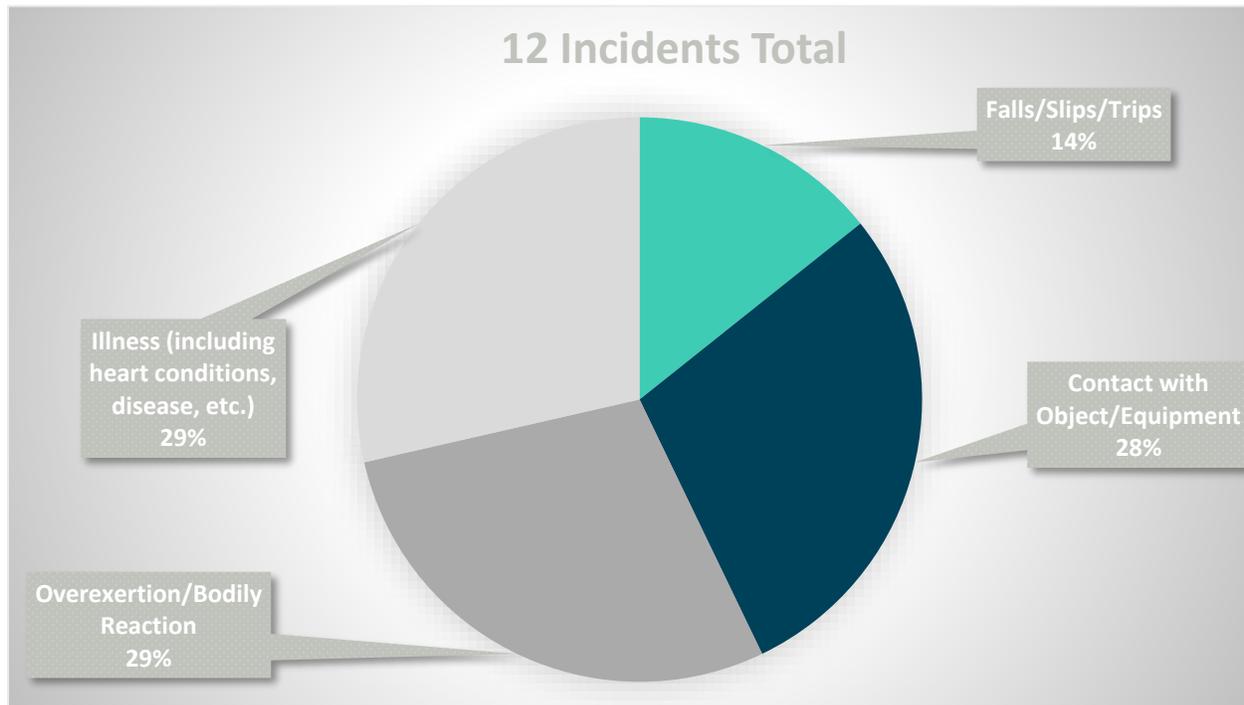


UNOLS Fleet Safety Statistics Report

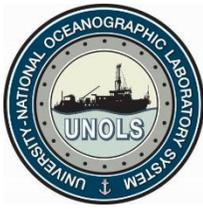
Year: 2018

Quarter: 1st

No. of Ships Reporting: 18/18



Incidents (At Sea and In Port)	
Violence and other injuries by persons or animal	0
Transportation incidents	0
Fires/Explosions	0
Falls/Slips/Trips	2
Exposure to Harmful Substances or Environments	0
Contact with object/equipment	5
Overexertion/Bodily Reaction	4
Illness (including heart conditions, disease, etc.)	1
Total Number of Incidents	12
Total Crew Days Reported (At Sea and in Port)	
Total Crew Days Reported (At Sea and in Port)	19,440
Number of Accidents Resulting in Lost Time for Crew Members	4
Total Crew Days Lost	3



UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 1st

No. of Ships Reporting: 18/18

Incident Details	Warnings/Lessons Learned
Chief Mate wrenched back will ship was experiencing rough motion during high seas. When ship returned to WHOI C/Mate evaluated by her own PCP. Possible re-injury to back area prone to aggravation.	N/A
Electrician Complained of low abdominal pain after moving heavy piece of equipment. Sent to local clinic for evaluation. Possible hernia, results inconclusive. Previous Hx of hernia in 2009.	N/A
Lower rung of ladder broke causing crew member to fall. Crew member strained back and shoulder catching himself.	N/A
Crew member injured finger while using grinding tool.	N/A
Scientist tripped on tagline and fell to the deck; crew strained shoulder muscle while moving gear	N/A
crew member got a splinter from moving pallet; another crew member smashed thumb when deck hatch fell on it	N/A
Crewmember overextended leg at the knee.	N/A
While standing on the pier as ship was docking, the Port Engineer went to catch a messenger line and the monkey fist at the end of the line accidentally hit him in the mouth.	New messenger lines with soft throw ends were ordered for the ship. Procedures reviewed with crew on best/safest technique to approach a messenger line thrown in their direction onto a pier, while the ship is docking.
Crew member slightly injured when cable slipped when working on termination. Injury near eye so crew member taken to local urgent care for precaution. Two hours lost time.	Use ppe even when not obvious need for it.

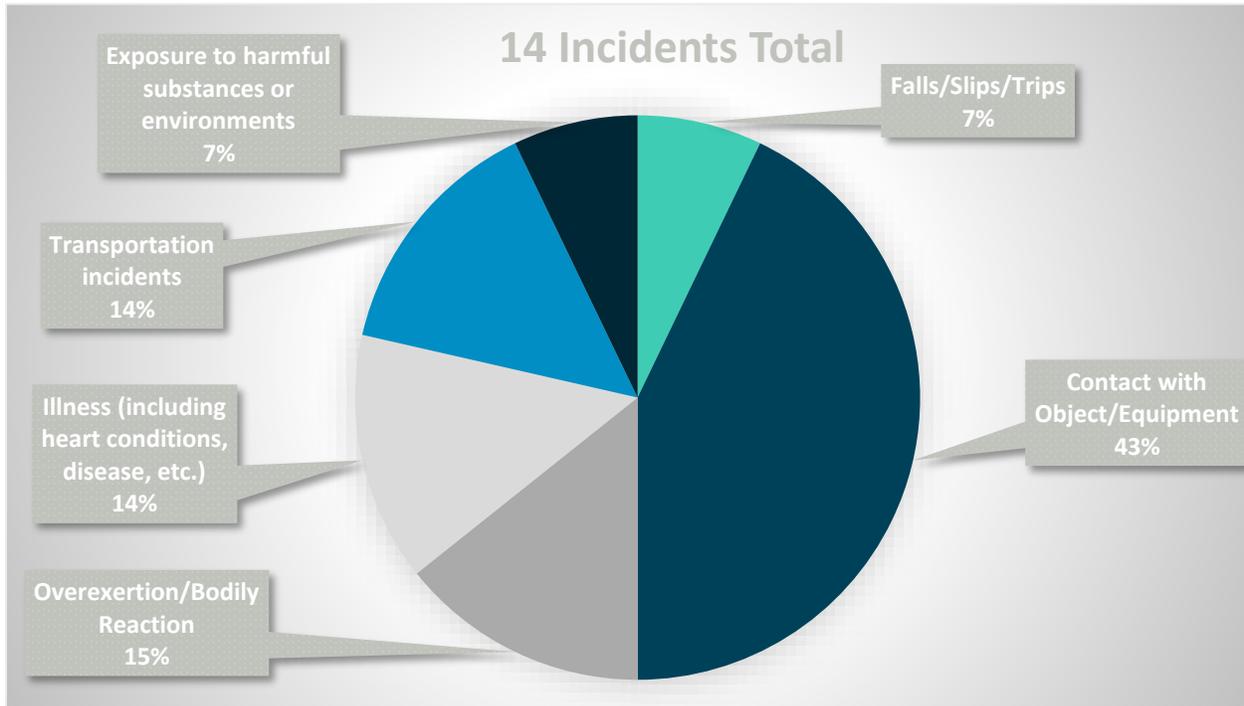


UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 2nd

No. of Ships Reporting: 15/18



Incidents (At Sea and In Port)	
Violence and other injuries by persons or animal	0
Transportation incidents	2
Fires/Explosions	0
Falls/Slips/Trips	1
Exposure to Harmful Substances or Environments	1
Contact with object/equipment	6
Overexertion/Bodily Reaction	2
Illness (including heart conditions, disease, etc.)	2
Total Number of Incidents	14
Total Crew Days Reported (At Sea and in Port)	
Total Crew Days Reported (At Sea and in Port)	17798
Number of Accidents Resulting in Lost Time for Crew Members	9
Total Crew Days Lost	9



UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 2nd

No. of Ships Reporting: 15/18

Incident Details	Warnings/Lessons Learned
<p>Two ordinary seaman rented Moped's in Bermuda. An oncoming car ran one of them off the road. He receive 16 stitches in his left leg from the knee down. Returned to work, ship sailed as scheduled.</p>	<p>Don't rent Mopeds in Bermuda!</p>
<p>While over boarding a piece of Equipment on the R/V Armstrong the Allied Crane lost control. the ship's Main Allied TK70-70 Crane lost control. At this time the crane was positioned to move a profiler mooring buoy (1700 lbs) from its stowed position on the port side of the main deck to mid-ships under the A-Frame for deployment. The lifting slings for the buoy were hooked to the crane whip (which was still slack) in preparation for shifting the buoy. With the crane whip slack and the buoy was still strapped in the cradle which held it upright, no load had been taken. At this time the crane slewed hard to the left without any command from the crane operator. This rapid slewing ripped the buoy from its cradle (which was secured to the deck) and dragged the buoy across the deck. The crane operator did not initiate this move and hit the emergency stop. The cradle was broken free from the deck and fell over. The crane continued to slew to the left dragging the buoy across the deck hitting a mooring sphere, deck box, an air tugger, slammed into and over 3 foot high anchor weights, and then banged into and over the bulwarks. Finally the crane settled nearly athwart ship over the starboard side with the buoy dangling in the water. The Master was immediately notified.</p> <p>The ship, which was repositioning approximately 500m by backing down at 1-2knots, maintained a heading into the seas was brought to a stop to stabilize the situation.</p> <p>1440 Local Time: The Second Mate requested on deck to tend to potential injuries. Suspected injuries were sustained by Chris Basque when the cradle which held the buoy was ripped from the deck and knocked into him. These injuries were consequently treated by the second mate and required minor first aid.</p>	<p>On going efforts with the ships Engineers and representatives from Allied Crane have been going on since the incident in April and the root cause was identified and repaired.</p>
<p>Crew member was involved in off-site auto accident requiring hospitalization. Crew member cut head on ship overhang.</p>	<p>None to Report</p>
<p>Crew member cut leg brushing up against equipment in machine shop.</p>	<p>None to Report</p>



UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 2nd

No. of Ships Reporting: 15/18

<p>Crew member cut leg on broken glass while removing trash from ship.</p>	
<p>1) Crew member's hand slipped from wrench as he was tightening a pipe. Slight sprain of a finger on hand. Crew member taken to a local urgent care. Was placed on light duty for two days and then cleared.</p> <p>2) Crew member was having difficulty breathing, having fever, and was coughing heavily so was taken to hospital and diagnosed with acute bronchitis. Was placed on bed rest and put on medication for 5 days. Was placed on light duty following recovery for a few days and then returned to full activity.</p>	<p>None to Report</p>
<p>Bare wire on electrical motor shocked a crew member</p>	<p>None to Report</p>
<p>An AB on one of our trips tripped on the door to the weather deck aft and bruised his hand catching himself.</p>	<p>None to Report</p>
<p>Overexertion - one AB experienced a tight/painful lower back. After rest, returned to full duty. Another AB experienced pain in her thigh after moving a heavy object across the deck. Working "light" duty. Will see doctor when she rotates off.</p> <p>Illness – diabetes-related health issues</p>	<p>We did not have insulin onboard. Insulin is not required by the GW MMS in part due to the need to keep it refrigerated and relatively short shelf life. However, we are now and will continue to keep it aboard the ship regardless in the future. We have also learned a few other lessons learned that will facilitate providing emergency care in the ship's hospital incl. attempting to identify a blue tooth 2-way speaker for the telemedicine device to facilitate communications with the medical provider, adding IV hooks to the overhead of the hospital ivo the main treatment bed, adding a longer phone cord for the hospital phone in case it is needed as a back-up to the telemedicine device.</p>
<p>A crewmember complained of knee pain after performing normal maintenance work, which required kneeling on deck. Upon review it was determined that the crewmember was not wearing PPD knee pads, which are recommended for the work involved. No lost time due to incident.</p>	<p>None to Report</p>

