

ONLY FOOLS – BREAK SAFETY RULES!

SAFETY STATISTICS UP TO 31 OCTOBER 2010

Lost Time Incidents (LTIs)

January	0
February	2
March	0
April	1
May	1
June	3
July	3
August	2
September	2
October	4

LTI – LPG Carrier

The IP was assisting in the stowing of reducers following loading operation at port. The reducer was removed from the manifold and placed in a normal stowage position using the vessels crane. The IP gave the signal to the crane operator to hoist and the reducer would now move from vertically tilted to horizontal. During this operation the IP tried to slow down and stop the movement and got his finger caught between the edge of the fixed reducer and hanging reducer. First aid treatment was administered on board with painkillers and ice provided until the paramedics arrived. IP was taken to hospital a short time later.

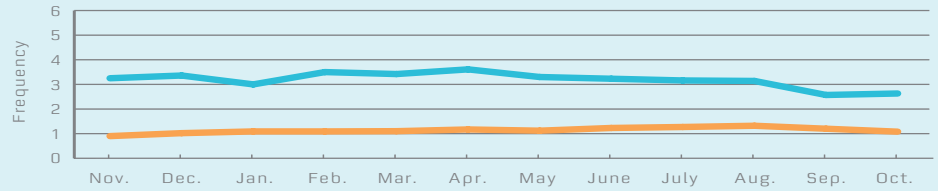
*The investigation highlighted the need to stow the reducers in a safer manner and for additional training to be provided to ensure persons stay clear of the hazardous area while they are being stored.*

LTI – DFDS Vessel

During a mooring operation the IP was paying out a rope in a controlled manner when suddenly another rope began running through an adjacent fairlead. The IP's instinctive reaction was to try to arrest the run-

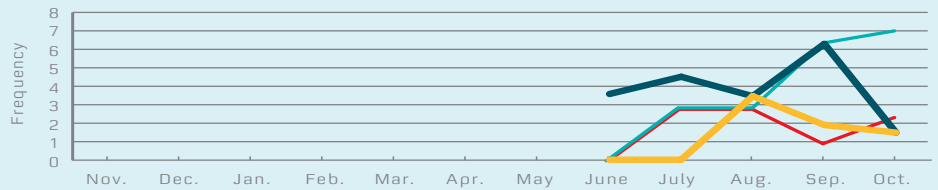
ALL TANKERS – 12 month running

TRCF: Number of LTAs, RWAs and Medical Treatment Cases pr 1.000.000 exposure hours.  
 LTIF: Number of Lost Time Incidents pr 1.000.000 exposure hours.



3rd PARTY VESSELS – 12 month running

TRCF: Number of LTAs, RWAs and Medical Treatment Cases pr 1.000.000 exposure hours.  
 LTIF: Number of Lost Time Incidents pr 1.000.000 exposure hours.



The 3rd party\* and the DFDS\*\* vessel statistics (LTIF and TRIF) started from the 15th June 2010.

Fleet Groups – 12 months running average LTI and TRC frequency

LTIF:	Cph 1.38	Singapore 0.71	Sweden 1.90	France 0.85	LPG 1.03	LNG 0.51	3rd Party 1.12	DFDS 2.31
TRCF:	Cph 3.34	Singapore 1.96	Sweden 3.42	France 3.39	LPG 3.08	LNG 0.51	3rd Party 2.24	DFDS 6.93

Safety Tip of the Month – Smoking

Recently a serious incident occurred on board one of our vessels where a crew member extinguished a cigarette in a paper garbage bin within his cabin. As the cigarette was not fully extinguished it set fire to some paper in the bin and activated the fire alarm. Thankfully the fire was contained. In light of this please be reminded to always fully extinguish cigarettes in designated ash trays and always follow your on board smoking policy.

Safety Tip of the Month – Mooring Operations

Mooring is one of the very critical operations on board and must be carried out with great care. You must be alert and aware throughout the operation. Please check the Safety Management System for procedures relevant to Safe Mooring. There is also a dedicated section within the company safety handbook (TGSM 7165) 5.22 that highlights the best safe practices to be followed.

ning rope with his foot, this caused a spraining injury. The IP was taken ashore and x-rays revealed that he has suffered sprained tendons whilst trying to arrest the rope.

*All on board were reminded of the dangers of trying to arrest running ropes using their feet during an extraordinary safety meeting.*