Risk Assessment D-12 – *Karina C* – Opening/Closing of Hatch Covers – Gantry Crane **(Pre-accident)**

Risk Assessment Form

D 12 - Karina C-Opening / Closing of Hatch Covers - Gantry Crane

Stage 1 - Define the Hazards(s)	
A **hazard** is a **source of potential harm or damage**, or a **situation with the potential for harm or damage**	
Hazard Id	Description of hazard
1	Awareness - Falling from a height
2	Personal injury
3	Dislodgement of hatch cover / beam
4	Equipment failure
5	Weather
6	Trim / list
7	Obstructions
8	Awareness - Struck by cargo crane
9	
10	

Risk Calculation					
The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.					
Likelihood ↓	Severity →	Slight	Moderate	Major	Extreme
Very Unlikely		Very Low Risk	Very Low Risk	Medium Risk	High Risk
Unlikely		Very Low Risk	Medium Risk	High Risk	Very High Risk
Likely		Low Risk	High Risk	Very High Risk	Very High Risk
Very Likely		Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 2 - Decide the Acceptability of the Risks				
Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Unlikely	High Risk
2	Major	x	Unlikely	High Risk
3	Major	x	Unlikely	High Risk
4	Moderate	x	Unlikely	Medium Risk
5	Major	x	Likely	Very High Risk
6	Major	x	Likely	Very High Risk
7	Moderate	x	Likely	High Risk
8	Major	x	Very Likely	Very High Risk
9		x		
10		x		

Risk factors should not exceed the Medium Risk level. If they do, then control measures must be put in place to reduce the ris factor as per Stage 4. (This does not mean that risk factors below the medium risk level would not need implementing)

Stage 3 - Control Measures and Procedures to Reduce the Risk

This stage is to determine what measures would reduce the risk factor of a particular hazard. These measures wou either lower the severity of the hazard, or reduce the likelihood of it occurring, or both. These measures can rang from using additional safety gear, using back-up systems, standardising the procedures, regulating conditions unde which the activity can be undertaken etc.

Care must be taken NOT to create new dangers by implementing control measures.

Hazard Id	Description of Control Measures
1	a) Ensure that no person(s) are on the hatch covers during the operation; b) Only crew involved in the hatch opening or closing procedure must be in the operational area; c) Use designated ladders to climb t onto the gantry crane control platform; d) The gantry crane should be stationary when embarking / disembarking the gantry crane; e) Whilst the crane is moving, no person(s) should travel on any part of tl gantry crane.
2	a) Use of suitable and appropriate PPE: overalls, safety shoes, hard hat, gloves, etc.; b) Adequate lighting to be provided; c) Emergency stops tested and ready; d) Crew vigilance - Constant monitoring of the task e) Ensure that the person operating the gantry crane has a clear view of the hatch covers at all times; f) A crew member must be placed on the opposite side to the gantry crane operator for monitoring; g) Any crew / personnel not directly involved in hatch cover operations should stay well clear; h) Gantry crane signalling equipment i.e. bell, light must be operational; i) Consult Company Manual 'Procedures for the Safe Operation of Hatches and Bulkheads' / 'Procedures for the Safe Operation of Hatches, Cranes, Bulkheads and Tween Decks'.
3	a) All crew involved with the hatch opening or closing operation must be fully trained with regard to the procedure; b) Only fully trained crew are permitted to operate the gantry crane; c) Adequate lighting to b provided; d) Emergency stops tested and ready; e) Ensure that no person(s) are in the hold during the operation; f) A crew member must be placed on the opposite side to the gantry crane operator for monitoring; g) The locking pin device must be inspected and secured prior to use; h) All hooks and lugs to be clearly marked and painted; i) The vessel's trim and list remain within the Manufacturer's specified limit; j) Consult Company Manual 'Procedures for the Safe Operation of Hatches and Bulkheads' / 'Procedures for the Safe Operation of Hatches, Cranes, Bulkheads and Tween Decks'.
4	a) Maintenance and inspections to be carried out in accordance with the Manufacturer's Manual and Company MPM system; b) Check the correct position of the gantry crane wheels on the tracks; c) Ensure that the power cable is connected correctly in the socket; d) Check that the movement of the power cabl is aligned with the movement of the gantry crane and free of any obstructions; e) Ensure the emergency power cable and dummy gantry crane wheel are on stand-by.
5	a) A container of sand should be on stand-by to assist the gantry crane in gaining traction due to precipitation; b) Should the vessel heel beyond the Manufacturer's specified limit due to adverse weathe conditions, the hatch covers are to remain closed until the weather improves.
6	a) Consult the Manufacturer's Manual; b) The vessel's trim and list must comply with the Manufacturer's specifications at all times; c) Ensure the hatch covers are correctly stacked.
7	Ensure all hatch coamings, track and walkways are clear of any obstruction i.e. cargo, tools, etc. prior to use.
8	a) The gantry crane should not be operated at the same cargo hold in which cargo operations are being carried out; b) The gantry crane operator must ensure that all ship / shore cranes are clear prior to movir the gantry crane.
9	
10	

Risk Calculation					
The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.					
Likelihood ↓	Severity →	Slight	Moderate	Major	Extreme
Very Unlikely		Very Low Risk	Very Low Risk	Medium Risk	High Risk
Unlikely		Very Low Risk	Medium Risk	High Risk	Very High Risk
Likely		Low Risk	High Risk	Very High Risk	Very High Risk
Very Likely		Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 4 - Review Risks and Develop Emergency Procedures

When reviewing the risks involved, the adequacy and practicability of the control measures should be considered. In other words..."Is it still possible to execute the work or procedure with the controls in place?"

Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Very Unlikely	Medium Risk
2	Major	x	Very Unlikely	Medium Risk
3	Major	x	Very Unlikely	Medium Risk
4	Moderate	x	Very Unlikely	Very Low Risk
5	Major	x	Very Unlikely	Medium Risk
6	Major	x	Very Unlikely	Medium Risk
7	Moderate	x	Very Unlikely	Very Low Risk
8	Major	x	Very Unlikely	Medium Risk
9		x		
10		x		

Stage 5 - Review

Reviewed by Master, [redacted] on 27 April 2019 at Mess room

Persons present during review:

- [redacted] - C/O
- [redacted] OOW
- [redacted] A.B.
- [redacted] -A.B
- [redacted] Deck Cadet

Reviewer's signature:

Annex B

Procedures for the Safe Operation of Hatches

Carisbrooke Shipping

Procedures for the Safe Operation of

Hatches and Bulkheads

5000 dwt Fleet

6750 dwt Fleet

Carisbrooke Shipping

Contents			
Issue No:	1	Amendment No:	0
Issue Date:	08 - 2010	Amendment Date:	-

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Before commencing any operation, keep in mind that these are high risk tasks and if not conducted properly in accordance with established procedures, could result in serious injuries or loss of life. Work in a sensible, calm and professional manner.

The Chief Officer is in charge; he must ensure risk assessments are completed and consulted and all items on the relevant checklist have been actioned before the job is started.

GENERAL CHECKS:

- Equipment shall only be used for the intended purpose. Make sure that equipment you are going to use such as wire ropes, halters, clamps, locking pins, shackles, hydraulic jacks and hydraulic hoses, pumps etc are in good condition and of adequate safe working load for the job. Loose gear, such as wire ropes, shackles etc must be certificated.
- Establish and maintain at all times communication by voice and/or radio and line of sight between crew involved in the operation.
- All personnel involved in the maintenance and operation of the equipment covered in this manual must be competent and properly trained. All relevant crew are to be briefed as to their designated tasks.
- Personnel who are not part of the crew involved in the job are not allowed to be in the vicinity during equipment operations.
- Ensure adequate lighting is provided.
- Suitable and appropriate personal protective equipment must be used.

Pontoon Hatch Covers using Gantry Crane

General Precautions

It is strictly forbidden for any person to be on the hatch covers during their operation.

It is strictly forbidden for any person to be in the hold during the operation of opening or closing the hatch covers.

It is strictly forbidden for any person to enter, or remain in, the storage space unless the covers are either fully opened and secured, or fully closed.

The hatch covers are to be manoeuvred only by fully trained and authorised personnel only.

All crew involved with the hatch opening or closing procedure must be fully trained with regard to the procedure.

The hatch covers are designed for operation under the following condition:

- $< 3^0$ heel;
- $< 1.5^0$ trim;
- Wind speed <14m/s;
- Temperature range -20^0 C to $+45^0$ C.

Preparations to be taken before moving hatch covers

1. Confirm that the hatch covers are clear of people, cargo or other material;
2. Confirm that hatch stowage space is clear;
3. Confirm that there are no obstructions in the path of the gantry crane wheels;
4. Check the correct position of the gantry crane wheels on the rails;
5. Unlock / disengage all cleats, wedges to be in open position;
6. Position crewmembers to observe both sides of the hatch and to operate emergency stops if required;

Removing (Opening Hatch) Covers

1. Ensure that the person due to operate the gantry crane has a clear view of the covers at all times;
2. Ensure that a crewmember is watching the operation from the opposite side and is standing-by to stop the operation immediately by using the emergency stops in the case of emergency or equipment malfunction;
3. Use designated ladders to climb up onto the gantry crane control platform. The gantry crane must only be driven from the designated platform. Whilst the crane is moving, it is forbidden for any other person to ride on any part of the gantry crane.
4. Check that the movement of the power cable will be aligned with the movement of the crane;
5. Switch on the power and start the pump units;
6. Check operation of gantry crane signaling equipment, which must be operational;
7. Drive the crane SLOWLY and CAREFULLY;
8. Position gantry crane over the hatch cover to be moved;
9. Engage lifting hooks are fully engaged in the cover lifting points – crewmember should be used to confirm full lifting point engagement;
10. Start slowly lifting hatch cover;
11. Lift cover as low as possible (at safe height) to avoid hitting coamings and other hatch covers;
12. Move the gantry crane slowly until hatch cover storage position is reached;
13. Slowly lower the hatch cover;
14. When the hatch cover has been fully lowered, fully disengage lifting hooks from lifting points – crewmember should be used to confirm full lifting point disengagement;
15. Raise lifting bar to allow gantry crane safe maneuvering;
16. Remember that the maximum number of hatch covers in a stack is 5.

