

CREW WATCH

CAUTION
HIGH TRAILER

SEPTEMBER 2021

HOW TO PREPARE PORT STATE CONTROL INSPECTION
SUPPORTING OUR SEAFARERS CHARITY DONATIONS
REPORT INCIDENTS IMPROVE SAFETY WITH CHIRP
FISHING BEWARE OF WHAT YOU CATCH!

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MAX. GROSS 32.500 KGS.
71.450 LBS.
TARE 3.700 KGS.
8.330 LBS.
NET 28.720 KGS.
63.320 LBS.
CUB. CAP. 76.4 CUM.
2.700 CU.FT.

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30
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26
58
7
27

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HIGH
CONTENTS



THE SAFETY AND WELLBEING OF CREW ARE ALWAYS IMPORTANT, AND NEVER MORE SO THAN IN THESE DIFFICULT TIMES. AT BRITANNIA WE CONTINUE TO WORK TO IMPROVE THE SAFETY OF ALL ON BOARD AND IN THIS EDITION WE HIGHLIGHT THE DANGERS OF WORKING AT HEIGHT AND ENCLOSE A POSTER TO DISPLAY ON BOARD. WE ARE ALSO PLEASED TO HIGHLIGHT THE VALUABLE CONTRIBUTION OF CHARITIES WHO ARE WORKING HARD TO SUPPORT SEAFARERS AROUND THE WORLD.

CLAIRE MYATT
Editor



WE HOPE YOU ENJOY 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:
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READY FOR INSPECTION?

HOW TO PREPARE FOR AND DEAL WITH A PORT STATE CONTROL INSPECTION

SINCE THE FIRST PORT STATE CONTROL (PSC) MEMORANDUM OF UNDERSTANDING (MOU) WAS SIGNED IN 1982, PSC INSPECTIONS HAVE BEEN AN IMPORTANT TOOL FOR DEALING WITH SUBSTANDARD SHIPS. THEY ALLOW LOCAL AUTHORITIES TO INVESTIGATE AND CHECK THE SAFETY STANDARDS AND SEAWORTHINESS OF ANY FOREIGN SHIPS ARRIVING WITHIN THEIR JURISDICTION.

Detention by the PSC authorities can be expensive and can result in delays and loss of hire, so it is important that a ship is ready and prepared for these inspections at all times – and each member of the crew plays a vital role.

REPORTING Do not try to hide deficiencies. SOLAS states that defects must be reported to the local PSC authorities as well as to the flag state. This is important in order for the ship to obtain the necessary approvals to operate with a defective piece of equipment until it can be rectified.

HOUSEKEEPING First impressions are important. When the PSC Officer (PSCO) walks up the gangway they are forming their first impressions – make sure the ship appears well-maintained and managed by a competent crew.

PROFESSIONAL The gangway watch should greet the PSCO and complete boarding formalities efficiently before escorting them to the master. Everyone should be polite and never argue with the PSCO during the inspection.

DOCUMENTATION Make sure that all certificates and records are kept in an organised manner so that they can easily be retrieved for review during the PSC inspection.

ACCOMPANY Do not let the PSCO walk around the ship alone. Make sure that they are escorted by a senior crewmember who can readily assist with any questions the PSCO may have.

When the inspection is finished, the PSCO presents their findings to the master. If the master believes that any of the deficiencies raised by the PSCO are unjustified, they should tell the PSCO straight away and, if necessary, contact the owners' office for support.

WHEN THE PSCO HAS DISEMBARKED, THE PSC INSPECTION REPORT SHOULD BE FILED ON BOARD AND A COPY SUBMITTED TO THE OWNERS' OFFICE. FOR EACH DEFICIENCY IDENTIFIED, A CORRECTIVE ACTION REPORT SHOULD SET OUT THE ROOT CAUSES IDENTIFIED AND THE PREVENTIVE ACTIONS IMPLEMENTED TO AVOID ANY REPEAT OF THE DEFICIENCY.



SUPPORTING OUR SEAFARERS



IN RECOGNITION OF THE EXTRA DEMANDS AND PRESSURES FACING THE CREW WHO WORK ON BOARD OUR MEMBERS' SHIPS, AND THE CRUCIAL ROLE PLAYED BY SEAFARER CHARITIES IN SUPPORTING CREW WELFARE DURING THE PANDEMIC, WE HAVE RECENTLY MADE DONATIONS TO FOUR CHARITIES:

- **INTERNATIONAL SEAFARERS' WELFARE AND ASSISTANCE NETWORK (ISWAN)**
- **SAILORS' SOCIETY**
- **STELLA MARIS**
- **THE MISSION TO SEAFARERS.**

Seafarer health and wellbeing is one of the key pillars of the Britannia **B**Safe online safety campaign, which aims to support seafarers through a dedicated website providing best practice information and the latest thinking on onboard safety and crew wellbeing.

