

SL Marabou wins prestigious Safety Recognition Award!

I am very pleased and proud to announce that our client Maersk Oil Qatar awarded the crew of SL Marabou with a placard for 8 years' service without any Lost Time Incidents. MOQ Marine Department Head, Rajeev Jitendran, stated that our vessel is the longest chartered vessel to hold this prestigious award.

Many thanks to the efforts of all concerned parties who helped in achieving this award over the last 8 years. MOQ has recently changed to NOC Total in Qatar, and we will continue to try our very best to ensure that we still can be "The Best Tug" in Al Shaheen Field, Qatar.



Captain and Crew of SL Marabou.

Yudi Sembada
Master "SL Marabou"

ANOTHER BIG WELCOME

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

Whilst we have many interesting and positive articles for you to digest, sadly we also have some very distressing news to inform you about too - the passing of Captain Massajoangi Hidayat (SL Nida).

Please remember I am constantly seeking information about all of our crew and for your contribution in providing me with information for Crew On.

Do feel free to email me at bwray@smitlamnalco.com your proposed information. In case you have any questions or clarifications, please do let me know. Enjoy the latest edition and I hope to hear from you soon.

Ben Wray
Group Crewing Manager



Captain and Crew of SL Marabou.

Late Captain Hidayat Massajoang

It is with great sadness and regret to inform you of the passing of the late Captain Hidayat Massajoang. Captain Hidayat joined Smit Lamnalco in 2013, and served in the capacity of a Master.

His first assignment was on SL Sphere in Buchanan, Liberia, and frequently captained both the SL Sphere and SL Nida during harbor towage for AML (Acerlor Mittal).



Picture from left to right: the late Captain Hidayat Massajoang of SL Nida, Contract Manager Alex Pavlov, CE Muhammad Musa of SL Nida.

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On 11th August, we were notified that Captain Hidayat was feeling ill and he was immediately evacuated to seek medical treatment, but sadly, he passed away during the evacuation.

Captain Hidayat was laid to rest on 3rd September 2017 in his hometown of Palopo, Indonesia.

On behalf of the entire team at Smit Lamnalco, we would like to express our

deepest sorrow and condolences to the late Captain Hidayat's family, and may his colleagues who served with him, remain strong during this time of mourning.

New challenge for SL Oneida and SL Missouri at Bonaire Island

After several years of service in the Bahamas, the two ASD vessels "SL Oneida" and "SL Missouri" were both redirected to Bonaire (Dutch Caribbean) at the end of May 2017.

The trip from Freeport to Bonaire took some 6 days in very challenging

conditions. Upon arrival at Bonaire, both ASD tugs replaced the older vessels "Smit Lucaya" and "Smit Tahiti" which had served us well for several years, both are planned further to be transferred to a new support service contract to Curacao, Caribbean Sea. Local crew from "Smit Lucaya" and

"Smit Tahiti" joined us onboard the Oneida and Missouri to undertake intensive training in the safe and efficient operation of ASD tugs. The training took around 8 weeks including basic maneuverings and real operations for their main job, which is VLCC tanker berthing at offshore Oil terminal for local client BOPEC.



Lucaya, Tahiti, Missouri, Oneida, Indusbank.

Following the training, all local crewmembers were ready to independently take over both vessels and safely resume tanker-berthing operations.

We wish them all success with new ASD tugboats and in keeping high safety and operational standards without any problems.

Good luck!

Captain Artur Mazur
Group Marine Training Superintendent

Congratulations! It's a Boy!

I write to announce the birth of a bouncing baby boy into my family. Baby Binea Chesi Miki was delivered on the 10th of May 2017.

I want to sincerely thank my beloved wife **Mme. Miki Olive** for her courage and our families and colleagues for their constant prayers and support while I was offshore.

Captain Miki Kimbi John (SL Pitonga)





Introduction of **Martijn Geelen**

Dear Colleagues,

I am very pleased to be part of the Smit Lamnalco SHEQ team! I will perform the role of Group SHEQ Officer and there is a very good chance we will meet in your region or at your contract location.