Replacing (Closing Hatch) Covers

1. Check that the hatch coaming is clear of cargo and debris;
2. Check and clear drain channels and entrances to the drain valves;
3. Check that any damaged wheel tracks, compression bars and landing pads have been repaired;
4. Ensure the hold is clear of people;
5. Ensure that hold access hatches or entrance doors are open;
6. Remove portable handrails;
7. Ensure that the person due to operate the gantry crane has a clear view of the covers at all times;
8. Ensure that a crewmember is watching the operation from the opposite side and is standing-by to stop the operation immediately by using the emergency stops in the case of emergency or equipment malfunction;
9. Use designated ladders to climb up onto the gantry crane control platform;
10. Check that the movement of the power cable will be aligned with the movement of the crane;
11. Switch on the power and start the pump units;
12. Drive the crane SLOWLY and CAREFULLY;
13. Position gantry crane over the hatch cover to be moved;
14. Engage lifting hooks are fully engaged in the cover lifting points – crewmember should be used to confirm full lifting point engagement;
15. Start slowly lifting hatch cover;
16. Lift cover as low as possible (at safe height) to avoid hitting coamings and other hatch covers;
17. Move the gantry crane slowly until hatch cover position is reached;
18. Slowly lower the hatch cover into the guide pockets;
19. When the hatch cover has been fully lowered, fully disengage lifting hooks from lifting points – crewmember should be used to confirm full lifting point disengagement;
20. Attach all cleats back into position;
21. Switch off the gantry crane power.

Risk Assessment D-15 – Loading and Discharging Dusty Cargo

Carisbrooke Shipping

Risk Assessment Form

Form: RAF
Issue No: 6 - 12/15
Amend No: 0

Karina C-D 15 - Loading and Discharging Dusty Cargo

Stage 1 - Define the Hazards(s)	
A **hazard** is a **source of potential harm or damage**, or a **situation with the potential for harm or damage**	
Hazard Id	Description of hazard
1	Stability - movement of cargo / ballasting
2	Dust - carcinogen / mutagen
3	Environment - unsecured accommodation and engine room ventilation
4	Equipment - protection of hold CO2 system
5	Explosion
6	
7	
8	
9	
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Risk Calculation					
The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.					
Likelihood ↓	Severity →	Slight	Moderate	Major	Extreme
Very Unlikely		Very Low Risk	Very Low Risk	Medium Risk	High Risk
Unlikely		Very Low Risk	Medium Risk	High Risk	Very High Risk
Likely		Low Risk	High Risk	Very High Risk	Very High Risk
Very Likely		Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 2 - Decide the Acceptability of the Risks				
Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Unlikely	High Risk
2	Moderate	x	Likely	High Risk
3	Moderate	x	Likely	High Risk
4	Moderate	x	Likely	High Risk
5	Major	x	Likely	Very High Risk
6		x		
7		x		
8		x		
9		x		
10		x		

Risk factors should not exceed the Medium Risk level. If they do, then control measures must be put in place to reduce the risk factor as per Stage 4. (This does not mean that risk factors below the medium risk level would not need implementing)

Stage 3 - Control Measures and Procedures to Reduce the Risk	
This stage is to determine what measures would reduce the risk factor of a particular hazard. These measures would either lower the severity of the hazard, or reduce the likelihood of it occurring, or both. These measures can range from using additional safety gear, using back-up systems, standardising the procedures, regulating conditions under which the activity can be undertaken etc. Care must be taken NOT to create new dangers by implementing control measures.	
Hazard Id	Description of Control Measures
1	a) Refer to Ship Stability criteria and loading computer; b) Refer to 'Cargo Loading/Discharging Operation' risk assessment.
2	a) Consult MSDS or other relevant publications (e.g. IMSBC Code) regarding health precautions; b) Use of PPE, face masks, goggles, etc.; c) Crew to stay only minimum necessary time on deck (except for gangway watch); d) Grabs to be lowered as low as possible before emptying; e) Consider suspension of cargo operation during windy periods.
3	a) Ventilation air intake should be protected with a filter; b) Air condition to be switched for internal circulation; c) All fire dampers around accommodation and from engine room to be closed, if closing not possible then a filter should be fitted; d) Ensure that all portholes and doors are properly (tight) closed.
4	a) Ensure that atmosphere testing unit is switched off; b) CO2 system nozzles inside the cargo hold should be secured (covered) prior to cargo operation and removed after cargo is discharged.
5	a) Smoking on deck is forbidden; b) If hot work has to be carried out on deck spaces, cargo hold, etc. See 'Hot Work' risk assessment; c) Consult MSDS and/or other relevant publications (e.g. IMSBC Code) regarding fire precautions.
6	
7	
8	
9	
10	

Risk Calculation					
The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.					
Likelihood ↓	Severity →	Slight	Moderate	Major	Extreme
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Unlikely		Very Low Risk	Medium Risk	High Risk	Very High Risk
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Very Likely		Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 4 - Review Risks and Develop Emergency Procedures

When reviewing the risks involved, the adequacy and practicability of the control measures should be considered. In other words..."Is it still possible to execute the work or procedure with the controls in place?"

Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Very Unlikely	Medium Risk
2	Moderate	x	Very Unlikely	Very Low Risk
3	Moderate	x	Very Unlikely	Very Low Risk
4	Moderate	x	Very Unlikely	Very Low Risk
5	Major	x	Very Unlikely	Medium Risk
6		x		
7		x		
8		x		
9		x		
10		x		

Stage 5 - Review

Reviewed by Master, [redacted] on 29 July 2019 at Bridge

Persons present during review:

- [redacted] CO
- [redacted] CE
- [redacted] 2nd off
- [redacted] AB
- [redacted] AB
- [redacted] Cook/OS
- [redacted] Oiler
- [redacted] DC

Reviewer's signature: _____

Annex D

Carisbrooke Shipping Ltd Drugs and Alcohol Policy

COMPANY DRUGS AND ALCOHOL POLICY

It is Company policy that the use, possession or distribution of unlawful drugs by any person on board ship is not permitted.

The Company reserves the right to carry out random drug and alcohol testing on any employee, ashore or at sea, whether or not the use of drugs or alcohol is suspected, or when an accident or hazardous occurrence/near miss has occurred.

It is Company policy that there must be no consumption of alcohol during the four hours prior to duty or starting work and no consumption of alcohol whilst at work or on duty.

This policy applies to all masters, officers, crew and all shore personnel, visitors, or other personnel attending to work on board the Company's ships.

The maximum permitted alcohol limit shall not be greater than 0.05% blood alcohol level or 0.25 mg/l of alcohol in the breath in compliance with STCW Convention as amended.

No crewmember is permitted to bring alcohol or illegal drugs onto the vessel.

Any alcohol intended for consumption on board shall be obtained from the Master and is strictly limited to beer and wine.

Fortified wine, liquors or spirits of any type are not permitted to be sold or consumed on board Company vessels.

In some countries different alcohol limits apply (i.e. Zero) and random tests may be carried out.

All on board personnel are to comply at all times to the most stringent requirements when in port or national waters.

If a person on board is found positive the ship may be prevented from sailing and the offender held subject to legal prosecution under the laws of the country the ship is visiting.

Original signed by the CEO and held in the Company's Office.

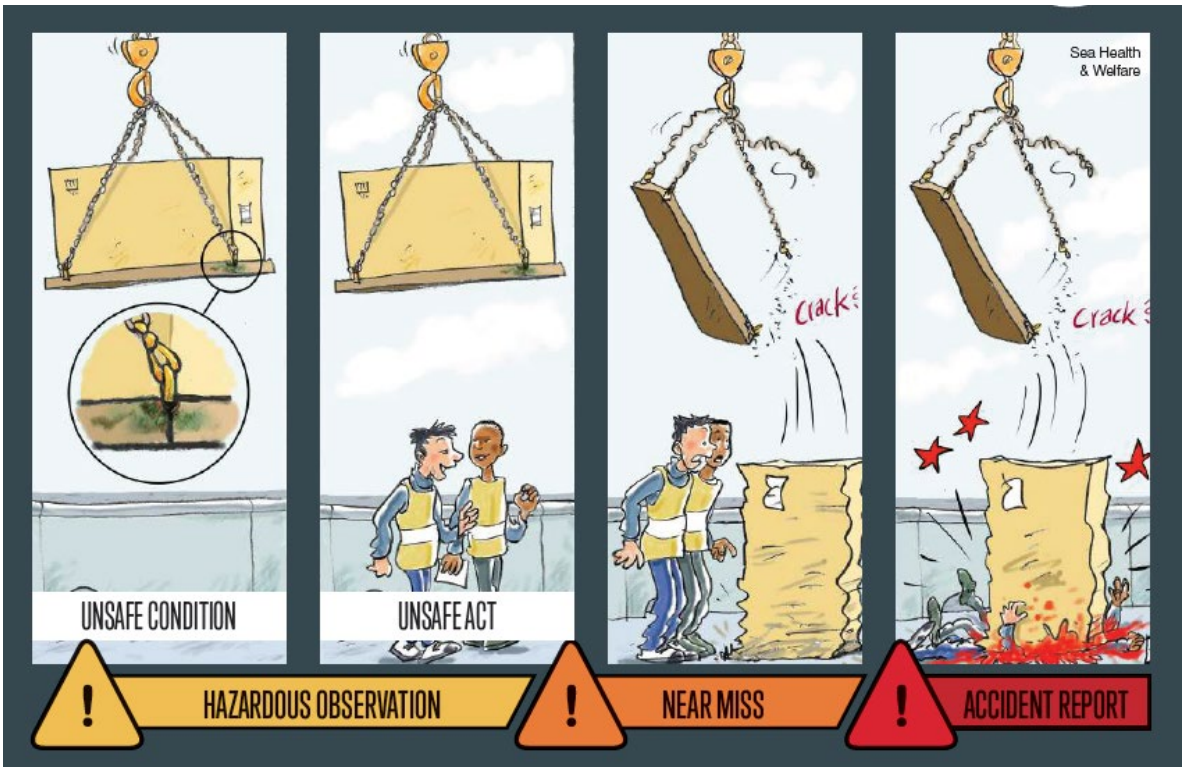
[redacted]

[redacted] – Chief Executive Officer (CEO)
Carisbrooke Shipping Ltd.

Carisbrooke Shipping Ltd Incident and Accident Reporting Policy

SECTION 13 Reporting and Analysis, Near Misses/Hazardous Occurrences, Incidents and Accidents

All near misses or hazardous occurrences, incidents, accidents, must be reported to the Company at the earliest practicable opportunity by means of the appropriate reporting form. The Company will analyse all reports with the full intention to improve the safety of operations and pollution prevention activities by learning from the findings. This procedure is to be used in addition to any national, international or classification society requirements for the reporting of accidents, incidents, near misses or hazardous occurrences. Below is a descriptive diagram to help clarify an event and assist with reporting;



13.1 Definitions

13.1.2 Near Miss / Hazardous Occurrence

The terms Near Miss and Hazardous Occurrence are interchangeable.

