

6th Issue

**Marine  
Incident**

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

# Marine Incident Newsletter

First Step to Preventing Marine Casualty | Vol.6



**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 for Crew on COVID-19



- ① All crewmembers should wear a **mask** (esp. from arrival to departure at ports).
- ② Avoid contact with outsiders (when unavoidable, maintain a 2-meter distance).
- ③ **Wash your hands** with running water and **soap for at least 30 seconds** after inspection, search, or contact with outsiders.
- ④ Disinfect the inside of the vessel before departure.
- ⑤ When a fever of over **37.5°C** or **respiratory symptoms**, including cough, develop:



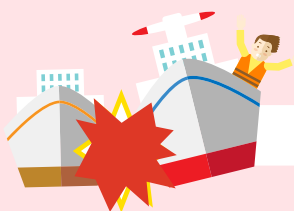
Call the KCDC call center (1339)



Restrict disembarkation



Isolate people with symptoms



In spring, **collision** risks increase.

## How to Prevent Spring Accidents

Spring fog **doubles collision risks!**



Changing weather conditions at sea, such as local fog, and limited visibility



Warmer spring temperatures bring listlessness and low vigilance.



More operations, leisure activities and fishing vessels increase marine traffic.

## Risk of anchor damage while dropping an anchor

Chief officer saw the anchor dragging while walking it back to one shackle in the 35-meter-deep coastal waters of China. He immediately heaved the anchor and found that the first shackle was set as 41 meters, a half shackle longer than normal. The anchor was safely dropped the second time.



### Causes of Incident

Nonstandard renovation of anchoring equipment  
**Not aware** of information and **special features** of anchoring equipment

**Lack of information sharing** between the captain and chief officer

### Key lessons

Move the first chain of the half shackle (13.5-meter) **to the end** to resolve the root cause.

**Fully understand specifications of major equipment and devices**, including anchoring equipment.

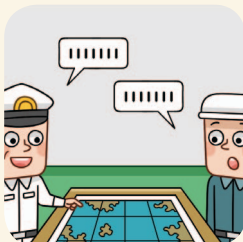
**Share information on the anchor position** in advance, such as depth of water, nature of seabed, wind direction and wind speed at the anchorage between the bridge and forecastle (f'cle).



Be aware of onboard equipment specifications

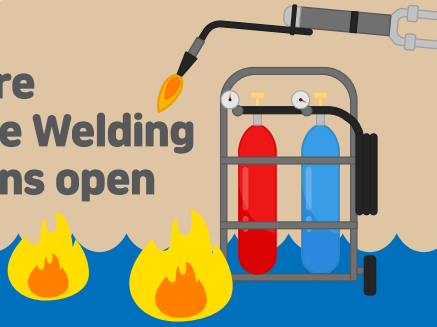


Study the anchorage in advance



Share information before anchoring

## Risk of a massive fire when Oxy-acetylene Welding Cutters valve remains open



A crewmember did not take proper precautions of locking and separating the oxygen valve after using the Oxy-acetylene Welding Cutters. While he welded inside a funnel, the falling sparks ignited a fire on the welding cutter.



### Causes of Incident

**Forgot to lock and separate the oxygen valve** after using the Oxy-acetylene Welding Cutters.



### Key lessons

Confirm the work procedures through **task risk assessment (TRA)** during tool box meeting (TBM).

**Provide training on the dangers associated with not following the proper precautions after using** the cutting machine.

**Step up on-site supervision** by supervisor



Verify work processes during TBM



Shut off the oxygen valve after using the welding cutter



Strengthen on-site supervision

## Risk of fingers getting caught while replacing the air conditioner fan V-belt



When replacing a worn-out fan V-belt on the air conditioner unit, a crewmember had his glove trapped between the V-belt and fan pulley. He had to stop, adjust the pulley position to loosen the V-belt, and safely resumed the work.



