

CREW WATCH

DECEMBER 2018

FREE 2019 CALENDARS INCLUDED WITH THIS EDITION

SAILORS' SOCIETY A REPORT ON THE RECENT HONG KONG FUNDRAISER

HAND INJURIES CASE STUDIES AND ADVICE

LOSS PREVENTION TANK INSPECTIONS

QUIZ NIGHT SOME QUESTIONS TO GET YOU STARTED



BRITANNIA P&I
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A MESSAGE FROM THE EDITOR

BRITANNIA'S MISSION IS TO BE **THE FINEST P&I CLUB IN THE WORLD.**



Included with this edition of Crew Watch are two new initiatives to celebrate the start of the new year – a desk and wall calendar for 2019. Each month in the calendar highlights a couple of internationally relevant days to celebrate – whether it be onboard or ashore – that may even prompt you to celebrate it in a fun way. We've also chosen a phrase for each month that will hopefully give you pause for thought and perhaps even offer you some inspiration.

Please send through to us any photos of how you've chosen to celebrate the various days to be in the draw to win a Britannia Prize Pack (publications@triley.co.uk). We hope you enjoy our new calendars and if nothing else, find them useful as a means of knowing the day and date. You can always order an extra copy for your home or work, just drop us a line.

The People Risks focus in this edition of Crew Watch is on hand injuries. We urge you to pay attention when carrying out all types of tasks and to look after your hands – they are very precious assets.

As usual, the Britannia teams have been out and about giving lectures and seminars and meeting Members around the world. The head of our People Risks team, Ella Hagell, has been particularly busy. Not only has she been speaking at the two Member Forums in Tokyo and Lisbon but in between she found time to join a team from the Britannia office in Hong Kong to raise money for Sailors' Society. Together with more than 10 other teams they trekked 26km across Hong Kong and at the time of writing, the trek has raised more than HKD350,000 (USD45,000) for Sailors' Society with the sponsorship money still coming in. You can see photos of the team on the opposite page.

As we recently celebrated Diwali and Thanksgiving and are also looking forward to the festive season in many parts of the world, we wish all our readers, whether at sea or on dry land, best wishes for a peaceful and happy 2019.


CLAIRE MYATT
Editor



A MESSAGE FROM OUR EDITOR We hope you've enjoyed this issue of Crew Watch.

We are looking for ways to maintain and increase the usefulness, relevance and general interest of the articles. If you have any ideas or comments please send them to: publications@triley.co.uk



SAILORS' SOCIETY

THIS YEAR SAILORS' SOCIETY HELD ITS 'WELLNESS AT SEA WEEK' IN HONG KONG FROM 4 TO 10 NOVEMBER WITH A RANGE OF EVENTS AND ACTIVITIES FOCUSSED ON CREW WELLNESS. THIS CULMINATED ON 10 NOVEMBER WITH A 26KM TREK FROM THE CENTRE OF HONG KONG ISLAND TO THE PEAK. TEAMS SIGNED UP FOR THE TREK TO RAISE FUNDS FOR THE WELLNESS PROGRAMME AND THE BRITANNIA HONG KONG OFFICE TOOK UP THE CHALLENGE.



In preparation for the trek, the office held their first staff weekend trek on Hong Kong Island in October and also had a Friday staff outing where they hiked across Lamma Island before tucking into some well-earned seafood refreshments.

On the day of the trek, a team of 3 from the Hong Kong office, Tim Fuller, Richard Inman and Wing Wai, were joined by Ella Hagell, head of People Risks in London, for the full 26km. They completed the trek in 6 hours. In total, the trek raised more than USD45,000 for Sailors' Society wellness programme.



Britannia is very proud to support the work of Sailors' Society and in particular the sponsorship of the Wellness at Sea app. Sailors' Society does terrific work to help ensure the wellbeing of seafarers, many of whom are away from home and their family and friends for long periods of time and occasionally find themselves in need of moral, spiritual or practical help and support.

WELLNESS AT SEA APP

The Wellness at Sea app is sponsored by Britannia P&I and forms part of Sailors' Society's wider Wellness at Sea programme which includes an online and classroom-based coaching course. Crew are encouraged to download the app to help them to keep healthy at sea.

