

# Maritime Safety +

## Line Handling Safety : Maintaining Situational Awareness



Recently, a mooring line crew was called to task by the line handlers on the dock. During mooring operations and while passing lines, excessive slack was paid out with a large portion of line ending up in the water. As the line handling crew was small and were on a dolphin 7 meters above the water, this added significant weight to the line.

Deck officers (and all line handlers on the vessel for that matter) need to maintain their situational awareness. Not only for the safety of the crew, but for the safety (and health!) of those on the pier. Remember, the vessel has the winches and can handle heavier loads. Those on the dock or quay might not have that advantage.

### Propelled by Cargo Oil Pressure

A report from the field pointed out one of the hazards of working on liquid cargo manifolds. In this case, a crewmember was conducting maintenance on a manifold and started by removing the blank. As the line had not been bleed down after the last cargo evolution, significant pressure remained. With this pressure propelling it, the blank struck the crewmember in the face and jaw, requiring multiple surgeries and significant lost time from work.

## Incident Reports

In this issue, we take a look at two collision reports from the NTSB in the U.S. Amazingly, collisions happen at an alarming rate around the world. What can we learn from these two?

### [Collision of Towing Vessels \*Shorty C\* and \*Jackie\* - July 2015](#)



The probable cause was determined to be the decision to meet in an area known for shoaling and strong currents; an area highlighted in U.S. Coast Pilot 5. We all carry the required publications, but do we bother to read them?

### [Collision of bulk carrier \*Conti Peridot\* and chemical tanker \*Carla Maersk\* - March 2015](#)



Root causes? Poor communication (both on the bridge and between vessels) and a lack of proper bridge resource management. With all the emphasis these days on both, having a collision where they played such a major role is almost inconceivable, but an important teaching moment.



## Dryer Fires : Lint Lies in Wait

It's been 18 years since *Carnival Ecstasy* had a serious fire off the coast of Florida. The culprit? Hot work mixed with dryer lint.

Dryer lint, you say? Can't be that big a deal can it? I mean, we've all seen the little bit that we get in our dryer....and then multiply that by the thousands of passengers and crew members on a cruise ship.

In the case of *Carnival Ecstasy*, there were no procedures in place to ensure the laundry equipment was maintained and in good order. This lack of a procedure combined with ignoring hot work procedures created a devastating combination. Fitters onboard were preparing to repair a laundry machine by welding when an arc was accidentally struck. The sparks from this arc ignited lint in the area that rapidly spread to lint in ductwork and finally to lint embedded in a mooring line(!) on the fantail. With the lint acting as kindling, the synthetic mooring line then played the role of the Yule log, producing an intense fire.

There's a reason that laundry rooms are favorite spots of Port State Control (PSC) officers for fire drills. The risk of fires in these spaces has not gone away or been forgotten in the past 18 years. Only last year, the U.S. Coast Guard issued [Marine Safety Alert 11-15 "Dried Not Fried : Laundering Safety Issues."](#) This alert focused on the hazards of laundry dryer use in general and specifically, the disabling of a fixed firefighting system in one cruise ship's laundry. It went on to state :

### WARNING

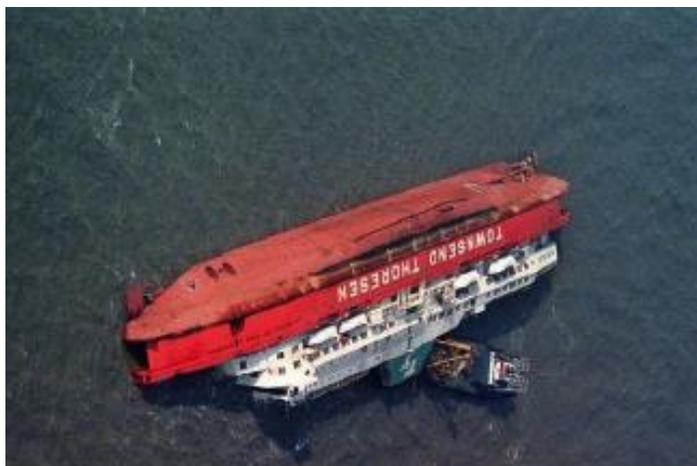
SPONTANEOUS COMBUSTION CAN OCCUR IN FRESHLY LAUNDERED ITEMS WITHIN 1 TO 4 HOURS AFTER COMPLETION OF DRYING CYCLE. THIS MAY BE DUE TO A COMBINATION OF HIGH TEMPERATURES AND SOIL RESIDUE.

