

CREW ON



Dedicated
to the
extreme

NEWSLETTER OF SMIT LAMNALCO - FEBRUARY 2018

Board of Management visit to **Al Kout**

The Board of Management of Smit Lamnalco visited the Middle East Office 16th till 18th of January for the Quarterly Regional meeting. During their visit Richard Leijnse (CFO) and Jeroen Oudshoorn (BDD) visited the Al Kout workboat, which is contracted to SNOC in Sharjah, U.A.E.

Richard and Jeroen had an excellent tour around the vessel and both were impressed by the commitment and dedication of the crew and they could clearly see that reflected in a well-maintained vessel. Richard and Jeroen would like to thank the crew for their time and effort during their visit and wish them all safe travels onboard of the Al Kout.

Well done to all the crew on board the Al Kout, and thank you for making us proud!

Jeroen Oudshoorn
Business Development Director



Richard Leijnse (CFO) and Jeroen Oudshoorn (BDD) visiting the Al Kout workboat.

ANOTHER BIG WELCOME

to the latest edition of Crew On, which informs you about - and involves you in - all things Crew related!

In this first Crew On of 2018, I would like to take this opportunity to wish you all a very happy new year, and I sincerely hope that you and your families have a healthy and successful 2018!

Once again we have some very interesting articles and posts for you to digest, but sadly we also have to report the very sudden passing of Captain Ioannis Pavlopoulos (SL Labuan) - of which further information can be found on page 3.

Please remember I am constantly seeking information about all of our crew and also your contribution in providing me with information for Crew On. So please do let me know your stories and photos from your time at sea with Smit Lamnalco, and also any charity work, local or personal events that you wish to share with the Smit Lamnalco Crewing Community.

Do feel free to email me at bwray@smittamnalco.com with any information you would like to share. If you have any questions or clarifications, please let me know. Enjoy the latest edition and I hope to hear from you soon.

Ben Wray
Group Crewing Manager



On Board the Al Kout.



Al Kout alongside in Sharjah.

Farewell Captain Cooke!

Yes you heard it correctly! (Capt.) Nigel Cooke (Contract Manager / MOMM - Iraq Contract) is retiring!

Nigel initially started work for Lamnalco in Sharjah in January 2000, as Pilot Loading Master. During the course of his career at SL Nigel, he has been a Jack of all trades in no fewer than 12 roles. Upon the award of the Iraq contract in 2012, Nigel became the Contract Manager / MOMM and has run the contract successfully since then – only recently handing over to Dirk Wijnen.

During a recent visit to the Ocean 240 Barge in Iraq, Nigel and his team celebrated with a preretirement lunch. For those of you who don't know Nigel – he is the one with the knife in his hands!



The preretirement lunch.

Nigel is looking forward to his retirement having spent over 100 years in the Oil and Gas industry (Sorry Nigel – couldn't resist), and will be spending quality time with

his wife Norma, and his six grandchildren, whilst trying to enjoy his passion for gardening and fishing. And if that's not enough, Nigel will be touring in his classic Morgan car around the UK.

We would all like to wish Nigel a long and relaxing retirement – he has certainly earned it. Thank You Captain!

Ben Wray
Group Crewing Manager

"I have thoroughly enjoyed my time at Smit Lamnalco and shall miss you all – one of the reasons that this company has been successful and survived during harsh economic times is due to its people and the fantastic teamwork amongst them – its been a pleasure working with such teams".

Capt. Nigel Cook
(Contract Manager / MOMM – Iraq)



Congratulations! It's a boy!

Captain Supriyadi Gunadi (Roi Madola) is pleased to announce the birth of his baby boy Nugraha Agung Wiratmaja on the 22nd November 2017. Baby Nugraha and his mother Niken are both doing well.

"I want to sincerely thank my beloved wife for her courage and our families and colleagues for their constant prayers and support".

Captain Supriyadi Gunadi (Smit Riomuni)



Late Captain Ioannis Pavlopoulos



It is with deep regret and sadness that I must inform you of the passing of Captain Ioannis Pavlopoulos, Master of SL Labuan.