For more information visit: sailors-society.org



HAND INJURIES

THE HAND IS ONE OF THE MOST COMPLICATED PARTS OF THE BODY - THERE ARE 27 BONES IN THE HAND, INCLUDING THE 8 BONES IN THE WRIST. COMBINED WITH THE TENDONS, BONES, TISSUES AND NERVES, THEY ALL ALLOW THE HAND TO DO A WIDE VARIETY OF HIGHLY COMPLEX TASKS. WHEN JUST ONE OF THESE ELEMENTS IS INJURED, THE EFFECT CAN BE ENORMOUS.

Even quite minor injuries to a hand may prevent it being fully functional – with loss of motion, dexterity and grip. To give a simple example, try tucking your thumbs into the palms of your hands and then try to tie your shoes – it is not easy!

We have been looking at hand injuries reported to the Club over the past 3 years. There have been 55 cases of amputation (usually of finger tips but in rare cases, the whole hand), 129 cases of fractures or breaks and 102 serious lacerations. There are also many examples of bruising, burns or dislocation.

The most common causes of hand injuries are:

- Carelessness
- Lack of awareness
- Boredom
- Ignoring safety procedures
- Distractions

GLOVES



Personal protective equipment (PPE) should be your last line of defence against injury, not your first. A thorough assessment of the nature of the task and the risks involved should always be your first step. But this does not mean that gloves are not essential – in a recent study in the US it was found that 70% of workplace hand injuries occur because people are not wearing gloves (or the correct gloves) at the time of the injury.



Always consider which gloves are best for the task. For example, use leather gloves for equipment handling and general construction tasks, and specialist rubber and other synthetic gloves when handling chemicals and other corrosive substances. Do make sure that the gloves are the correct material for the type of chemical or substance you are working with.

Whatever gloves you choose, always make sure you check them for tears, excessive wear and any holes. Dispose of leather and cloth gloves if they are covered in oil or other chemicals. Check chemical gloves for leaks by sealing the wrist

and filling the glove with air (using a clean plastic tube or air line – not your mouth). Lastly make sure that they fit, as loose or poorly fitting gloves have been shown to be the cause of several accidents. Using gloves of an excessive size can make work more complicated and also reduce your grip . If working close to rotating machinery wrongly worn or fitting gloves can increase the risk of getting them caught.

HAND EXERCISES

If you do a few exercises before carrying out even simple tasks, you will build hand strength, improve mobility and dexterity and do much to avoid repetitive strain injuries:

- Stretch fingers by spreading them wide for a few seconds – repeat 3 times with each hand
- Stretch your thumb by holding it down gently for 5 seconds – repeat 3 times with each hand
- Stretch your wrist by making circles with your hands – repeat 10 times for each hand



First aid

IF INJURIES DO OCCUR, THERE ARE SOME STEPS THAT YOU CAN TAKE STRAIGHT AWAY WHILE WAITING FOR MEDICAL ASSISTANCE.

CUTS: apply pressure to the wound to stop the bleeding, wash any dirt or debris from the wound, cover with a clean cloth to prevent further contamination.

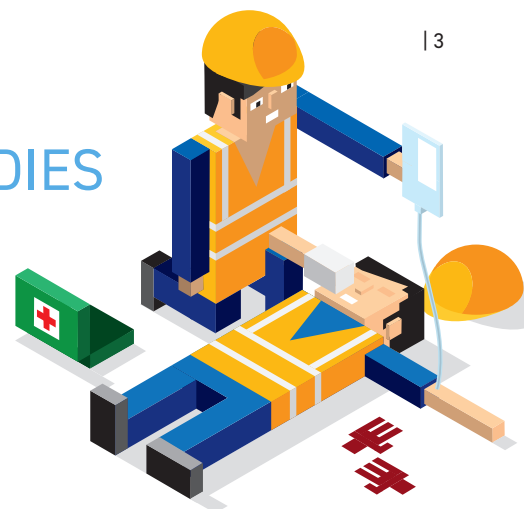
BROKEN BONES: keep the hand still, in a splint if possible. If an open fracture cover with a clean cloth. Apply ice to help the pain, but never for more than 20 minutes at a time and never apply directly to the skin.

AMPUTATIONS AND SOFT TISSUE INJURY: apply pressure to stop the bleeding and cover with a clean damp bandage. Elevate the hand above the heart to reduce bleeding. Retrieve the amputated part if possible and keep it damp and cool (but not in direct contact with ice).

BURNS: if caused by heat then cool with water (not ice) and then cover. For chemical burns, flush the area with lots of water and then cover.

HAND INJURIES CASE STUDIES

WE CAN NOW LOOK AT SOME EXAMPLES OF HAND INJURIES THAT HAVE BEEN DEALT WITH BY OUR PEOPLE RISKS TEAM HERE AT BRITANNIA.



