



# ACCORDingly



A MONTHLY NEWSLETTER OF ACCORD SHIP MANAGEMENT

DECEMBER 2006

## Foreword:

"What is Christmas? It is tenderness for the past, courage for the present, hope for the future. It is a fervent wish that every cup may overflow with blessings rich and eternal, and that every path may lead to peace."

The staff at Accord takes this pathos to greet all our readers a very Happy Christmas and a Joyous New Year and feel the close bond of togetherness.

## Voyage log:

### New additions to our Management fleet:

#### Bulk Carriers



MV Sportsqueen



MV You King

## Technical information:

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

#### Procedure:

At the owner's request the survey is to be carried out towards verification of stability of ship board arrangement with regard to construction and equipment for compliance with special requirement as per Regulation 54 of chapter II of SOLAS 1974., as amended for carriage of intended dangerous goods. Applicable tables are to be referred to and a list of special requirement pertaining to the type of ship / cargo space and classification of the intended dangerous goods are to be prepared and the requirements verified. "Data Report - Carriage of Dangerous Goods / Solid Bulk Cargoes" (Form No. DBC.RPT) is to be filled in to the extent applicable.

#### Identification of type of ship / cargo space (as per SOAS Ch II / Regulation 54)

(Following Ship Types and Cargo Spaces shall govern the application of Table 1 and Table 3)

- Ships and cargo spaces not specifically designed for freight containers but including goods in packaged form including goods in freight containers and portable tanks.
- Purpose built containers ships and cargo spaces intended for the carriage of dangerous goods in freight containers and portable tanks
- Ro-ro ships and ro-ro spaces
- Ships or cargo spaces intended for the carriage of solid dangerous cargo in bulk.
- Ships and cargo spaces intended for carriage of dangerous goods other than liquids and gases in bulk in ship borne barges.

(To be continued)

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

Steady As She Goes

### **Marine Accidents/Incidents:**

#### **Fatal crush injury from mooring line**

This accident occurred when a 15,000 dwt vessel was unberthing - she was singled up to one head-line and one back spring on the forecastle. All mooring ropes aft were clear and on board. One tug was fast on the starboard quarter. Acting on instructions from the bridge, both the lines were cast off on the forecastle deck and it was confirmed that they were released from the mooring bit on the jetty. As the vessel's bow moved away from the jetty, an AB who was standing inside the bight of the spring line suffered a fatal crush injury. The line apparently got caught on an underwater obstruction of the jetty and suddenly became taut around his ankles, moving up his body to his waist; he was dragged around the bollard, towards the fairlead.

#### **Immediate causes**

The ship called at this port regularly and the crew had been used to the routine. The AB was aware that the rope had been cast off into the water from the jetty. He was waiting for assistance from his colleagues to heave the rope using the ship's winches on board. He did not expect the rope to get caught on an unknown underwater obstruction of the jetty as the vessel moved away from it. He had let his guard down. Complacency and lack of basic seamanship could have led to this accident.

### **The wise crack:**

#### **PUTDOWNS WITH PANACHE**

Hire a teenager while they still know it all.  
What brought you here and does it have reverse?  
Don't let your mind wander. It's too small to be out by itself.  
Let me drop everything and work on your problem.  
The fact that no one understands you doesn't mean you're an artist.  
I don't know what your problem is, but I'll bet it's hard to pronounce.  
How can I miss you if you won't go away?  
The weather is here. Wish you were beautiful.  
You've got two brains. One is lost and the other is out looking for it.  
The gene pool could stand a little chlorine.  
He fell out of the Stupid Tree and hit every branch on the way down.  
Some people are living proof that evolution can go in reverse.  
Here's a penny for your thoughts. Got change?

### **Thought of the month:**

**"It's a poor sort of memory that only works backwards".**

..... *Lewis Carroll*

### **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](mailto:francis@accordship.net).

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#### **Lessons to be learnt**

Failure to comply with basic mooring safety procedures and instructions contained in the company safety manual, bridge procedures manual and the UK MCA *Code of Safe Working Practices for Merchant Seamen*.

Failure on the part of the bridge team to comply with the basic safety practice of not turning the propeller or the bow thruster until all mooring ropes have been sighted and reported to be clear of the water and all obstructions.

Failure on the part of the forward stations to watch the mooring rope after it was cast off till it came above the water.

A formal risk assessment is to be made for the operation of mooring in general. Guidelines for such risk assessment are available in chapter 1 of the Code of Safe Working Practices.

Lack of good housekeeping on the forecastle deck - ropes, which were cast off from the jetty, were not immediately heaved up on board and squared up on the forecastle deck.