A near miss or hazardous occurrence is defined as an unplanned event that did not result in injury, illness to the crew, damage to the ship or damage to the environment - but had the potential to do so. Essentially something nearly happened but did not.

13.1.3 Incident

An incident is also commonly known as an unplanned event but unlike a near miss or hazardous occurrence there is a repercussion for example, minor personnel injury or property damage, essentially something did happen.

13.1.4 Accident

An accident is an unplanned, unforeseen and unexpected event that has a negative impact on all aspects of the operation in hand. The consequences of an accident are significantly greater than that of an incident and results in large damages to property, the environment, serious injury or even the loss of life.

13.2 Responsibilities

All Company personnel ship and shore based are responsible for reporting any near miss/hazardous occurrences, incidents or accidents that they may witness or be involved in to the Master or the DPA through the relevant Company reporting forms. The Master and DPA will take any required action necessary to correct the situation as soon as possible and to prevent any reoccurrence.

The Master is responsible for reporting to the DPA any near miss/hazardous occurrences, incidents or accidents that occur on board the ship under his command. He is further responsible for co-ordinating and transmitting to the Company any suggested modifications or improvements to the safety management system.

There is a statutory obligation under the Merchant Shipping Regulations to report casualties, accidents and incidents.

These would include, but are not limited to:

- the death of or major injury to a person;
- serious harm to the environment;
- loss or abandonment of a ship;
- material damage to a ship;
- the grounding of a ship or collision;
- falls overboard;
- fires and explosions;
- the collapsing or bursting of pressure ships and pipelines;
- the collapse or failure of lifting and access equipment;
- the uncontrolled release of any harmful substance;
- Collapse or unintentional movement of cargo.

The relevant flag accident report form shall be made and sent, via the Company, to the **administrative authorities**.

For detailed information on accident reporting and investigation, please refer to guidance and shipping notices issued by the flag administrations and available on board.

13.2.1 Corrective Action

Corrective action is the **immediate** course of action to be taken to ensure the safety of the crew, vessel and environment.

The Master may take and should advise the Company as to any immediate corrective actions for incidents. The Company may also advise additional corrective actions. All corrective actions are to be recorded through the Incident Report Form (IRF)

Such corrective action shall be monitored to ensure its effectiveness.

The head of department or Master is responsible for ensuring that:

- The cause of the **near miss or incident/accident** is investigated;
- The findings **in the IRF form** are acted on promptly and appropriately;
- The corrective action is appropriate and effective.

13.2.2 Preventive Action

Preventive action is an action taken to avoid a repeat of any near miss or incident/accident.

Preventive action may be in the form of training, revised work practice, management review and requirements which, when implemented, **should** eliminate the potential for a repeat of the near miss or incident/accident.

The DPA is responsible for initiating any modifications to the SMS or implementing corrective & preventive actions and for following up the effectiveness of the change.

Corrective & preventive actions may also be sent to other ships in the fleet as necessary.

Adverse trends shall be discussed formally at the Company safety management review meeting, or at more frequent intervals depending upon the criticality and nature of the trend observed. The DPA shall ensure that any corrective or preventive action recommended by the Company safety management review meeting is implemented and shall report its effectiveness at the next meeting.

13.3 Reporting requirements

All incidents and accidents must be reported to the DPA, ISM department and relevant fleet manager by the fastest means. If there is injury to ship or shore based staff, then the personnel department must also be notified. This initial notification may be via a telephone call or email and depending on the circumstances of the case an IRF form must be completed soon thereafter by the Master or officer in charge together with the safety officer and full supporting documentation and evidence must be included.

Form IRF is not just for incidents or accidents, this form is also for reporting any near miss or hazardous occurrences. The Master or shore side personnel completing the form must ensure that they select the appropriate type of incident from the drop down box provided on the form.

Flag State and P&I Clubs forms must also be completed on board as and when required.

The reporting of near-miss or hazardous occurrences are a vital tool in improving crew and ship safety and is a key part in the Company's efforts to continuously improve the safety management system, and positively encourages everyone to report such occurrences. However, should a near-miss take place as a result of a deliberate/malicious act of misconduct, the Company will take appropriate punitive action in accordance with the procedures laid down in Section 3 – Code of Conduct.

In order to ensure that seafarers can and will report near miss/hazardous occurrences, a dedicated form - near miss or hazardous occurrence report (form NMHO) in word format, separate and different from form IRF, has been sent to all ships. This form may be completed by any crew member, no names or ranks are required.

Sufficient blank copies of this report form and instructions are to be placed on the bridge, engine control room and the messroom(s).

Confidentiality must be respected by the Master or safety officer if so requested by the seafarer. The form should then be given to the safety officer who will carry out an investigation before sending the near miss report to the ISM department and DPA. This NMHO report should also be discussed during the next monthly safety committee meeting.

Near miss or hazardous occurrence reporting is a very positive & proactive act, very much encouraged by the Company. If anybody is in doubt as to whether they have witnessed or been involved in a near miss/hazardous occurrence they must assume that they have and report the event.