CASE STUDY ONE

The ship's crew were preparing for departure and the third engineer was carrying out his daily routine which included wiping away traces of oil around the engine. While wiping some oil traces on the alternator casing near the flywheel, a rag from his left hand was caught by the rotating flywheel and this dragged his finger in between the cover and the flywheel. The top part of his small finger was amputated and there were serious cuts to his ring finger.

CASE STUDY TWO

A group of officers and crew were working on a hatch cover to renew the oil seal hydraulic motor. The bosun was instructed to move the hatch cover but by mistake he operated the lever that raises the jack and the hatch cover moved upwards from its secured position. While attempting to secure the hatch cover, the hatch cover moved and the wire sling broke, breaking and crushing 3 fingers on the right hand of the A/B.

CASE STUDY THREE

An A/B was closing a watertight door and realised that his finger was inside the padlock securing ring. He tried to remove his finger but it was too late as the door swung closed, severing the tip of his little finger.

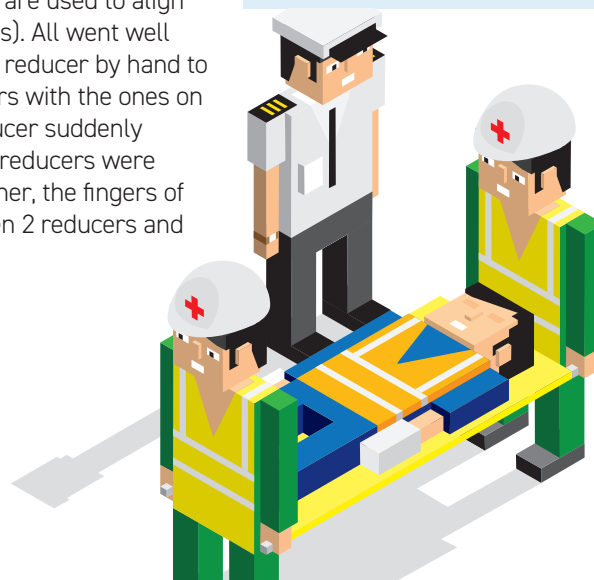
CASE STUDY FOUR

An A/B was on the deck of a tanker preparing to secure the reducers which were being lowered by a crane and a sling (reducers are used to align ship and shoreside cargo lines). All went well until the A/B tried to turn the reducer by hand to align the holes on the reducers with the ones on the securing guides. The reducer suddenly slipped and tilted and, as the reducers were stacked very close to each other, the fingers of the A/B were trapped between 2 reducers and were severely crushed.

KEY LEARNING POINTS

In all of the above cases, the crewmembers sustained traumatic and potentially life changing injuries in accidents that were all preventable. Although the circumstances were different in each scenario, the underlying issues are depressingly familiar:

- The need to maintain situational awareness, paying full attention to the surroundings and taking adequate care.
- Avoiding any distractions to ensure that the operator remains fully focused and the task is carried out in a controlled manner.
- The importance of carrying out an effective risk assessment which should be task-specific and include meaningful and practical control measures that are then actually put in place.
- Eliminate the danger of complacency by never just assuming that everything is OK, particularly while carrying out what might be regarded as a routine task.
- For activities involving teamwork, ensure that a comprehensive toolbox talk or safety briefing is conducted with all team members before commencing the job, looking at the hazards, roles and responsibilities and safe work practices.
- Finally, always ensure that there is an adequate and effective protocol for communication between members of the team to coordinate and control the activity at all times.



REMEMBER TO PUT THE LID ON!

TANK INSPECTIONS ARE AN IMPORTANT PART OF THE PLANNED MAINTENANCE PROGRAMME ON BOARD. ENTERING A TANK INVOLVES MANY PERSONAL DANGERS WHICH ARE WELL KNOWN FOR MOST SEAFARERS AND SHOULD NEVER BE IGNORED. IN ADDITION, THERE IS ALSO A RISK OF THE CARGO BEING DAMAGED, ESPECIALLY WHEN THE MANHOLE IS LEFT OPEN, AND THIS DAMAGE CAN BE VERY COSTLY.

It may seem obvious and logical that a tank should not be filled when the manhole is open and the consequences of doing this are easily imagined. However, the loss prevention team has recently seen cases where cargo holds have been flooded when the manhole is open, particularly on container ships.

