

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].

8th Issue

**Marine
Incident**

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

Marine Incident Newsletter

First Step to Preventing Marine Casualties | Vol.8



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





Guidance on COVID-19 for Crew (In Port)



- ① Check temperatures and **fill out the health questionnaire form.**
- ② Carry out port operations **in a non-face-to-face manner as much as practicable.**
 - Use radio communication (Maintain a distance of at least two meters between workers, or at least one meter if necessary).
 - Submit documents online.
 - Regulate port workers' use of on-board facilities (bathrooms and lounges) and stores (food, beverages, and tools).
- ③ Wear **PPE** (masks and sanitary gloves).
 - Safely dispose of used PPE in the designated place (do not reuse).
- ④ **Use exclusive vehicles** for crew embarkation or disembarkation.
- ⑤ Avoid **expelling any droplets of spit** (such as through chanting) and making **physical contact** (shaking hands and hugging).
- ⑥ Follow **personal hygiene measures**, including hand washing.
- ⑦ **Disinfect** commonly used objects (handles, devices, etc.) **at least once a day.**



Regulate port workers' use of on-board facilities and stores.



Communicate via radio.



Disinfect public items and spaces at least once a day.



Safety Precautions for Autumn

Autumn is the season in which the most marine accidents and casualties occur!



A growing number of boats enter and leave ports for fishing activities.



Passenger vessel traffic increases during Chuseok.



Typhoons strike and rapid weather changes occur at sea.

Marine Incident CASE 1



Risk of falling: when radar is turned on during mast operations

A worker on the mast came close to being hit by the radar scanner and almost fell from the mast when a duty officer on the bridge turned on the radar without notifying him.



Causes of Incident

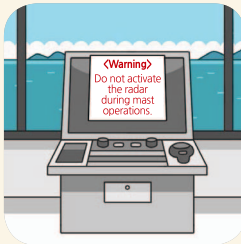
- **No communication** between the worker on the mast and the duty officer on the bridge.
- **No “Warning” sign** on the radar.

Key lessons

- **Sufficient discussion** between the mast worker and the duty officer on the bridge is needed before operations are begun.
- **A “warning” sign** should be posted before operations begin.
- **Proper handover** must be made between the duty officers on the bridge.



Sufficiently communicate
before mast operations.



Post an appropriate
warning sign.



Carry out a strict handover
to the next duty officer
on the bridge.

Marine Incident CASE 2

Shock hazard: engaging in electrical work without wearing PPE



A worker was at risk of being electrocuted when he touched a damaged wire with his bare hands while removing it to replace a fluorescent lamp ballast on the car deck.



Causes of Incident

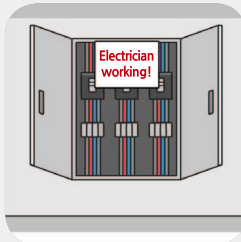
- **Failing to turn off power** before electrical work.
- **Not wearing PPE** (insulating gloves).

Key lessons

- Carry out **risk assessment and TBM**.
- **Turn off power** before conducting electrical work.
- Wear appropriate **PPE** (personal protective equipment).



Conduct risk assessment and TBM.



Turn off power before electrical work.



Wear PPE.

Risk of injury: lack of communication between a vessel and its tugboat while working on tug lines



After unberthing and throwing down the tug line at the stern to the tugboat, a worker on the tugboat too quickly heaved in the line. This led to a sudden increase in tension of the messenger line, and the quarter master who was holding it was almost injured.



Causes of Incident

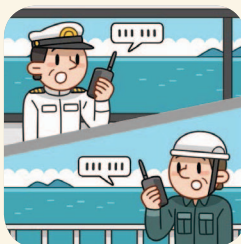
- **Lack of communication** between the vessel and its tugboat.
- **Carelessness** and misjudgment of the tugboat worker.

Key lessons

- **Discuss work process** between a vessel and its tugboat **in advance**.
- **Maintain** continuous and clear **channel of communication**.
- On-site supervisors should be able to **maintain proper control of operations**.



Discuss work process between a vessel and its tugboat in advance.



Maintain continuous and clear channel of communication.



On-site supervisors should be able to maintain proper control of operations.

Safety Golden Rules



Work Permit

If dangerous work.



Tool Box Meeting

Conduct T.B.M before work & Identify risk factors.



No Alcohol & Drug

Comply with the drug and alcohol policy.



Wear P.P.E.

Helmet, Goggle, Gloves, etc.



Stop & Think More

If you identify a hazard during work, shout "Stop".



No Hurry-up

Never run and hurry in work place.



Work Together

Deck/fork lifter, Ramp, Crane, High-place, Overboard, etc.



Tagging

Electrical work, Elevator, Radar Scanner, Propeller, etc.



Clean & Arrange

Clean the area after work, keep the tools in place.



Lashing & Secure

Check the lashing condition against rough sea.



**Safety
First!**

Are you **ready to
protect **yourself**?**



**Safety
helmet**



Earmuffs



Goggle



Mask



Gloves



**Safety
vest**



**Safety
shoes**



- ① You should carry out operations in a () manner to prevent COVID-19 infections.
- ② You should wear appropriate () for safe operations.
- ③ It is important to have () and TBM carried out by trained workers.
- ④ () means securing cargoes or containers onto the vessel.
- ⑤ Use a () to notify workers, in advance, to be careful or avoid certain tasks.



If you are a seafarer, please provide the name of the ship and company when submitting your answer.

●Winner announcement:

made on an individual basis in December 2020

●**Prize:** KRW 50,000 gift certificate (10 persons)



10 Winners of the Maritime Safety Quiz in the 7th Newsletter

Ko Haengmi (Jeju), Kim Seongmin (Gwangmyeong),
Kim Sehun (Goyang), Kim Songi (Busan), Kim Jin (Jeju), Baek Honggi (Seoul),
Seok Jaeyeong (Busan), Shin Jongsu (Gwangyang), Lim Uk (Seoul),
Jeon Gyunho (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., KLCSCM Co., Ltd., HMM Ocean Service Co., Ltd., Polaris Shipping Co., Ltd., Korea Institute of Maritime and Fisheries Technology (KIMFT), and Korean Register (KR)