I have been working in the Offshore and Maritime industry since 2008. Initially as a Safety Instructor for the Offshore Industry, followed by a number of years of QHSE work for a shipping company in the Netherlands. Recently I spent my days in a consultancy role and as Project QHSE Manager on Offshore UXO clearance projects in the North Sea region.

Although I am based in Rotterdam H.Q., most of my time will be spent visiting contracts that do not have designated SHEQ officers on site.

Looking forward to meet you all.

Kind regards,

Martijn Geelen

Group SHEQ Officer



Master Incapacitation Simulator Training - **Australia**



As part of our on-going training program for Deck Crew within the Australia region, our 'Master Incapacitation' simulator course commenced in June this year with an initial group of 3 Gladstone crew. The course is designed to give crew

members the manoeuvring skills to safely recover a tow line, depart from the vessel under tow, and berth alongside a wharf where assistance can be provided to an incapacitated Master.

As an additional benefit, crew members learnt and demonstrated the skills to be able to provide short relief breaks for Masters during the long escort towage operations in Gladstone. Escort exercises were successfully completed by all participants in 30kts of wind, 2m of swell and driving rain!



The program has been progressing extremely well over the past months, with almost 2/3 of the Deck Crew in Gladstone now having completed the simulator course. The on water component of the training program is now well underway, with the first 4 Deck Crew currently undertaking this training, and a further 4 planned to commence in the near future.

The program is being very well received by all involved and we are delighted with the level of engagement we have seen from all involved - keep up the good work!

Sasha Holdsworth

HR & IR Manager Australia

Simulator Training.

Ship Mate Implementation and Manning Agent Audits - Ukraine and Georgia



Group Crewing are in the process of implementing Ship Mate at all our contract locations and our Manning Agents. During the early part of August, I was fortunate to visit both the Ukraine and Georgia to implement Ship Mate and to undertake the annual Manning Agent audits.

During this trip to Ukraine, I managed to meet some of our crew and of course, it is always good to finally see a face behind the name or voice. I was also fortunate to meet Captain O. Slesarenko who is one of our Masters on the Malkoha in Nigeria.

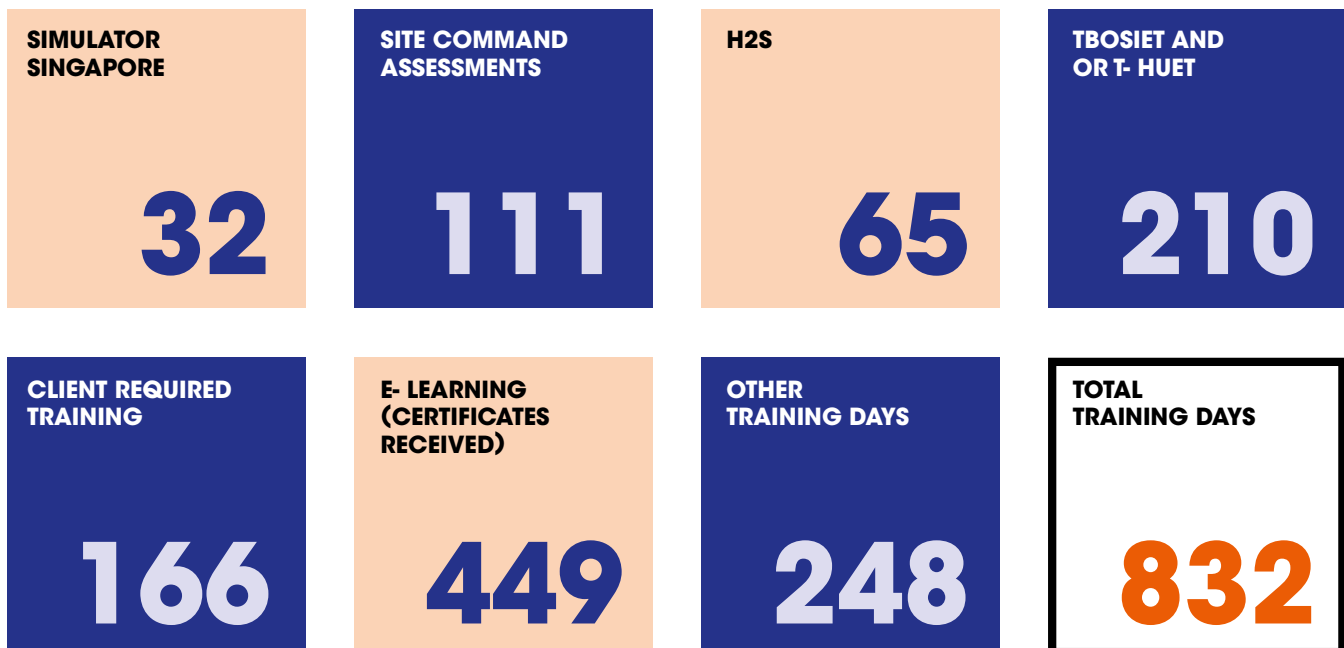
After my visit in Ukraine, I went to our SL office in Supsa, Georgia where I met our Contract Manager (Oleg) and Office Assistant (Sophio). I was able to visit our vessel SL Crossbill where I had the great opportunity to meet the crew onboard and discuss some pleasant crewing related matters. After my stop in Supsa, I was off to Tbilisi for my last assignment, auditing the Georgian Manning Agent, Wilhelmson.

