



ACCORDingly

A MONTHLY NEWSLETTER OF ACCORD SHIP MANAGEMENT

NOVEMBER 2006

Foreword:

Today, ISM serves as an excellent foundation on which we develop a comprehensive quality system in compliance with additional standards. For us, the term ISM has become synonymous with quality to conduct our trade. We constantly review our standard and improve them. We have defined the boundaries of our system and provide assurance to our customers for corporate accountability and maintaining an important role in our global and local policy mix. Our system flexibility allows us to choose the means of achieving goals whereby efficiency is achieved.

Voyage log:

New additions to our Management fleet:

At Durban, South Africa

MV Sportsqueen - Bulk Carrier - Hong Kong flag - on 18th October 2006

MV You King - Bulk Carrier - Hong Kong flag - On 20th October 2006

Technical information:

Survey procedures for issue of compliance with the special requirements for ships carrying Dangerous goods

Part A Chapter VII of the International Convention for the safety of Life at sea, 1974 (SOLAS) as amendment, contains the carriage of dangerous goods in packaged form or in solid form or in solid form in bulk. Regulation VII/1.3 prohibits the carriage of dangerous goods except in accordance with the provisions of part A of chapter VII, which are amplified by the International Maritime Dangerous Goods (IMDG) Code. Annex III to the International Convention for the Prevention of Pollution from Ships, 1973 as amended by the protocol of 1978 (MARPOL 73/78) contain the mandatory provisions for the prevention of pollution by dangerous goods carried by sea in packaged form. Regulation 1(2) prohibits the carriage of dangerous goods in ships except in accordance with the provisions of Annex III, which are also amplified by the IMDG Code. The IMDG Code was first published in 1965 by IMO, then known as IMCO (Inter-Governmental Maritime Consultative Organization). The IMDG Code is intended to provide for the safe carriage of dangerous goods by sea and to prevent pollution. It is based on the United Nations Recommendations on the transport of Dangerous Goods but also includes additional requirements specific to the carriage of dangerous goods at sea (e.g. requirements for marine pollutants. Freight containers, stowage and segregation and requirement for shipboard safety and preservation of the marine environment) The IMDG Code is maintained and updated by the IMO Dangerous Goods, Solid Cargoes and Containers (DSC) Sub-committee. The Code is recommended to governments for adoption or for use as the basis for national regulations in pursuance of their obligations under Regulation VII/1.4 of MARPOL 73/78. Observance of the IMDG Code harmonized the practices and procedures followed in the carriage of dangerous Goods by sea and ensures compliance with the mandatory provisions of the SOLAS Convention and Annex III of MARPOL 73/78. The Code sets out in detail the requirement application to each individual substance and article and is kept under constant review to keep pace with technical developments. The provision in Chapter VII of SOLAS Convention are supported by special provision in regulation 54 of Chapter II-2 for the construction of ships carrying dangerous goods in excess of the limited quantity provision in the IMDG Code. Regulation 54 applies to passenger ships and to cargo above 500 GT constructed on or after 1.9.1984 and cargo ships of less than 500 GT constructed on or after 1.2.1992. Regulation 54.3 of chapter II-2 in SOLAS 1974 Convention, as amended requires the Administration to provide the ship with an appropriate document as evidence of compliance of construction and equipment with the requirements of this regulation.

Classification of Dangerous Goods - The dangerous goods are assigned to classes 1 to 9 according to the hazards or the most predominant of the hazards they present. Some of these classes are further subdivided into division. These classes or divisions are listed below:

Class 1: Explosive

Division 1: Substance and article which have a mass explosive hazard.

Division 1.2: Substance and article which have a projection hazard but not a mass explosion hazard.