#### TO PREVENT FIRES:

- 1) ACCOMPLISH ALL LAUNDRY CYCLES.
- 2) ENSURE THAT ALL DRYER LOADS RECEIVE A FINAL 10 MINUTE TUMBLING WITH DAMPERS SET TO DELIVER AIR AT AMBIENT ROOM TEMPERATURE. (Cool down period.)
- 3) REMOVE ALL LAUNDERED ITEMS FROM DRYER WHEN THE DRYER CYCLE IS COMPLETED.
- 4) OVERHAUL ALL DRYER LOADS TO PREVENT RESIDUAL HEAT BUILDUP. DO NOT LEAVE LAUNDRY UNMANNED UNTIL THIS HAS BEEN ACCOMPLISHED.



Don't forget about the hazards of lint-based dryer fires when you get home! The picture to your left is a typical home dryer duct. Cleaning out the ductwork at home periodically is just as important as the one on the ship!



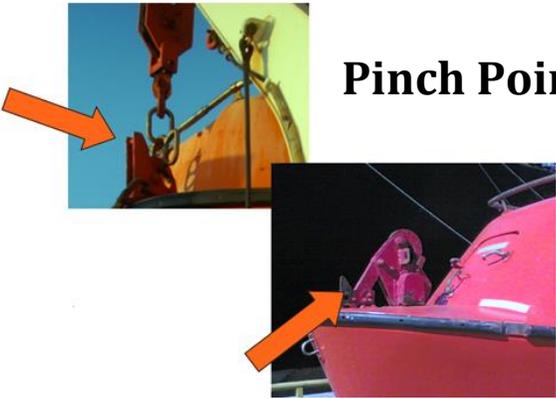
## Where's the DP?

The designated person (DP or DPA) or persons are defined in the International Safety Management (ISM) Code as being a critical link between the vessel and upper management. In the event of safety issues that cannot be resolved onboard, the DP would have access to the highest levels of management and resources in order to resolve them.

When the *El Faro* sank in October 2015 while attempting to pass close to a hurricane, one of the last calls made by the vessel's master was to the DP. We can only speculate as to what the captain was thinking at that point, but he must have had an inkling that the DP could help them. Otherwise, he might have considered simply calling the Coast Guard.

But what of other companies? The designated person and their contact information is normally posted throughout the vessel. We know their name and we may even know their face. However, have we ever met them? Have they attended the vessel for an audit, training or other safety-related function? Have they sent information on emergent safety issues? Or are they a non-entity – the designated person in name only? It would seem normal that a steady flow of near miss data and safety information throughout the industry might flow from the DP to the vessels.

And then, sometimes it doesn't. Check out the articles we have about the challenges of the designated person's role [here](#) on a recently updated section of our website. So, where's YOUR DP?



### Pinch Points

One of our stated goals is to ensure that all get to go home with all their fingers and toes. Pinch points are one of those hazards that stand in the way of that goal. Whether it is the fall on a lifeboat, a swinging watertight door or just that heavy object on deck, make sure that you have an out – a path to safety - for all your body parts! You might be able to get a grip on that heavy object, but what about setting it down?

**Maritime Safety +** is a publication of *maddenMaritime* and is written by mariners with a target audience of mariners, designated persons ashore (DPA), safety managers and ISM/ISPS auditors around the world. Our goal is to highlight those issues that might be or become safety issues onboard. We understand that all mariners are on vessels with the simple goal of having a livelihood and then returning home at the end of the voyage with all their fingers and toes. The sources for our information are broad, ranging from personal experience, to P&I Club loss prevention guidance to recent casualties onboard vessels. If you have an incident, idea or sea story that you would like to share, please email us at [MaddenMaritime@gmail.com](mailto:MaddenMaritime@gmail.com). We can't promise a prompt response, as we may very well be underway, but we guarantee it will be read.