

Marine Incident Newsletter is also available at [Marine Incident Newsletter] when you enter the website of KMST (www.kmst.go.kr) and go to [Newsroom].

7th Issue

**Marine
Incident**

Report YES!!
Punishment NO!!
Confidentiality
YES!!

Marine Incident Newsletter

First Step to Preventing Marine Casualties | Vol.7



Marine Incident

Situation that is likely to pose a hazard to the safety of ships and people or the marine environment, if measures for rectification or improvement are not taken with respect to the structure, equipment, or operation of a ship

- Article 2(1-2) of Act on the Investigation of and Inquiry into Marine Accidents -



Ministry of Oceans and Fisheries

Korea Maritime Safety Tribunal





Working Together with Pilots for Safe Navigation

Captains

- Install all equipment required by pilots to embark and disembark safely and maintain it well.
- Share accurate information on maneuvering performance.
- Maintain close communication and actively share ideas on piloting.



Pilots

- Wear ID badges or provide business cards.
- Share and explain passage plan to the captain when boarding.
- Promptly check the ship's maneuvering characteristics and communicate well with the captain.



Safety Precaution against Summer Accidents

In summer, the risk of marine accidents grows as recreational water activities increase.



Tourism and recreational activities increase multipassenger vessel traffic.



Frequent typhoons and local heavy rain worsen weather conditions.



High temperatures and humidity make it difficult for crews to stay focused.

Marine Incident CASE 1

The risk of grounding arises from going off the planned route.



While on board and conning a vessel into port at night, two pilots failed to alter their course on time due to the lack of clarity on division of their roles and responsibilities, causing them to deviate from the planned route and approach too close to the buoy.



Causes of Incident

Roles and responsibilities not clearly agreed upon by chief and assistant pilot

OOD(officer on duty) failed to intervene properly.

Key lessons

(Pilot) Roles and responsibilities need to be defined and the transfer of duties made clear when two or more pilots are on board.

(Captain & OOD) Always be aware that you are responsible for safe navigation whether there are pilots on board or not. Actively raise objections or take the conn if the pilots' intentions are not sufficiently clear.



Captain should also seek to understand the navigation & piloting situation when pilots are on board



Share information towards safer navigation



Captain (or OOD) should directly pilot the vessel in the event of an emergency

Ingress of seawater into the forecastle store: watertight door open while at sea



An ordinary seaman opened the watertight door of the forecastle store to start deck work while the vessel was underway. However, he left the door open when he left the space. This resulted in an ingress of seawater into the forecastle store, causing the bilge high-level alarm to sound.



Causes of Incident

Watertight doors on the upper deck remained open while sailing.

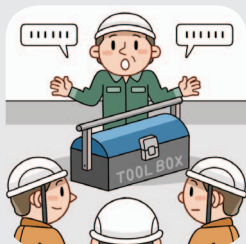
**Crew failed to properly secure the worksite,
such as closing all doors.**

Key lessons

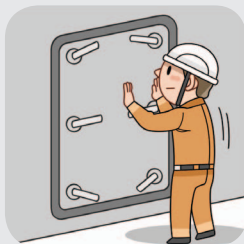
Share work plan and check procedures in advance.

The officer in charge must check the site after operations are complete.

Check the weather chart to ensure
proper preparations for bad weather.



Confirm operation
procedures in advance



Check worksites afterwards



Make and use checklists

Marine Incident CASE 3

Risk of failing: failing to secure lifeboat hook after testing or training



After assuming he had secured a lifeboat properly onto a davit, an employee from a lifeboat maintenance company was moving the lifeboat with a crane, and planned to return it to its location after load testing and painting at a dock yard. A supervising second officer stopped operations upon noticing that the davit was not completely secured to the lifeboat hook.



Causes of Incident

Operations were improperly supervised.

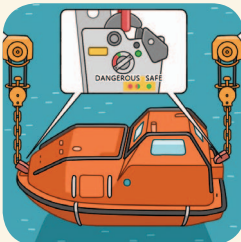
Operators failed to double check for safety.

Key lessons

Check **whether front/rear hooks are tightly secured** before beginning storing operations.

The person in charge of the worksite needs to monitor the progress and outcome in person when work is carried out by someone besides the crew.

Offer training on major checklists before operations.