Captain Pavlopoulos, or Capt. Yannis to most of us, was 41 years old and had joined Smit Lamnalco in 2013. He served in the capacity of a Master DPO for the past 4 years, with all 13 contracts solely on the SL Labuan, working back to back with Capt. Oleksandr Musikhin on the Irshad contract in Fujairah and thereafter on the Iraq contract. Captain Ioannis was laid to rest on 15th December in Athens, Greece, and is survived by his mother, brother and sister.

On behalf of the entire team at Smit Lamnalco, we would like to express our deepest sorrow and condolences to the late Captain Ioannis' family, and may his colleagues who served with him, remain strong during this very sad time.

Caricature kindly provided by Ian Tyndale-Biscoe (DMT Iraq Contract).

Captain Ioannis was a well-respected Master, and will be sadly missed within the SL Crewing Community.

New simulator upgrade Singapore

Our Smit Lamnalco Training Centre in Singapore is in the process of upgrading its simulator. We have been using the MARIN simulator with Mermaid technology since 2006, which has already provided us with 12 long years' service.

In previous years we have noticed that the performance of the simulator has been degrading which has resulted in some

lost training time and additional cost for repairs and maintenance.

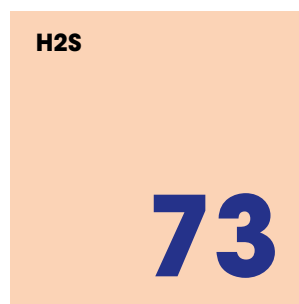
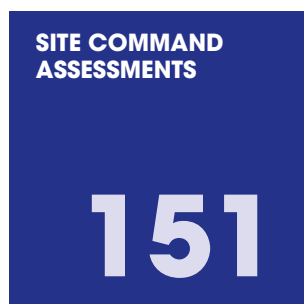
Whilst we have been discussing the revitalisation of the simulator for a number of years, we all know that the economic climate has not been healthy when it comes to spending cash. That said we also have to take into the account of our important training needs and the availability of new technology.

continue reading on next page >>>



Current simulator in Singapore 2018.

TRAINING DAYS - DASHBOARD JANUARY - DECEMBER 2017





New Dolphin technology simulator.

The simulator upgrade is planned for end of March/April 2018 and will contain the following elements:

- Continuation of MARIN Help Desk Support for assistance in problem solving, maintenance and consultancy.
- Replacement of all simulator PC's.
- Replacement of old projection screen system to new 5 x 75" HD LCD screens.
- Installation of latest Mermaid software version.
- Replacement of old analogue hardware unit controls with new digital modules and Kwant controls.

The above upgrade will also allow us future migration to the new Dolphin simulator technology. The revitalisation of our simulator will allow us to continue to improve our crew training, assessment efficiencies and standards.

Artur Mazur
Group Training Superintendent

Weipa Community Engagement Initiative - **Continues!**

Smit Lamnalco continues to look for opportunities to support the local communities in which we operate in Australia. In late in 2017, several sporting events were added to our Community Engagement initiative in Weipa, Queensland, by means of providing sponsorship and uniforms to teams competing in the ladies touch football competition, and a junior rugby tournament.

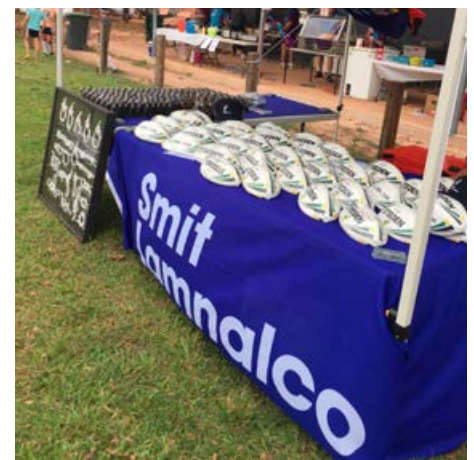
The ladies touch football competition commenced with an opening dinner on the Friday evening, where the players were presented with their Smit Lamnalco sponsored uniforms by our Weipa Operations Superintendent, Grant Jamieson. Games took place throughout the weekend, with players being assisted by Grant in the Smit Lamnalco sponsored players Marquee.