Division 1.3: Substance and article which have a fire hazard and either a minor blast hazard or minor projection hazard or both, but not a mass explosion hazard

Division 1.4: Substance and article which present on significant hazard

Steady As She Goes

Division 1.5: Very sensitive substance which have a mass explosive hazard.
Division 1.6: Extremely insensitive articles which do not have a mass explosion hazards

Class 2: Gases

Class 2.1: Flammable gases
Class 2.2: Non- Flammable, non- toxic gases
Class 2.3: Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids: substances liable to spontaneous combustion. Substance which in contact with water, emit flammable gases.

Class 4.1: Flammable solids. Self reactive substance and desensitised explosives.
Class 4.2: Substance liable to spontaneous combustion
Class 4.2: Substance which in contact with water emit flammable gases.

Class 5: Oxidizing substance and organic peroxides

Class 5.1: Oxidizing substance
Class 5.2: Organic peroxides

Class 6: Toxic and infectious substance

Class 6.1: Toxic substances
Class 6.2: Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substance

Class 9: Miscellaneous dangerous substance and articles.

(To be continued)

... .. Mr. Y.J. Bhot

Marine Accidents/Incidents:

Sludge overflow

On this vessel, sludge was routinely transferred from the sludge holding tank to the incinerator sludge tank every two to three days, ensuring that the latter tank does not contain more than 80 per cent capacity at any time. This incident took place when the duty engineer and a rating were involved in the transfer of sludge during the night, with the pump in manual mode. After attending to a telephone call, the engineer completely forgot about the transfer operation and both the rating and he left the engine room after changing over to the UMS mode. The transfer continued unsupervised until the overflow from the incinerator sludge tank vent on the funnel deck, amounting to about 150 liters, was noticed by the night bridge watch

Root cause/contributory factors

Distraction caused by telephone call during a critical operation;
Ineffective teamwork between engineer and rating;
Sludge transfer being conducted at an unusually late hour.

Valuable lessons to learn

A risk assessment must be carried out for all oil transfers, which shall be referred to on each occasion that the task is carried out.

Under normal circumstances, oil transfers should only be carried out during the day.

Personnel involved in oil transfer operations shall not be assigned to any other task, and must not allow themselves to be distracted.

When two crew members are working as a team, it is essential that each knows what the other is doing and only one of them must answer telephone calls.

Critical operations that are in progress should be prominently noted on the engine room notice board. Even temporary memo notes, placards etc on the console, exit door, log book may be of great value.

The bridge team and the chief engineer should be kept informed of any manual oil transfer operations being conducted; giving details of the tanks involved estimated quantity and expected time of completion.

If the transfer pump has an auto cut-off device, it must be used and properly maintained.

Wherever fitted, tank high-level or overflow alarms should be effectively used.

Portable timers or other pre-set alarms can be very useful as reminders.

UMS checklist must contain a reference to oil transfer activities and must be jointly completed by the duty engineer and rating, if appropriate.

The wise crack:

Got Attitude

Caution: I have an attitude and I know how to use it.
We have enough youth. How about a fountain of Smart?
Be kind to your inferiors, if you can find any.
The beatings will continue until morale improves.
I don't suffer from insanity. I enjoy every minute of it.
I don't suffer from stress. I'm a carrier.



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Conscience is what hurts when all your other parts feel so good.
Those of you who think you know it all are damn annoying to those of us who do.
Chaos, panic and disorder--my work here is done.
Oh, go evolve!
If I throw a stick will you leave?
If I want your opinion, I'll ask you to fill out the necessary forms.
I don't need your attitude. I have one of my own

Thought of the month:

*"From compromise and things half done, Keep me with stern and stubborn pride,
And when at last the fight is won, God keep me still unsatisfied".*

.....Loius Untermeyer

Contribution from our readers:

This monthly newsletter is intended to provide readers with Accord views, news and other developments. We welcome and appreciate comments and suggestions from our readers for continual improvement of this Newsletter. It can be viewed electronically at <http://www.accordship.net/newsletter>. Please feel free to write to us at francis@accordship.net.

We regret that due to unavoidable circumstances the October issue could not be published.

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