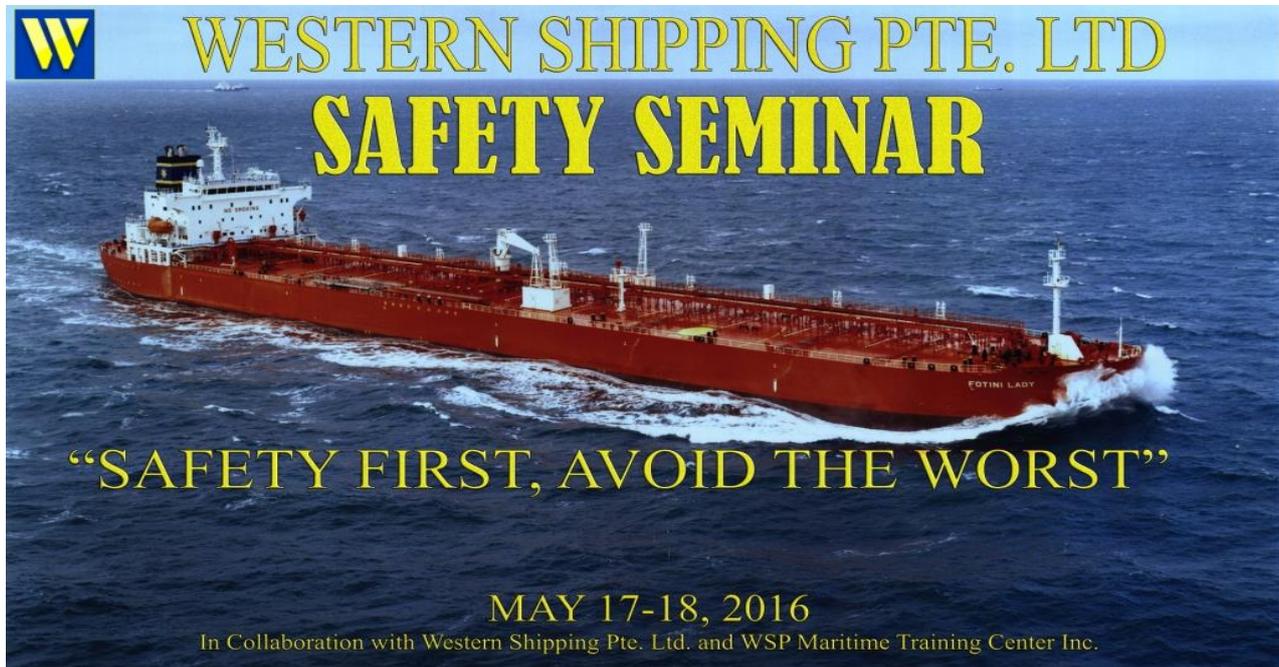


WESTERN SHIPPING PTE LTD.
SINGAPORE

MANILA SAFETY SEMINAR

PLACE: Training Centre, WSSAI

DATE: 17th & 18th May 2016



Attendees

Invitation was extended to all Filipino Officers working in our fleet. Travel and accommodation facilities were arranged for the Officers visiting Manila. WESTERN SHIPPING SOUTHEAST ASIA INC. wholly owned exclusive manning office of WESTERN SHIPPING PTE LTD, organized the seminar. Representative from owner office, Byzantine Maritime Corporation, also attended the seminar.

The seminar was organized for seafarers working for our tankers as well as bulk carriers. Common topics were introduced for all as necessary, while specific presentations were conducted separately for tanker officers and bulk carrier officers. For tanker fleets, 21 officers were in attendance over the two days. (Attachment 1: Attendance List).

Western Shipping Pte Ltd., Singapore was represented by:

Capt. Niladri Chakraborty, SQA Manager
Ms. Liu Jiayun, QA Officer and TMSA Coordinator

Western Shipping Southeast Asia Inc. was represented by:

Mr. Manuel David, President

Western Shipping Manila Training Center was represented by:

Capt. Alban Castellino, Training Consultant

Seminar Slogan

“Safety First, Avoid the Worst.”

Venue

This was organized in our training facility in Manila. WSMTC staff was in attendance and organized necessary supports, including meals and snacks. On both days, Roof deck seminar room of the building and classroom 17-01 in WPMTTC were made available for the seminar. Common sessions for all attendees were conducted in seminar room with larger capacity and usual visual presentation facilities. Classroom 17-01 was then utilized for presentations dedicated to tanker fleet officers.