The junior rugby tournament consisted of both 'old boy' (senior) matches in addition to the juniors games, in order to allow the youth of the cape to benefit from the experience of the older, experienced players to develop an understanding of high intensity sport, played in good spirits. Once again, Smit Lamnalco provided uniforms, prizes and

a marquee for the players, with the event attended and awards presented by Grant.

Both events were very successful and a great time was had by all involved – many thanks to Grant for his ongoing commitment to these initiatives in Weipa and we look forward to having more opportunities to build our local Community Engagement in 2018!

Sasha Holdsworth
Human Resource/Industrial Relations Manager - Australia



The ladies touch football team.

THE DEADLY DOZEN

The Deadly Dozen articles are based on The Dirty Dozen and refers to twelve of the most common human error preconditions, or conditions that can act as precursors, to accidents or incidents. These twelve elements influence people to make mistakes. The Dirty Dozen is a concept developed by Gordon Dupont, whilst he was working for Transport Canada, and formed part of an elementary training programme for Human Performance in Maintenance. It has been published by the Maritime & Coastguard Agency (MCA).

PART 7: TEAMWORK - DO YOU WORK REALLY WELL TOGETHER?

Teamwork - working together effectively towards a shared common goal.

It underpins both safety and operational effectiveness. A team that has a common purpose, shared mental model and communicates effectively and supports each other is much more likely to perform well and operate safely.

You can be in:

- A permanent team e.g. ship's crew, management team.
- A temporary team e.g. bridge team and harbour pilot, ship's crew and dock workers.
- More than one team at the same time.

A team may also involve more than those in your immediate place of work, and include:

- Ship's crew.
- Shore management.
- Charterers.
- Maintainers and suppliers.
- Port authorities.
- Insurance industry.

All contribute to the successful running of the vessel, and the wider maritime industry. Each has an impact on the others and need to work together.

DO

- Alert team members to potential problems.
- Help team members.
- Discuss issues with team members.
- Work with colleagues to overcome language or other communication difficulties.
- Be inclusive - encourage everyone to participate in all shipboard activities.

DON'T

- Assume everyone will act or behave in the same way.
- Assume everyone has the same skill and knowledge.
- Ignore problems.

What Masters Can Do

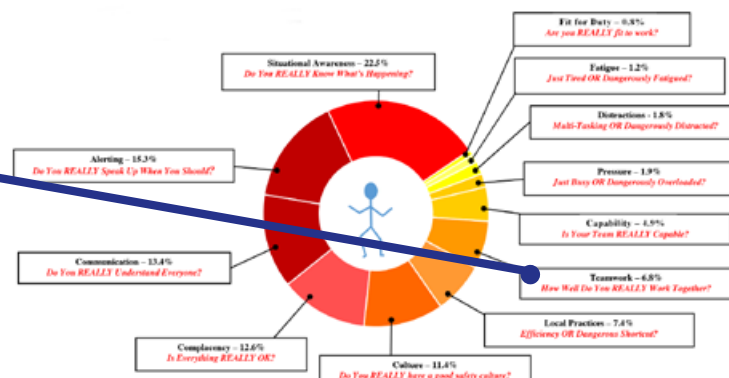
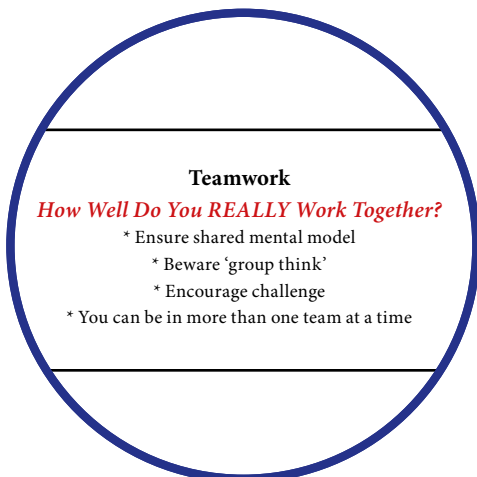
- Build an on-board safety culture.
- Develop on-board training practices that develop effective teamwork.
- Encourage work force involvement.
- Develop effective training and drills, and provide constructive feedback for continuous improvement.
- Know your impact on the work of others.