THROUGH THIS CAMPAIGN BRITANNIA ALSO SUPPORTS OTHER SPECIFIC SEAFARER CHARITY INITIATIVES AS SARA BAADE, CEO, SAILORS' SOCIETY EXPLAINED:

'Seafaring is one of the most challenging jobs in the world but the pandemic and resulting crew change crisis have intensified the stress and mental pressures seafarers face and calls for our help have increased. So we're doubly grateful to Britannia P&I for investing in seafarer mental health and crew care, not only by signing up to our Wellness at Sea Awareness Campaign but through its generous donation towards our wider Wellness at Sea programme'.

ANDREW WRIGHT, GENERAL SECRETARY, THE MISSION TO SEAFARERS, OUTLINED:

'The Mission to Seafarers is hugely grateful for this donation from long-term supporters Britannia P&I. This donation will deliver measurable impact on the mental wellbeing of seafarers who continue to face enormous challenges at sea whilst keeping global supply chains open'.

MARTIN FOLEY, CEO, STELLA MARIS ADDED:

'Stella Maris' global seafarer support network of 1,000 ship-visiting volunteers and chaplains visits hundreds of Britannia Members' vessels annually to assist and support their crews. Britannia's consistent support over the years enables our support for seafarers to grow as the demands and pressures on them increase'.

SIMON GRAINGE, CEO, ISWAN:

'We are incredibly grateful to Britannia for their support at this critical time for seafarers. This donation will enable us to provide further help and support to seafarers and their families in need around the world'.

WELLNESS AT SEA

Sailors' Society has been a pioneer in providing a training and support programme that is recognised as the most comprehensive and long-running in the maritime industry, combining their 200 years of maritime welfare experience with psychological expertise to empower seafarers at all ranks to look after their own and others' wellbeing.

The initial programme has been running since 2015, is constantly evolving to meet the needs of seafarers and is available in different formats, some for individuals and some for organisations that want to provide better support for the wellbeing of their crews and their families, as well as shore-based staff.

The Society also offers companies a free introduction to seafarer wellbeing through the Wellness at Sea Awareness Campaign, which can be rolled out to crews over 27 weeks. It has recently expanded this programme to include seafarers' families and shore staff, extending support to them and helping them to understand each other better.

Britannia has been supporting the work of Sailors' Society for many years and has been supporting its Wellness at Sea awareness campaign by promoting it to our Members as part of our **B**Safe campaign. For more information visit the Sailors' Society website.

www.sailors-society.org/wellness-at-sea-home





REPORT INCIDENTS – IMPROVE SAFETY

HOW CHIRP CAN HELP RAISE AWARENESS OF SAFETY ISSUES

THE CONFIDENTIAL HAZARDOUS INCIDENT REPORTING PROGRAMME (CHIRP) REVIEWS AND INVESTIGATES REPORTS OF HAZARDOUS INCIDENTS AND NEAR MISSES BY PROVIDING AN INDEPENDENT AND CONFIDENTIAL REPORTING SYSTEM. IT IS UNIQUE AS CHIRP RECEIVES REPORTS DIRECTLY FROM THE MARINER – WITH COMPLETE CONFIDENTIALITY GUARANTEED.

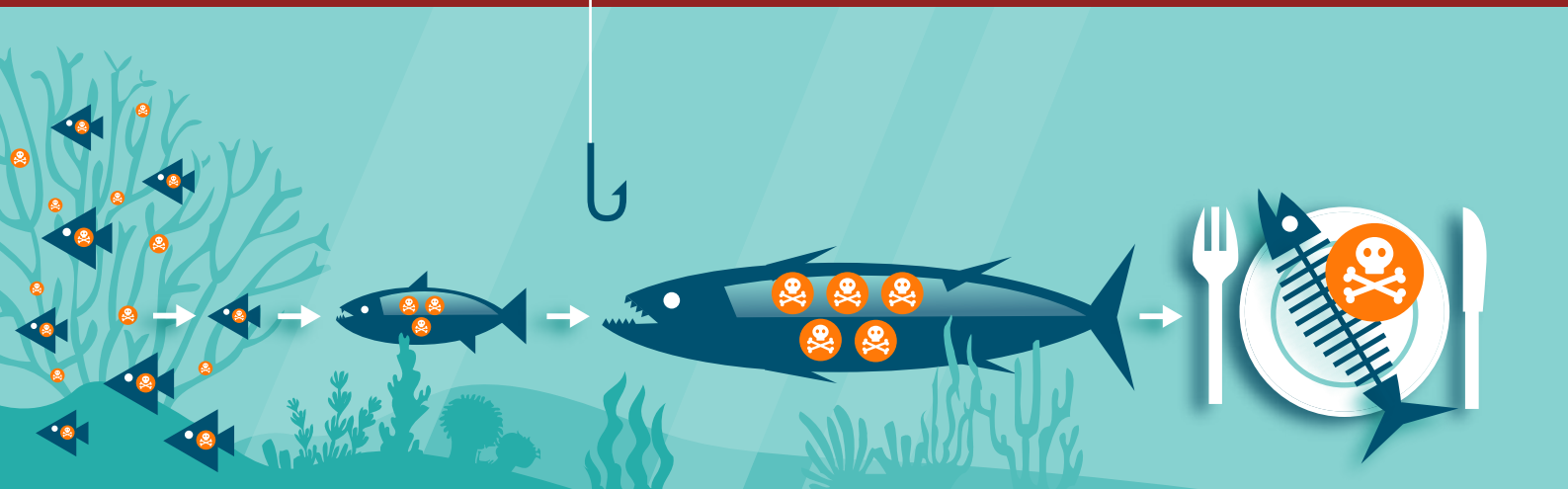
ONCE A REPORT IS RECEIVED, IT IS CHECKED FOR ACCURACY AND ANY MALICIOUS REPORTS ARE QUICKLY IDENTIFIED. CHIRP THEN ENGAGES WITH THE RELEVANT PARTIES TO IDENTIFY THE ROOT CAUSES OF THE INCIDENT AND HIGHLIGHT THEIR FINDINGS IN THEIR PUBLICATIONS. BRITANNIA SPONSORS THE TRANSLATION OF THEIR MAGAZINE *MARITIME FEEDBACK* INTO TAGALOG FOR DISTRIBUTION TO FILIPINO SEAFARERS.