The ISM Department will promulgate its finding of any near miss or hazardous occurrence, incident or accident and identify trends to all personnel with details of recommendation, change in procedures or any change to the safety management system that will follow in due course.

REMEMBER:

A NEAR-MISS TODAY COULD BE AN INCIDENT TOMORROW!

PLEASE REPORT ALL NEAR-MISSES or HAZARDOUS OCCURRENCES!

Annex F

Karina C's Monthly Safety Management Update - May 2019

Carisbrooke Shipping Ltd

Monthly Safety Management Update

Form: MSMU
Issue No: 2 - 07/18
Amend No: 0

Ship: Karina C Master: [redacted] Chief Engineer: [redacted]

MSMU for: May 2019

Safety Committee Meeting

Section 1 - Agenda and Minutes

Safety Committee Meeting Date:

31 May 2019

1. Review of the Minutes from the last Safety Committee Meeting and any Outstanding issues/matters:

All Crew attended the Safety Committee Meeting
Minutes of previous Safety Committee Meeting and Company respond reviewed
During meeting discussed with Crew on following topic
1.Incident KNA 17
2.Email from Company concerning Social Media
3.Email from Company concerning Stowaways, Working aloft ,Contravention of Colregs rule 10, Pilot falls overboard
4.email from Company concerning Cyber attack on commercial shipping

2. Review of Accidents/Incidents and Near Misses/Hazardous Occurrences:

Incident KNA-17
Dead of 2nd Off [redacted]

NMHO
Heaving line is not placed and readily available at the disembarkation point

3. Review of any Health, Occupational, Safety and Environmental related matter reported by any Seafarer, and Review of the Safety Officer Health, Occupational, Safety and Environmental Routine and Non-Routine Inspection Reports:

Environmental, Occupation, Health and Safety inspection was carried out by Safety Officer as follows
04.05.2019
Cargo holds and cargo equipment
Remarks-Two bulbs in cargo holds entrance to be changed
Entrance to the cargo holds to be painted
11.05.2019
Engine room storage spaces
Remarks-Nil
18.05.2019
Engine room machinery spaces
Remarks-Manual Call Point N 2075 of Fire alarm to be changed
25.05.2019
Steering gear compartment
Remarks-Nil

Submit: To ISM Department
Copy: Display Latest Copy (with Company Reponse)
Copy: SSFS File No.4

4. Review of Maintenance of Safety and Environmental Protection Equipment:

All maintenance carried out as required and/or scheduled in PMS? ◉ Yes / No ○

Differed
KNA 2018-S0027 Ballast tank DB5
KNA 2019-S0001 Indent of hull port side aft
Opened defects
KNA 2019-S0002 Domestic Hot Water leakage pipe
KNA 2019-S0006 CPP Station telephone
KNA 2019-S0007 Aux Engine No1 cooling water pump
KNA 2019-S0008 Air condition plant L.O pump
KNA 2019-S0009 Steering gear jack leakage
KNA 2019-S0010 Damaged shaft with gear from cargo hold mainhole

5. Recommendations and proposals for improvement to the Company Management on behalf of the crew:

NIL

6. Review and Evaluation of Safety Related Training, Briefings, Drills, and Exercises:

Drills are carried out according to TDE
Present Crew is well trained no objections to his skills

7. Any other business relating to Health and Safety or Environmental Protection:

All Crew have valid Medical Certificate

MLC and Crew Welfare

Section 2 - Crew Welfare Matters

1. Overall review of crew performance including complaints received from crew, drug and alcohol tests carried out, disciplinary warnings issued and actions taken to improve or to prevent recurrence:

on 24.05.2019 after incident KNA-17 alcohol tested all deck crewmembers
[redacted]
No any alcohol detected

No disciplinary warning has been issued this month

2. Other grievances or complaints from crew (i.e. MLC 2006 related) if **not** requested to be kept confidential:

NIL

3. Accommodation Spaces - Review of Inspections, Findings and Corrective Actions:
Inspection of accommodation spaces are carried out by Master and Safety Officer on weekly basis The spaces are clean tidy and well maintained Still remain temporary repair of hot water pipe Awaiting for new pipe

Review of Training, Drills and Exercises

Section 3 - Statutory Drills (United Kingdom)		
Drill	Max Interval	Last Completed
Abandon Ship Drill	1 M	20 May 2019
Launching of Rescue Boat	1 M	05 May 2019
Launching of Free Fall Lifeboat	6 M	17 May 2019
Lowering of Free Fall Lifeboat and Manoeuvring in the Water	3 M	17 May 2019
Man Overboard and Recovery of Persons from the Water)	3 M	07 March 2019
Training in Launching Life Raft by Davit	4 M	01 February 2019
Fire Drill - Accommodation	4 M	04 February 2019
Fire Drill - Machinery Space	4 M	24 April 2019
Fire Drill - Cargo Holds	4 M	14 March 2019
Fire Drill - Storage Space	4 M	20 May 2019
Emergency Steering Operation	3 M	23 March 2019
Oil Spill and Pollution	1 M	09 May 2019
Personal Rescue from Accommodation and / or Work Places	2 M	06 April 2019
Enclosed Space Entry and Personnel Rescue	2 M	20 May 2019