### Causes of Incident

**Tried to replace** the V-belt **when it was too tight**

### Key lessons

**Adjust the pulley position** to loosen before replacing the V-belt.  
**Conduct training on** work process details



Adjust the pulley position to loosen when replacing the V-belt



Conduct training on the work process



Adhere to the work process regulations

# Example of Marine Incident Management



## [ Future Plan and Direction ]

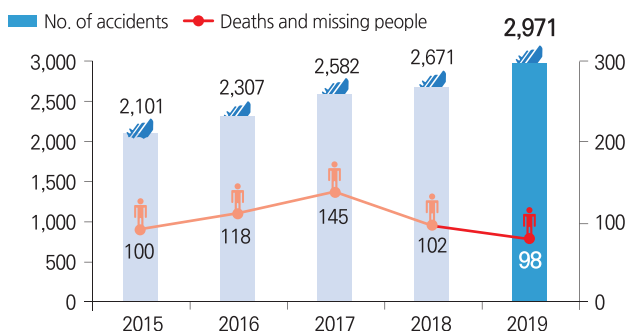
- Come up with measures to encourage voluntary reports
  - Settle “No Blame Culture”
  - Introduce practical incentive system
- Produce periodic publications, including annual reports on marine incidents
- Continuously identify marine incident cases, focusing on safety of trainees and their vessel operation.

# Marine Accident Statistics with Graphs



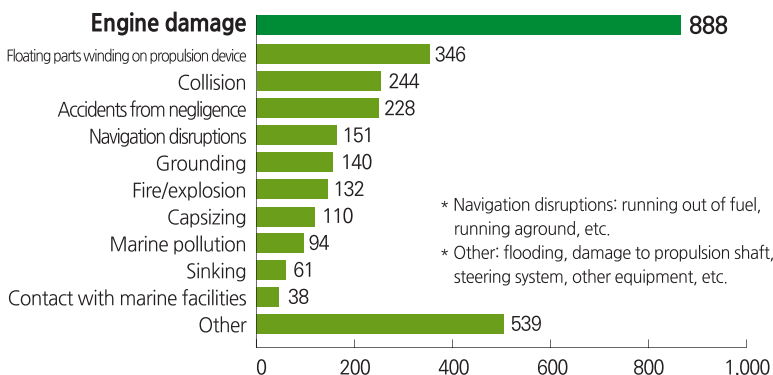
## 5-Year Trend in the Number of Accidents, Deaths and Missing People

(Unit: No. of accidents/No. of pers.)



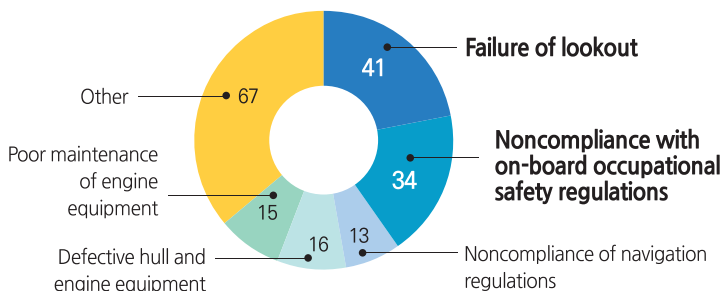
## 2019 Marine Accident Statistics by Type

(Unit: No. of accidents)



## 2019 Major Cause of Accidents (based on judgment)

(Unit: No. of accidents)



# Maritime Safety Quiz



What are **the five words** mentioned in  
the 6th issue of Marine Incident Newsletter?

- ① ( ) is the most frequent category of marine accident in 2019.
- ② ( ) means to lower an anchor at sea floor and stop the ship's navigation.
- ③ If you are suspected of having COVID-19 with symptoms, such as fever over 37.5°C and cough, call to ( ).
- ④ All crewmembers should wear ( ) to prevent COVID-19 infection.
- ⑤ Vessels used for marine education and training at KIMFT are called ( ).



## ●Submission:

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

●Deadline: May 31, 2020

●Winner announcement:

7th newsletter publication, notified individually

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



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

Koo Jihui (Busan), Kim Yongseon (Busan), Kim Jiyeong (Seoul),  
Bae Juhui (Jeonnam), Ahn Yui (Daejeon), Yoon Bora (Jeonnam),  
Joseph Cho (Chungbuk), Cha Gyeongho (Gyeongbuk),  
Choi Yeonhui (Seoul), Han Songhui (Chungnam)

The marine incident newsletter can be found on the website of the KMST([www.kmst.go.kr](http://www.kmst.go.kr)).