

Port Hedland Safety Information

---Brief of Shipping Forum “Safe Ships, Safe Port”

Recently, Pilbara Ports Authority hosted a Shipping Forum “Safe Ships, Safe Port” at Perth, focusing on the ship safe navigation and reducing the incident at port Hedland, aimed to improve the ship safe management and port operation efficiency in Port Hedland. Below information are brief of ship incident and PSC inspection from this Ship Forum.

1. Analysis of the ship incident and root cause during vessel port entry and departure, suggestion to improve ship management.

As indicated in the statistics from the Port Hedland, Main Engine incident contributed to nearly a quarter of ship incidents cases, for which it mainly resulted from human element. For instance, duty engineer failed to conduct main engine inspection and standby as per requirements of company SMS, main engine operation failure after pilot attending on board before vessel port entry.

The frequent root cause for main engine incident: electrical cable for M.E. governor and solenoid valve loosen, telegraph system between Bridge and ECR defective, M.E. air receiver pressure actuator incorrectly set, jacket cooling water valve kept close status.

Port Hedland required that the preventive actions to ship incidents should be well implemented, including the sufficient manning on board, essential maintenance for ship and equipment should be implemented strictly as per SMS on board.

As per compulsory requirement from Port Pilbara, the major deficiency on board MUST be reported to the Port Authority at first available opportunity. Please note, if the deficiency, which could not be rectified before arrival, was not reported to the Port Hedland, even impacting other vessel’s routine operation in this Port, this ship may be banned to entry into Port Hedland in upcoming 12 months.

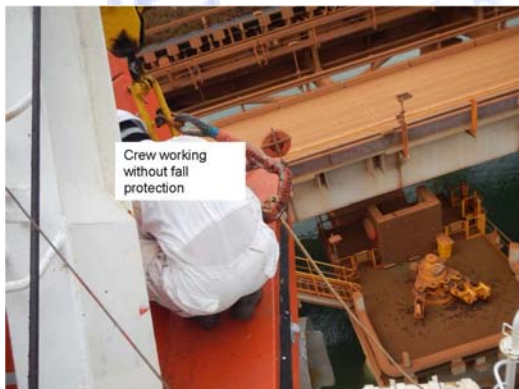
2. Port Hedland PSC inspection information. As indicated from AMSA address, with

development of bigger tonnage vessel, vessel physical condition was improving well, while PSC deficiencies related to human element occurred more frequently and seriously.

1).Lack of safety culture on board, which has led to lack of required crew safety awareness, increasing of accidents, and injuries and fatalities. Below photos was taken by AMSA attending PSCO.



Working on open hatch cover without fall protection



Working at height without fall protection



Embarking without lifejacket .Overboard working without fall protection and lifejacket

It was strongly suggested safety culture training on board to be enhanced.

2) MLC related deficiency.

Frequent PSC deficiencies was detected by AMSA as follows: Insufficient or unsuitable provisions for the intended voyage; Payment of wages including monthly allotments were not paid monthly; Repatriation including payoff allowances noncompliance with DMLC-II; Crew accommodation including sanitary conditions in poor condition.

The requirements of MLC MUST be implemented effectively on board to avoid PSC detention.

3) Accommodation ladder deficiency.

The following photos taken during PSC inspection indicated the accommodation ladder was in poor maintenance and the unsafe use.

The crew are required to inspect, test and maintain the accommodation ladder and its accessories regularly, special attention should be paid to the hoisting wire.



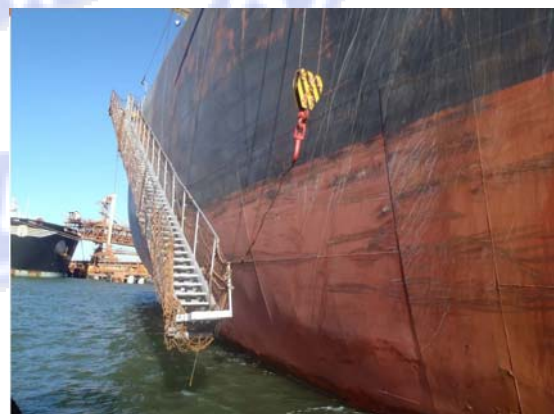
The accommodation ladder hoisting wire failed



Crew on the accommodation ladder while hoisted. Accommodation ladders safety nets not fitted



Accommodation ladder incline $> 55^\circ$



Non-approved fall prevention arrangements

4) Monitoring to cargo loading.

Due to the high loading rates at Port Hedland Terminal, frequent amendments of loading plans are required for the ship. The duty crew should keep monitoring and recording ship's draft. The duty officer need to contact the terminal to coordinate the loading and de-ballasting operations when noted loading rate is too high.



CCS Australia Office
November 8, 2016

Announcement:

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at www.amsa.gov.au and CCS website at www.ccs.org.cn
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well as CCS class rules and regulations.