CONTACT CHIRP IF YOU ARE AWARE OF ANY SAFETY BREACHES, ENVIRONMENTAL ISSUES, SEXUAL HARASSMENT, BULLYING OR HEALTH CONCERNS.

ALL NOTIFICATIONS ARE HANDLED IN TOTAL CONFIDENCE.

EATING FISH CAUGHT OVER THE SIDE CAN BE DANGEROUS



CREW EATING FISH THAT THEY HAVE CAUGHT THEMSELVES CAN HAVE VERY **SERIOUS HEALTH CONSEQUENCES.** IT CAN ALSO LEAD TO DELAYS AND COSTLY CLAIMS FOR THE SHIPOWNER.

Recently, 16 crew (including the master) fell ill after eating barracuda caught over the side. They had ciguatera, a type of poisoning common in large reef fish like barracuda, caused by toxins in plankton that they eat.

It cannot be detected by smell or taste and is not destroyed by cooking.

In a previous case, affected crew were very seriously ill and were treated in intensive care – ow.ly/PoK030rRn2F

Luckily, this time the symptoms were less severe, although the crew still needed to be treated in hospital. They were fortunate that they were in port and were quickly taken to the local hospital emergency room. Afterwards local authorities came on board to carry out a full investigation.



FISHING OFF THE SIDE MAY SEEM HARMLESS BUT THESE INCIDENTS REMIND US THAT EATING SUCH FISH CAN BE VERY DANGEROUS.

YOU MAY THINK YOU KNOW THE TYPE OF FISH YOU ARE CATCHING BUT LOCAL ECOSYSTEMS CAN PRESENT PARTICULAR PROBLEMS WHICH CAN MAKE THE FISH POISONOUS TO EAT.

WE ARE CONTINUING WITH OUR SERIES OF **BSAFE** POSTERS AND IN THIS EDITION OF CREW WATCH WE ENCLOSE A POSTER WARNING OF THE DANGERS OF WORKING AT HEIGHT WITHOUT USING THE APPROPRIATE PPE.



PRACTICAL SAFETY
ALWAYS WEAR A SUITABLE
LIFELINE. IT COULD SAVE
YOUR LIFE.



GUIDANCE ON WORKING FROM HEIGHTS
britanniapandi.com/topic/heights

BRITANNIA P&I

WE HAVE RECENTLY PUBLISHED TWO **BSAFE** CASE STUDIES IN WHICH CREW MEMBERS HAVE SUSTAINED SERIOUS INJURIES AND, IN ONE TRAGIC CASE, THE CREW MEMBER LOST HIS LIFE.

In one case an AB made a decision to carry out some repairs to a lifeboat. He used a portable ladder to climb the 4.8m from the deck. The ladder was held by a bosun who was unable to steady the ladder when it slipped and the AB fell to the deck. The AB was not wearing a harness or a helmet and tragically lost his life.

ow.ly/YFr830rRn2Q

The second case involved two crew members who were working on a temporary scaffolding tower while carrying out maintenance on a hold. The scaffolding tower was moved while the crew members remained on it. Neither of them was wearing a safety harness or using safety lines. The tower fell over and both crew members fell to the deck, sustaining serious injuries that required many weeks of hospital treatment.

ow.ly/fk5z30rRn3f



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