Section 4 - Additional / Requested Training, Briefings, Drills and Exercises		
Date	Type	Subject
05 May 2019	Drill	Launching of Rescue Boat
09 May 2019	Exercise	Grounding/Stranding (including ruptured bottom and flooding Engine Room)
09 May 2019	Exercise	Oil Spill and Pollution
17 May 2019	Drill	Launching of Free Fall Lifeboat, Lowering of FFLB and manoeuvre in the water
20 May 2019	Drill	ISPS-Unauthorised access in port
20 May 2019	Exercise	Enclosed space entry and personnel rescue
20 May 2019	Drill	Abandon Ship Drill and Fire Drill Storage Space (Forecastle)
31 May 2019	Exercise	E-mail ISM Department - Crushed by a moving Gantry Crane (Urgent action all ships)
31 May 2019	Briefing	Familiarization with Ballast Water Management Plan

Section 5 - Identified Training Requirements	
Name	Training Required
No training requirements have been identified since the last MSMU	

Monthly Corrective Action Updates

Section 6 - Surveys and Inspections			
Item	By	Date	Location
Class Survey	BV	25 September 2018	Leith
	None		
Super's Inspection	[redacted]	27 June 2018	Hull
	None		
General Inspection	[redacted]	12 April 2019	Gibraltar-Rotterdam
	Outstanding ; 201-All exhaust pipe on top of funnel require new coat 203-Steering gear room-oil leak from hydraulic jack 207-Galley dishwasher -working, but problem with draining system		
Safety Training Officer Report	[redacted]	28 March 2018	Gijon
	all closed		
Internal ISM Audit	[redacted]	12 April 2019	Gibraltar-Rotterdam
	MLC OBS1-Due to domestic hot water pipe leakage(defect issued),crew has limited access to hot water.		
Internal ISPS Audit	[redacted]	10 April 2019	Gibraltar -Rotterdam
External ISM Audit	MCA	25 June 2018	Hull
	All closed		
External ISPS Audit	MCA	25 June 2018	Hull
	Nil		
Port State Control	MOU Paris	17 April 2018	Rotterdam
	Hot water pipe leakage -Code 17		
Flag State Control	MCA	25 June 2018	Hull
	Nil		
P & I Survey	P&I	24 September 2013	Las Palmas
	Nil		
Ultrasonic Hatch Test	Intertek	27 July 2018	Abu Qir
	No Remarks		

Item	Section 7 - Update Information
Incident Reports	None
Defect Reports	Open: KNA 2019-S002,006,007,008 ,009,0010 Differed 2019 KNA-S001,2018 KNA-S0027
Spare Parts	KNA 2019:5023A;020,024,035,040,043,043A,043B,043C,047,050-052,056-062
Crew Documents	Awaiting British Seaman's book for Deck Cadet [redacted]
Planned Crew Changes	June Cook/OS [redacted]
Other Issues	NIL

Submit: To ISM Department
Copy: Display Latest Copy (with Company Reponse)
Copy: SSFS File No.4

Item	Quantity Off	Date	ROB
Sludge Removed	8.0	24 May 2019	0

Office Response
Date: 06/06/2019
ISM Dept - Section 1 - Item 2: Please continue to support & encourage the crew to report all NMHO's which lead to a safer working environment for all on board. Section 3 - Drills: Unless already completed, please ensure all drills are conducted within the required timeframe. Section 4 - TDL's: Very pleased to see that a TDL has been completed in great detail in relation to DPA's request. The MSMU with the Company response must be made available and clearly visible for all crew for the next month, then file in appropriate ISM file. Personnel Dept - Reviewed and no further comments. Fleet Manager - Reviewed, no remarks.

Risk Assessment D-12 – *Karina C* – Opening/Closing of Hatch Covers – Gantry Crane **(Post-accident)**

Risk Assessment Form

D 12 - Karina C-Opening / Closing of Hatch Covers - Gantry Crane

Stage 1 - Define the Hazards(s)	
A hazard is a source of potential harm or damage, or a situation with the potential for harm or damage	
Hazard Id	Description of hazard
1	Awareness - Falling from a height
2	Personal injury
3	Dislodgement of hatch cover / beam
4	Equipment failure
5	Weather
6	Trim / list
7	Obstructions
8	Awareness - Struck by cargo crane
9	Crushed by a moving gantry crane
10	

Risk Calculation					
The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.					
Likelihood ↓	Severity →	Slight	Moderate	Major	Extreme
Very Unlikely		Very Low Risk	Low Risk	Medium Risk	High Risk
Unlikely		Very Low Risk	Medium Risk	High Risk	Very High Risk
Likely		Low Risk	High Risk	Very High Risk	Very High Risk
Very Likely		Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 2 - Decide the Acceptability of the Risks				
Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Unlikely	High Risk
2	Major	x	Unlikely	High Risk
3	Major	x	Unlikely	High Risk
4	Moderate	x	Unlikely	Medium Risk
5	Major	x	Likely	Very High Risk
6	Major	x	Likely	Very High Risk
7	Moderate	x	Likely	High Risk
8	Major	x	Very Likely	Very High Risk
9	Major	x	Very Likely	Very High Risk
10		x		

Risk factors should not exceed the Medium Risk level. If they do, then control measures must be put in place to reduce the risk factor as per Stage 4. (This does not mean that risk factors below the medium risk level would not need implementing)

Stage 3 - Control Measures and Procedures to Reduce the Risk

This stage is to determine what measures would reduce the risk factor of a particular hazard. These measures would either lower the severity of the hazard, or reduce the likelihood of it occurring, or both. These measures can range from using additional safety gear, using back-up systems, standardising the procedures, regulating conditions under which the activity can be undertaken etc.

