

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:



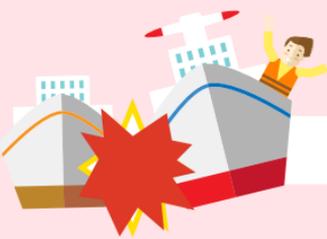
Call the KCDC call center (1339)



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'dle).



Be aware of onboard equipment specifications

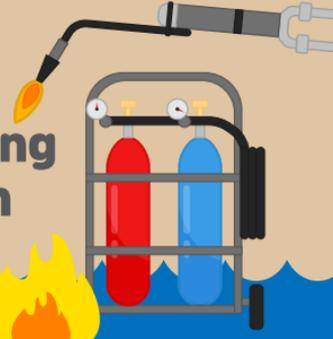


Study the anchorage in advance



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



Training ship

The Korea Institute of Maritime and Fisheries Technology (KIMFT)

Voluntary report

Employees from three training ship Dept.

Involuntary report (identified while working)

Supervisors of engineering, vessel operation, and marine affairs

Safety and Quality Control

Receive marine incident cases
Conduct analysis led by supervisors
(set up a group of experts if needed)

Results Sharing and Improvement

Share the results after analyzing the case
Identify and make improvements and train employees

Collecting Case Data

Collect marine incident cases and build Big Data
Use data and statistics for materials to prevent marine accidents

[Future Plan and Direction]

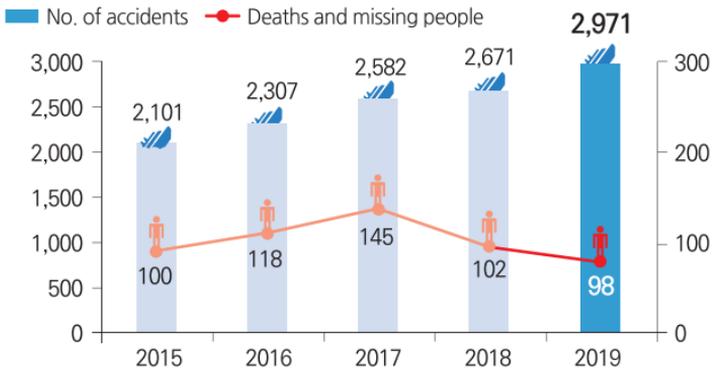
- Come up with measures to encourage voluntary reports
 - Settle "No Blame Culture"
 - Introduce practical incentive system
- Produce periodic publications, including annual reports on marine incidents
- Continuously identify marine incident cases, focusing on safety of trainees and their vessel operation.

Marine Accident Statistics with Graphs



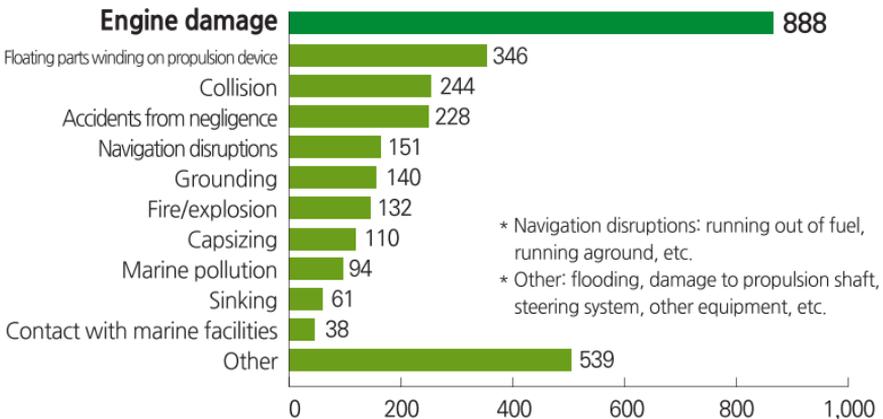
5-Year Trend in the Number of Accidents, Deaths and Missing People

(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)