I am pleased to report that the roll out of Ship Mate and the Auditing of Manning Agents all went very well and we are looking forward to seeing some positive actions as a result.

Sasa Wong
Crewing Manager Africa



TRAINING DAYS - DASHBOARD JANUARY - AUGUST 2017



New operation started in the port of **Kribi in Cameroon**

Smit Lamnalco has secured a 20-year concession to operate harbour towage and mooring services in the brand new port of Kribi in Cameroon. The first phase of the development of this port consists of a container and a general cargo terminal. This first stage has now been finalised and is almost ready to be operational. A second phase has recently started and will increase the size of the port and the traffic in the near future considerably.



Vessel preparation work underway Rio Madola.



Smit Lamnalco will commence its services at the end of October 2017, which coincides, with the start of the operations of the two terminal operators in Kribi.

Presently, preparations are in full swing. Part of the preparations concern the operation, including manning of Roi Madola and the Roi Mayesse, two 50 tonne Bollard Pull, ASD vessels. Mainly Cameroonian officers and crew

will man both vessels, for which we are in the process of recruiting and training.

In order to prepare our crew to provide the best possible service to our client, one of our Group Marine Training Superintendents will be in situ to train the new crew in the port operations before and during the start of our activities.

Cameroon is not a new country for Smit Lamnalco. We have been operating tugs here since the 90's for different clients. Presently we have 2 tugs in contract for the Cameroon Oil Transport Company (COTCO) and other serious opportunities will most likely materialise in the future.

Etienne van Noordenne
Group HR Manager

THE DEADLY DOZEN

PART 4: DO YOU REALLY HAVE A GOOD SAFETY CULTURE?

Culture - the blend of understanding, beliefs and attitudes of people and organisations that result in behaviour and actions.

The term "culture" is often misunderstood. In simple terms, it means "the way we do things here". The way things are done stems from a combination of understanding, beliefs, attitudes and behaviour. These come from a number of sources, for instance:

- **Personal culture:** everybody has their own personal beliefs and attitudes.
- **National culture:** cultural norms in different parts of the world.
- **Company culture:** the beliefs, attitudes and behaviours that are prevalent in the company, and that may be different to other companies.
- **Professional culture:** beliefs, attitudes and behaviours that may be common to professional mariners and acquired during training.

In terms of safety culture, the important aspects are those beliefs, attitudes and behaviours that improve or potentially compromise the safe operation of ships and the safety of everyone on board.

Examples of Positive Safety Behaviours	Examples of Poor Safety Behaviours
Constant vigilance and diligence	Carefree attitude
Taking responsibility when detecting a safety issue e.g.	Not taking personal responsibility for safety
Alert the appropriate team member	Not reporting or acting upon safety issues
Prompt reporting of safety issues	Not helping others
Taking prompt action	Having no or little interest in safety
Helping and guiding colleagues	
Suggesting changes in procedures to improve safety	

DO

- Constantly look out for safety problems.
- Report all safety issues.
- Think "safety" at all times.
- Encourage safe behaviour in others.