Care must be taken NOT to create new dangers by implementing control measures.

Hazard Id	Description of Control Measures
1	a) Ensure that no person(s) are on the hatch covers during the operation; b) Only crew involved in the hatch opening or closing procedure must be in the operational area; c) Use designated ladders to climb up onto the gantry crane control platform; d) The gantry crane should be stationary when embarking / disembarking the gantry crane; e) Whilst the crane is moving, no person(s) should travel on any part of the gantry crane.
2	a) Use of suitable and appropriate PPE: overalls, safety shoes, hard hat, gloves, etc.; b) Adequate lighting to be provided; c) Emergency stops tested and ready; d) Crew vigilance - Constant monitoring of the task; e) Ensure that the person operating the gantry crane has a clear view of the hatch covers at all times; f) A crew member must be placed on the opposite side to the gantry crane operator for monitoring; g) Any crew / personnel not directly involved in hatch cover operations should stay well clear; h) Gantry crane signalling equipment i.e. bell, light must be operational; i) Consult Company Manual 'Procedures for the Safe Operation of Hatches and Bulkheads' / 'Procedures for the Safe Operation of Hatches, Cranes, Bulkheads and Tween Decks'.
3	a) All crew involved with the hatch opening or closing operation must be fully trained with regard to the procedure; b) Only fully trained crew are permitted to operate the gantry crane; c) Adequate lighting to be provided; d) Emergency stops tested and ready; e) Ensure that no person(s) are in the hold during the operation; f) A crew member must be placed on the opposite side to the gantry crane operator for monitoring; g) The locking pin device must be inspected and secured prior to use; h) All hooks and lugs to be clearly marked and painted; i) The vessel's trim and list remain within the Manufacturer's specified limit; j) Consult Company Manual 'Procedures for the Safe Operation of Hatches and Bulkheads' / 'Procedures for the Safe Operation of Hatches, Cranes, Bulkheads and Tween Decks'.
4	a) Maintenance and inspections to be carried out in accordance with the Manufacturer's Manual and Company MPM system; b) Check the correct position of the gantry crane wheels on the tracks; c) Ensure that the power cable is connected correctly in the socket; d) Check that the movement of the power cable is aligned with the movement of the gantry crane and free of any obstructions; e) Ensure the emergency power cable and dummy gantry crane wheel are on stand-by.
5	a) A container of sand should be on stand-by to assist the gantry crane in gaining traction due to precipitation; b) Should the vessel heel beyond the Manufacturer's specified limit due to adverse weather conditions, the hatch covers are to remain closed until the weather improves.
6	a) Consult the Manufacturer's Manual; b) The vessel's trim and list must comply with the Manufacturer's specifications at all times; c) Ensure the hatch covers are correctly stacked.
7	Ensure all hatch coamings, track and walkways are clear of any obstruction i.e. cargo, tools, etc. prior to use.
8	a) The gantry crane should not be operated at the same cargo hold in which cargo operations are being carried out; b) The gantry crane operator must ensure that all ship / shore cranes are clear prior to moving the gantry crane.
9	a) Crew must not move from clear aft of the gantry crane to in front of the gantry crane (or vice versa) while the crane is moving if there is a risk of being crushed. b) Whilst the crane is moving, no person(s) should travel on any part of the gantry crane.
10	

Risk Calculation

The risk factor is described as being the severity of the hazard x the likelihood of the hazard happening.

Likelihood ↓ / Severity →	Slight	Moderate	Major	Extreme
Very Unlikely	Very Low Risk	Very Low Risk	Medium Risk	High Risk
Unlikely	Very Low Risk	Medium Risk	High Risk	Very High Risk
Likely	Low Risk	High Risk	Very High Risk	Very High Risk
Very Likely	Low Risk	Very High Risk	Very High Risk	Very High Risk

Stage 4 - Review Risks and Develop Emergency Procedures

When reviewing the risks involved, the adequacy and practicability of the control measures should be considered. In other words..."Is it still possible to execute the work or procedure with the controls in place?"

Hazard Id	Severity	x	Likelihood	Risk Factor
1	Major	x	Very Unlikely	Medium Risk
2	Major	x	Very Unlikely	Medium Risk
3	Major	x	Very Unlikely	Medium Risk
4	Moderate	x	Very Unlikely	Very Low Risk
5	Major	x	Very Unlikely	Medium Risk
6	Major	x	Very Unlikely	Medium Risk
7	Moderate	x	Very Unlikely	Very Low Risk
8	Major	x	Very Unlikely	Medium Risk
9		x		
10		x		

Stage 5 - Review

Reviewed by Master, [redacted] on 31 May 2019 at BRIDGE - MV" ...Karina C."

Persons present during review:

- [redacted] C/O
- [redacted] C/E
- [redacted] A.B.
- [redacted] -A.B
- [redacted] Deck Cadet
- [redacted] Oiler
- [redacted] Cook/OS

Reviewer's signature: [redacted]