Contents of the Seminar

Each representative participated and covered following areas (Attachment 2: Presentation slides):

1. Developing a safety culture for operations of vessel, differentiation between safety climate and safety culture
2. Regulations relating to maritime industry and the relations to us when operating/managing vessel, sharing of incidents/near misses and best practices across the fleet
3. The operations and understanding of ECDIS and mindset towards utilizing ECDIS
4. Operations issues relating to vetting and cargo documentations and cargo planning
5. Technical issues including maintenance strategy, building trust and machinery breakdown handling
6. Safety performance, incident analysis and introduction of Reflective Learning and Resilience initiated by SHELL on safety operations of vessel
7. Hazard management by risk assessment



Capt. Castellino had introduced new term as ‘Safety Climate’ during his first presentation. Safety culture was to be established in order to build an image of safety-oriented operation/management for external parties. He started with protecting individual’s own safety, and then broadened the scope to guarding safety as a team/group/organization. Hence a safety culture is to be instituted and safety climate established.

Various regulations related to vessel operations were discussed by Capt. Niladri with the attendees. During the discussion, Capt. Macayan (Master) had expressed his concerns on the pressurizing requirements on crews’ shoulder. On the other hand, Capt. Niladri ascertained that certain barriers helped improve safe operations and we could turn pressure into motivation. In addition, he assured that our offices would constantly provide support for our seafarers.

Video from DNV was also shown for prevention of anchor loss during the seminar. The causes of anchor loss were broadly categorized into technical and operational issues in the video. Furthermore, all attendees actively engaged in discussion on precautions for avoiding potential loss of anchor.

An exercise was conducted to better illustrate the concept on Resilience. Four mobile phone models were provided and attendees were to decide which to be purchased based on information given. Small groups of 3 people were formed for discussion. Most of the groups made decision by evaluating cost and features whereas Group 1 adopted the strategy of elimination. The exercise provided better ideas on making decisive action. During the discussion, Rayos (2/O) had doubts on some information provided. Capt. Niladri then related this to real life instances, where in most cases information available was never holistic and straight-forward. Decisions shall be made based on experience and perceptions on available information, especially when emergencies are to be tackled with quick and accurate responses.

Finally Capt. Castellino and Capt. Niladri closed the seminar with emphasis on safety of seafarers and vessel operation, Q and A session was also conducted to further clarify and understand attendees' concerns. The contents of the presentations are as attached.

Certificates of participation were handed out to each attendee.

New Initiatives

- **Reflective Learning and Resilience**

The concept of Reflective Learning, which primarily encourages interactive discussion based on lessons from incidents, was discussed again. Flip Chart Method was implemented on all WESTSHIP fleet vessels (not yet implemented onboard Panagia Lady and Politisa Lady, planning in progress) to enhance Reflective Learning. In addition, the new topic – Resilience with all five modules was also introduced to the attendees. Active involvement and discussion were observed. With confidence, we believe that the officers will then introduce the concept to seafarers onboard when rejoining the vessels. The materials will be provided to all WESTSHIP fleet vessels in CD.



Learning

How do we make Learning from incidents impactful?

Learning Engagement Tool (LET)

- One electronic "LET" theme per quarter
- Designed to fit a "flip-over" book
- Reflective learning questions built into LET
- Personal sharing of experiences
- **(new)** 'How to use LET' demonstration video




(Facing Crew) (Facing Supervisor)

- **Western Shipping Manila Training Centre – Engine Room Simulator & Liquid Cargo Handling Simulator**

On 18th May 2016, inauguration of Engine Room Simulator and Liquid Cargo Handling Simulator was conducted at our Training Centre. In addition, a resource center was also established with various maritime publications and laptop access for online training. WESTSHIP seafarers could better improve their skills and enhance their knowledge through attending courses and utilize the facilities in the centre. Certificate of competency will be given to each attendee of the specific courses.



Feedback

Feedbacks were collected from the participants at the end of the seminar. (Attachment 3: Feedback forms). Positive responses are received from all attendees. Valuable suggestions from attendees were also noted for improvement of future Safety Seminar or other events related to seafarers. A scale of 1 to 5 with 1 being Poor and 5 Excellent was used for grading. Among all the topics, “Developing a safety culture” and “Regulations and us” were considered most helpful in gaining more knowledge and improving skills at work (average of 4.65 in Usefulness). The seminar presentations were commonly delivered with aid of power point slides. Additionally, some of the topics were conveyed in case-study discussions or video. These presentation methods were deemed efficient by majority of the attendees (average score above grade 4 in Method for all topics). The time frame for the seminar presentations is also considered appropriate (with an average score above grade 4 in Duration for all topics).

More improvement shall be done in future seminars in establishing an interactive atmosphere for participants. (Some topics with average score less than 4 in Interaction). This would better attain attention and enhance understanding for the attendees. Some participants had also suggested separate sessions to be conducted for deck and engineering officers respectively, so that there would be more focus and depths in the specific topics.



Prepared by:
Liu Jiayun
QA Officer and TMSA Coordinator