What Seafarers Can Do

- Learn about effective teamwork.
- Use off-duty as well as on-duty opportunities to get to know your colleagues.
- Learn about different cultures and communication.
- Know your impact on the work of others.
- Be prepared to listen.
- Be prepared to contribute.
- Get to know your colleagues' strengths and weaknesses and be honest about your own.

What Smit Lamnalco has implemented

- Toolbox Talk: discuss the related hazards as per JHA and agree on communication procedures, who does what etc.
- Stop Work Policy: you are not only allowed to stop the job when it is unsafe or when things are unclear to you (which is a safety hazard), but you are even obliged to do so! This includes unclear situations that may cause a safety hazard.



SHEQ STATISTICS

The following information is presented in the statistics column:

1. Total exposure hours for all employees of Smit Lamnalco.
2. Number of days since the last Lost Time Injury.
3. The ratio between the number of ABC cards (safety observations), reported Near Misses and reported Incidents. This clearly indicates that the balance between NM's and Incidents is upside down. The number of NM's should be much higher than the number of incidents. This means that the NM reporting should be improved!
4. The ratio of personal injury incidents. This ratio is ok, but the number of First Aid Cases in some regions is still zero in 2017. Reporting of FAC's can be improved.

Incidents

LTI Jordan

In December, a linesman in Jordan tried to catch a heaving line from an arriving container vessel. The monkey fist attached to the heaving line hit the man in his neck and made him fall down on the ground. He was taken to the first aid clinic of the terminal and later sent to the local hospital. After a few days hospitalization he was sent home for recovery.

Lessons learnt:

1. Never try to catch a heaving line from another vessel. You never know the composition of the attached weight.
2. Check the composition of the monkey fist at your own heaving lines. This should never contain any shackles or other steel weights, which makes it a lethal weapon.

A SLIMS Safety Alert has been created and distributed.

First Aid cases

The number of reported First Aid cases is very low. In the Africa region, ZERO First Aid cases have been reported in 2017. As First Aid cases are the lowest category of personal injuries, it is important to register these small incidents as well. These small injuries are considered to be indicators for potential bigger injuries. Nobody will be blamed for reporting such a case, but a lot of people, including yourself, may benefit from lessons learnt.

SLIMS UPDATES

Updates published since November:

- Significant Aspect List (SPC-ALL-10-1301-002): Reviewed and Action points defined.
- Aspect Register / Grading List (SPC-ALL-10-13-01-001): Reviewed.
- SPC-ALL-03-3005-001: Crew Training Matrix - Removed Medical Care for 2/O and 3/O.
- PRC-VSL-06-6004: Cargo and Hazardous Materials - Updated tables 4.7.2 and 4.7.3.

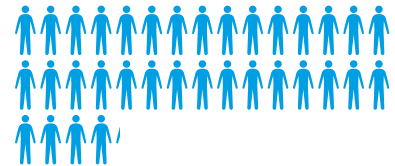
Updated Forms in SLIMS:

- FRM-ALL-03-3001-002: Appraisal Form Vessels Personnel - C/E to be done by Superintendent.
- FRM-ALL-08-3001-001: Incident Report (version 2018) - Selection menus updated. Added Incident Level.

1st January - 31st December 2017

Exposure hours

10,155,988

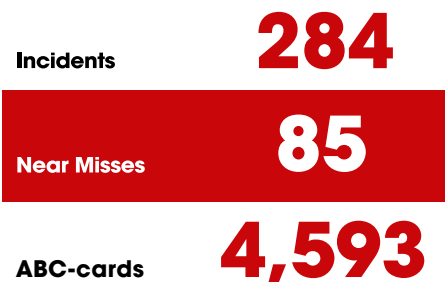


DAYS SINCE LAST LOST TIME INJURY (LTI)



(last date: 03/12/2017)

LEARNING FROM OBSERVATIONS AND NEAR MISSES PREVENTS INCIDENTS



PERSONAL INJURIES