Check whether hooks are properly secured



Write up and use checklists for safe operations between OOD and outside workers



Offer orientation on major checklists before operations



Cyber Security



Do not open files attached to suspicious emails.



Save important data on separate data storage devices.



Set passwords for all onboard PCs to block access to everyone except authorized crew members.



USB connectors of all on-board PCs and ECDIS should be equipped with USB blocking devices so that unauthorized USBs are not inserted.

- **Update** Windows OS & **download the recommended** software patches.
- Do not connect or use shared folders or other external devices, including USBs.
- **Watch out for ransomware** that can infect systems through unauthorized devices.
 - Designate an ECDIS-exclusive PC (Mark it as a PC for “ECDIS ONLY”).
 - Use CDs or external data storage devices **on ECDIS only after confirming they are virus-free.**
- Check for viruses when using personal devices and never connect them to IT/OT Terminals or PCs without permission from the captain.
- **Do not disclose Wi-Fi passwords** when installing VSATs (Very Small Aperture Terminals)



Guidance for Crew on COVID-19 (Port of Entry)



- ① **Minimize (temporary) shore leaves** at ports.
- ② Carry out port operations in a non-face-to-face manner as much as possible **to minimize contact with people not from your vessel.**
- ③ **Sanitize your vessel** before departure.
- ④ Report to the port authorities if anyone on your vessel has **a fever over 37.5°C, a cough, or other similar symptoms.**
- ⑤ **Comply with “daily life distancing” guidelines.**



All crewmembers must wear a mask.



Wash hands with soap for at least 30 seconds.



Keep a 2-meter distance.

Flag state's Instructions on Extension of Certificates in Response to COVID-19

Each country has set out guidelines to extend the validity of vessel certificates, seafarers' contracts, and licenses as it has become difficult, in light of COVID-19, to carry out ship surveys, audits, and crew changes as prescribed in international conventions.

Flag State	Applicant	Guidelines
REPUBLIC OF KOREA	Shipowners	- Extension of surveys/ISM audits certification Applications must be submitted to Korean Register
		- Extension of validity for ISPS, MLC certificates, crew changes, and certificates of qualification Applications must be submitted to the Regional Office of Oceans and Fisheries
PANAMA	ISM Company	- Extension of survey/audit certification (for vessels whose certification expires on or before 31 August 2020)
	Shipowners w/MLC certificates	- Extension of crew changes
LIBERIA	Shipowners/managers	- Extension of surveys/audits
	Shipowners w/MLC certificates	- Extension of crew changes

* For more information, please refer to “Flag state's Instructions on Extension of ISM/ ISPS/MLC Survey/Audits and Validity of Certificates” on the Korean Register website (<http://www.krs.co.kr>).

Maritime Safety Quiz



Fill in the blanks with five words from this 7th issue of Marine Incident Newsletter.

- ① () guide vessels along safe routes.
- ② In (), the risk of marine accidents grows as recreational water activities increase.
- ③ () help a crew to prepare for bad weather conditions expected after consulting a weather chart.
- ④ () is for emergency evacuation in the event of a disaster occurring to or on the ship.
- ⑤ () is a compound word that combines “ransom” and “software.”



●Submission:

Scan the QR code on the right to submit your answers to the <Maritime Safety Quiz> by mobile phone.

●Deadline: August 31, 2020

●Winner announcement:

8th newsletter publication, notified individually

●Prize: KRW 50,000 gift certificate (10 pers.)



10 Winners of the Maritime Safety Quiz in the 5th Newsletter

Kim Boram (Ulsan), Kim Youngho (Jeju), Kim Taeyeon (Busan), Baek Seunghyun (Jeonnam), Ahn Gyeongcheon (Daejeon), Won Gijeong (Seoul), Lee Seokyoung (Chungnam), Lee Yoonho (Gyeonggi), Cho Jichan (Seoul), Choi Joonmin (Ulsan)

Contributions to the Publication | Korea Shipowners' Association (KSA), Korea Maritime Pilots' Association (KMPA), G-Marine Service Co., Ltd., POS SM Co., Ltd., NDSM Co., Ltd., Has Management Co., Ltd., SK Shipping Co., Ltd., Sinokor Merchant Marine Co., Ltd., KLCSM Co., Ltd., HMM Ocean Service Co., Ltd., Polaris Shipping Co., Ltd., Korea Institute of Maritime and Fisheries Technology (KIMFT), and Korean Register (KR)