DON'T

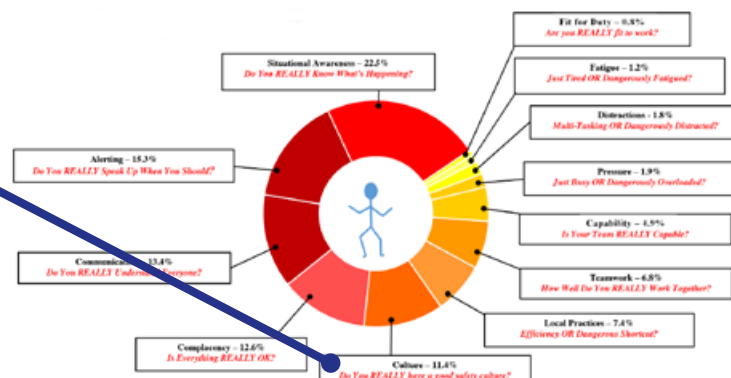
- Assume everything is ok.
- Ignore or hide near misses.
- Ignore other people's unsafe behaviour.
- Believe safety is someone else's problem.
- Put off safety issues to a later date.

What Masters Can Do

- Involve everyone in developing the safety culture.
- Hold regular safety meetings.
- Train crews in the principles of safety management.
- Encourage crews to interact and understand each other's beliefs and attitudes.

What Seafarers Can Do

- Take personal responsibility for safety.
- Always behave responsibly and safely.
- Improve personal safety knowledge.
- Actively participate in Toolbox Talks and Safety Meetings.



What Smit Lamnalco has implemented

- Stop Work Policy: you are not only allowed to stop the job when it's unsafe or when things are unclear to you (which is a safety hazard), but you are even obliged to do so!
- ABC card reporting: not to blame other persons, but to raise safety awareness. You also have to look after your colleague.
- Report ALL incidents: including minor First Aid cases and Near Misses. Incident reports are not used to blame persons, but to learn from what happened.

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.



SLIMS UPDATES

Updates published since May:

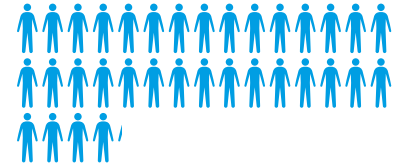
- Element 1 (Management):
 - All Policies are now signed by CEO Mauro Fernando Sales (new posters will be available by the 1st of September).
- Element 3 (Crewing):
 - Competence & Training: Update Job titles and text corrections.
 - On board complaints: Contacts for countries added.
 - Training Matrix crew: requirement for Medical Care training 2/O and 3/O deleted (STCW).
- Element 6 (Operations):
 - Anchor Handling: Included second officer requirement during anchor handling operations.
 - Bunkering operations: harmonized maximum filling limits of bunker tanks.
 - Vessel stability: harmonized maximum filling limits of bunker tanks.
 - Diving manual: references updated to revision 7.
- Element 11 (Emergency preparedness):
 - Emergency Response Manual Australia: updated contacts.
 - Emergency Response Manual Group: clarified that CM is first point of contact for Master.
 - Emergency Response Manual MEIS: updated contacts.
 - Emergency Response Manual Europe: updated contacts.



1st january - 30th july 2017

Exposure hours

5,453,989

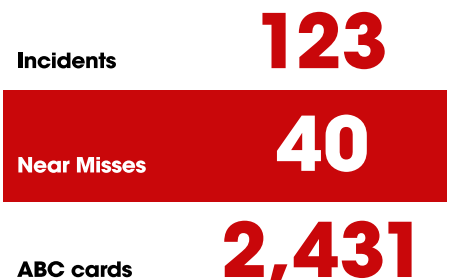


DAYS SINCE LAST LOST TIME INJURY (LTI)



(last date: 23/10/2016)

LEARNING FROM OBSERVATIONS AND NEAR MISSES PREVENTS INCIDENTS



PERSONAL INJURIES

