a way, that it can be used as a basis for operational planning and response in any future pandemics or major health emergencies. All around the world, our members report that their search and rescue services are needed as much as ever. Yet operating conditions are far more challenging and SAR teams face unprecedented new risks.

"We are very grateful to Lloyd's Register Foundation for supporting the development of this important guidance and to all our members for sharing their experiences and learnings so candidly. This is a demonstration of what the

IMRF is all about – sharing best practice and knowledge wherever possible, to save more lives in the world's waters."

Dr Jan Przydatek, Director of Technologies, Lloyd's Register Foundation says: "I am pleased that, with the support of the Lloyd's Register Foundation, IMRF have been able to produce this guidance. I have no doubt that it will help SAR responders to better protect the health of both those rescued and SAR responders themselves."

The Pandemic Response Guidance includes important background information on pandemics and recommends actions to help with mitigation and containment. It outlines the roles of different stakeholders and priorities for maritime SAR organisations, as well as suggesting options for the delivery of essential training and guidance for non-operational activities. Importantly, the manual also addresses the well-being of SAR personnel and measures for safeguarding the environment.

The Pandemic Response Guidance for Maritime Search and Rescue Organisations was launched in a webinar attended by IMRF members and SAR professionals from around the world on 25 February. Feedback has been overwhelmingly positive. Many have especially welcomed the content, as it is based on real experience and shared learnings from many different situations.

The Guidance recommends changes to policies and procedures which SAR organisations can implement to minimise the risk to their own personnel and others, while ensuring essential SAR services are maintained and delivered without interruption.

The IMRF will be organising a Pandemic Response Guidance session at its forthcoming conference (International Mass Rescue Conference (G5) 17-19 October 2021, Sweden) and the document will be reviewed in three years to incorporate further learnings and any new developments.

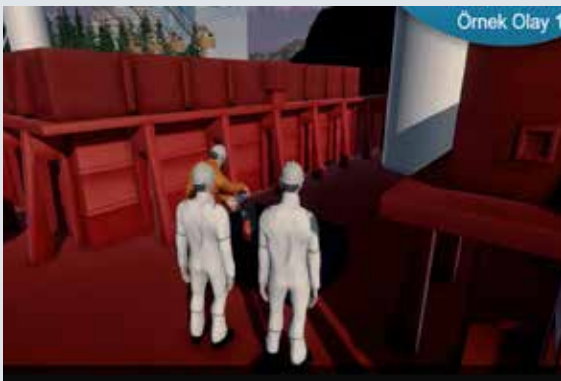
<https://www.marineinsight.com/shipping-news/imrf-launches-pandemic-response-guidance-for-maritime-sar-organisations/>

## SOME OF COMPLETED PROJECTS

- CBT - ASBESTOS AWARENESS



- VIDEO - BUNKER DISCREPENCY



## SOME OF ONGOING PROJECTS

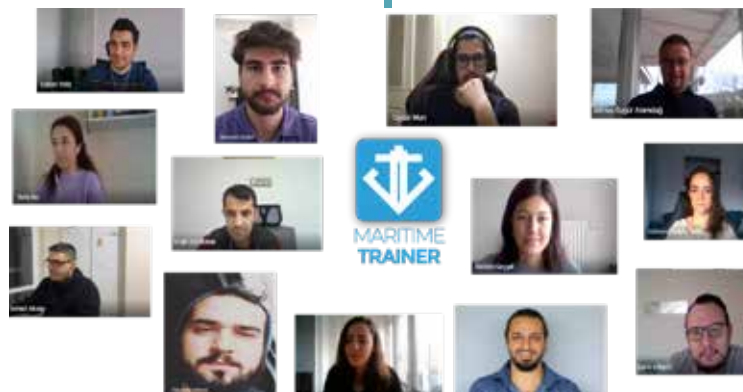
- CBT - SHIP SECURITY OFFICER



- VIDEO - ENCLOSED SPACE ENTRY



Some members of  
MARITIMETRAINER  
TEAM





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## 2021

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