In one case, the covers for two ballast tank manholes had been removed. In order to clean the tanks, it was decided to partly fill them up and then to strip again. After a while both bilge alarms from the adjacent cargo hold sounded. The bilge alarms were ignored for half an hour and then when the hold was checked, the lower tier of containers was found to be flooded.

In another case the bosun removed the cover to a tank he thought was to be stripped. However, the instructions had not been properly communicated and understood by the bosun and in fact the tank was to be filled. The result was that 1.5 meters of water had entered the cargo hold before anyone noticed.

HERE ARE SOME BASIC PRECAUTIONS TO TAKE:

- Do not fill a tank if the manhole is open. If there are particular circumstances when this is necessary, then a thorough risk assessment must be carried out and also a watchman must be at the open manhole throughout the process.
- Make sure that there is effective communication setting out who is responsible for removing and replacing the manhole cover before the work starts.
- Never ignore a bilge alarm – always check alarms immediately.

One way to keep track of open manholes is by using a white board divided into numbered squares each one with a corresponding numbered magnet. The magnet is then placed on the board on the square corresponding to the removed manhole cover. The magnet is removed when the cover has been refitted. This is simple but effective and can be easily introduced into the working systems.

CALENDAR

We are very pleased to be sending out the 2019 version of our Britannia crew calendar which is enclosed with the hard copies of Crew Watch this month.

Once again we are highlighting some of the special days throughout the year, such as mother language day, world book day, world music day and of course the very important world maritime day on 26 September. We hope that you find a space on the wall to put the calendar.

If you have not received a copy, or you would like extra copies, please get in touch with us by email to: publications@triley.co.uk



INSURANCE FOR YOUR PERSONAL ITEMS

THERE HAVE BEEN A FEW CASES RECENTLY WHERE THE REPLACEMENT COST FOLLOWING DAMAGE OR LOSS OF EXPENSIVE PERSONAL ITEMS HAS NOT BEEN COVERED BY THE SHIPOWNER'S INSURANCE POLICY.

There has been a steady increase in crewmembers having expensive electrical goods (computers, laptops, mobile telephones) on board, usually to help them to contact their families and access social media sites whilst they are away.

The Club would like to remind crewmembers that they need their own insurance cover for these items because if these items are damaged or stolen while on board, the costs of repair and replacement may not be automatically available from the owners or their P&I Club. The criteria for covering expensive electrical items is limited to items which are necessary for a seafarer's work on board and the amount would be up to the limit(s) set out in the seafarer's contract of employment. The advice in all cases is to keep all purchase receipts to support any claim that might be submitted.



Bearing in mind that many laptops and telephones now cost more than USD600 per item, it is possible that the crewmember will not receive the full replacement value for a lost, stolen or damaged item and the crewmember would then be out of pocket. Please also note that insurance cover for lost jewellery is specifically excluded under Club rules, as is any cover for lost cash.

TETANUS: MAKE SURE YOUR VACCINATIONS ARE KEPT UP TO DATE

WE RECENTLY HAD A CASE WHERE ONE OF THE CREW GRAZED HIS ELBOW – A SIMPLE INJURY THAT DID NOT REQUIRE ANY MEDICAL ATTENTION APART FROM AN ANTISEPTIC WIPE AND STICKING PLASTER. HOWEVER, HE STARTED TO SUFFER MUSCLE SPASMS AND A STIFFNESS IN HIS JAW AND WAS LATER FOUND TO HAVE TETANUS.

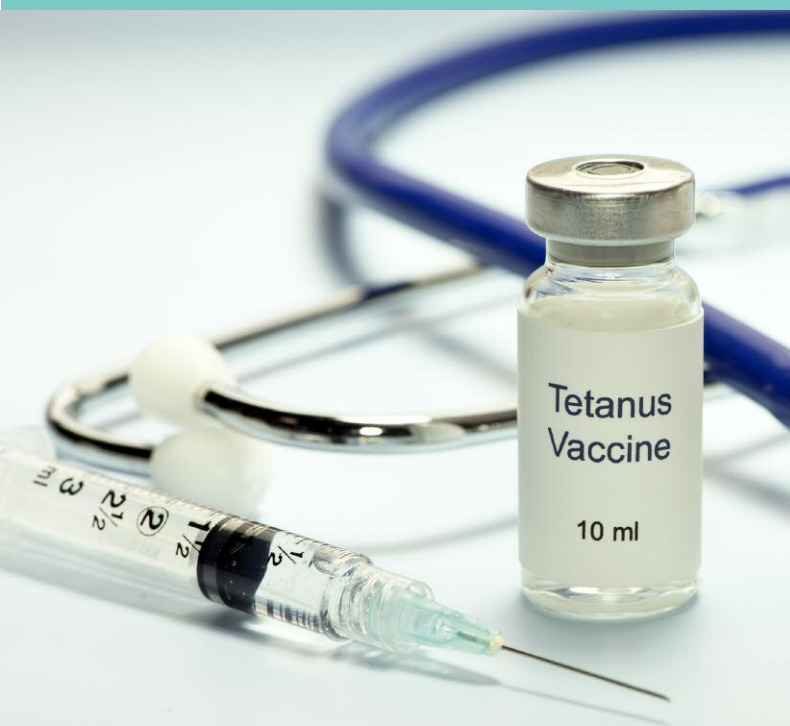
Most of us are aware that we need to be vaccinated against the disease, but few people really know much about tetanus and how serious it can be.

Tetanus is a disease caused by a bacterium called clostridium tetani which is found in dirt and manure. The bacterium gets into your body via a wound (this can include tattoos and body piercings) and produces a toxin that causes symptoms such as fever and muscle spasms. These spasms can be severe enough to break bones and can cause trouble breathing. If the spasms are in the area around the mouth and jaw, then this is what gives tetanus its nickname – lockjaw. The disease can be severe and, if untreated, can cause death in around 30% of cases. Although not a common disease, last year there were 13,500 cases worldwide.

The best way to prevent the bacterium taking hold is by a series of vaccinations. This will usually start in childhood and is then followed by top up boosters every 5 to 10 years. If you are concerned that a wound is infected, a doctor can give an injection of immune globulin straight away to fight the infection. However, if you start to develop any tetanus symptoms, you must seek hospital treatment as a matter of urgency.

The crewmember in our case spent time in hospital in the intensive care unit but luckily made a good recovery.

THIS CASE IS A REMINDER OF HOW IMPORTANT IT IS TO MAKE SURE THAT ALL YOUR VACCINATIONS ARE UP TO DATE.



QUIZ NIGHT

WHY NOT ORGANISE A QUIZ NIGHT? HERE ARE SOME QUESTIONS TO GET YOU STARTED, ADD SOME OF YOUR OWN. WE WILL PUBLISH THE ANSWERS TO THESE QUESTIONS IN THE NEXT EDITION OF CREW WATCH.

1) A vessel displaying a flashing blue light is usually

- a) Transferring dangerous cargo
- b) A law enforcement vessel
- c) Engaged in a race
- d) A work boat

2) When power driven vessels are crossing, a signal of one short blast by either vessel means

- a) I intend to alter course to port
- b) I intend to hold course and speed
- c) I intend to alter course to starboard
- d) I request a departure from the rules

3) Approximately how long is a fathom?

- a) From fingertips to the ground if you reach straight up
- b) From fingertip to fingertip if you stretch out your arms
- c) From elbow to elbow if you touch your fingertips together
- d) From toe to toe if you can do the splits

4) What does the term 'under the weather' mean on a ship?

- a) A type of rigging called 'weather' has fallen onto a crew member
- b) Feeling ill or sick, not feeling well
- c) Serving a watch that is exposed to wind and spray
- d) There are storm clouds directly overhead

5) On a sailing ship, with what piece of equipment are the catheads associated ?

- a) The figurehead
- b) The rudder
- c) The anchor
- d) The toilet

6) What is the ship's orlop?

- a) Another name for the powder magazine
- b) Where the ship's livestock were kept
- c) It's the copper sheeting applied to a ship's hull to stop worm infestation
- d) It's the lowest deck of a ship

7) What is a 'Flinder's Bar'?

- a) A bar of metal used to batten down hatches
- b) A soft iron bar used to correct a magnetic compass
- c) An impromptu bar for serving rum
- d) A bar of timber inserted into the capstan as a lever

8) Where will you find the 'knees' on a wooden sailing ship?

- a) Just above the ship's 'feet'
- b) Connecting the ship's beams to its sides
- c) At the very tip of the masts
- d) On the legs of the anchor

9) Why does 'avast' mean 'stop'?

- a) It's an abbreviated form of 'a vast ship is approaching'
- b) It comes from the 17th century Dutch phrase 'hou'vast' meaning to 'hold fast'
- c) Vast is the opposite of hoy
- d) It was invented as sailors' slang so that non-sailors wouldn't understand

In the last edition of Crew Watch we asked you to spot 15 differences between two pictures?

Here they are, did you find all of them?