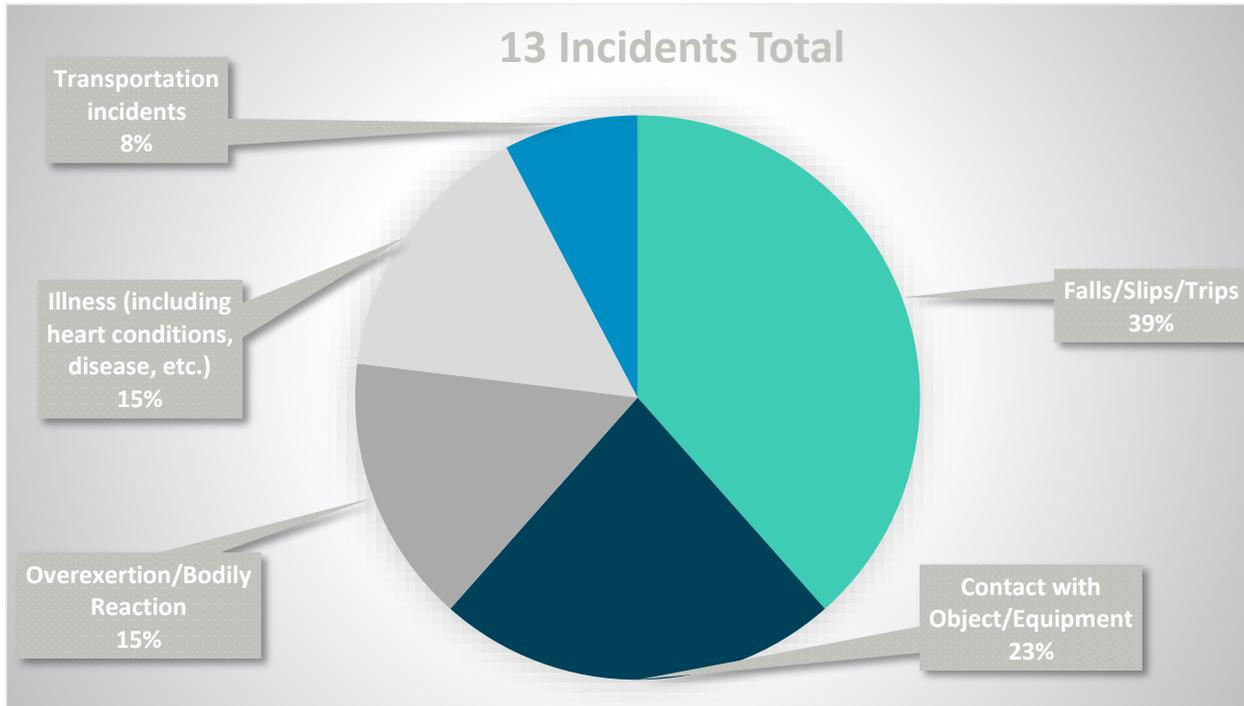


UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 3rd

No. of Ships Reporting: 14/18



Incidents (At Sea and In Port)	
Violence and other injuries by persons or animal	0
Transportation incidents	1
Fires/Explosions	0
Falls/Slips/Trips	5
Exposure to Harmful Substances or Environments	0
Contact with object/equipment	3
Overexertion/Bodily Reaction	2
Illness (including heart conditions, disease, etc.)	2
Total Number of Incidents	13
Total Crew Days Reported (At Sea and in Port)	
Total Crew Days Reported (At Sea and in Port)	17577
Number of Accidents Resulting in Lost Time for Crew Members	4
Total Crew Days Lost	2



UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 3rd

No. of Ships Reporting: 14/18

Incident Details	Warnings/Lessons Learned
Crew member hit head on overhead while departing vessel; Crew member strained lower back; Crew member had personal illness requiring departure from vessel for immediate medical care resulting in 1 day lost time.	None to Report
Crew member tripped during major ship roll resulting in laceration requiring stitches. Crew member tripped over science equipment on main deck resulting in ankle sprain.	None to Report
New relief crewmember received minor bruises to two fingers when overboard equipment line he was holding surged due to ship movement. His hand became slightly pinched between line and ship's rail . No cuts to hand or fingers.	None to Report
Captain slipped/tripped at the top of the gangway. Slight bruise on his leg. No medical treatment was needed or lost time.	None to Report
Science party member tried to lift heavy crate with another science member - coordination unsuccessful, one hurt back during the single lift; Rx = rest Crew tripped and fell returning to ship - spraining ankle.	None to Report

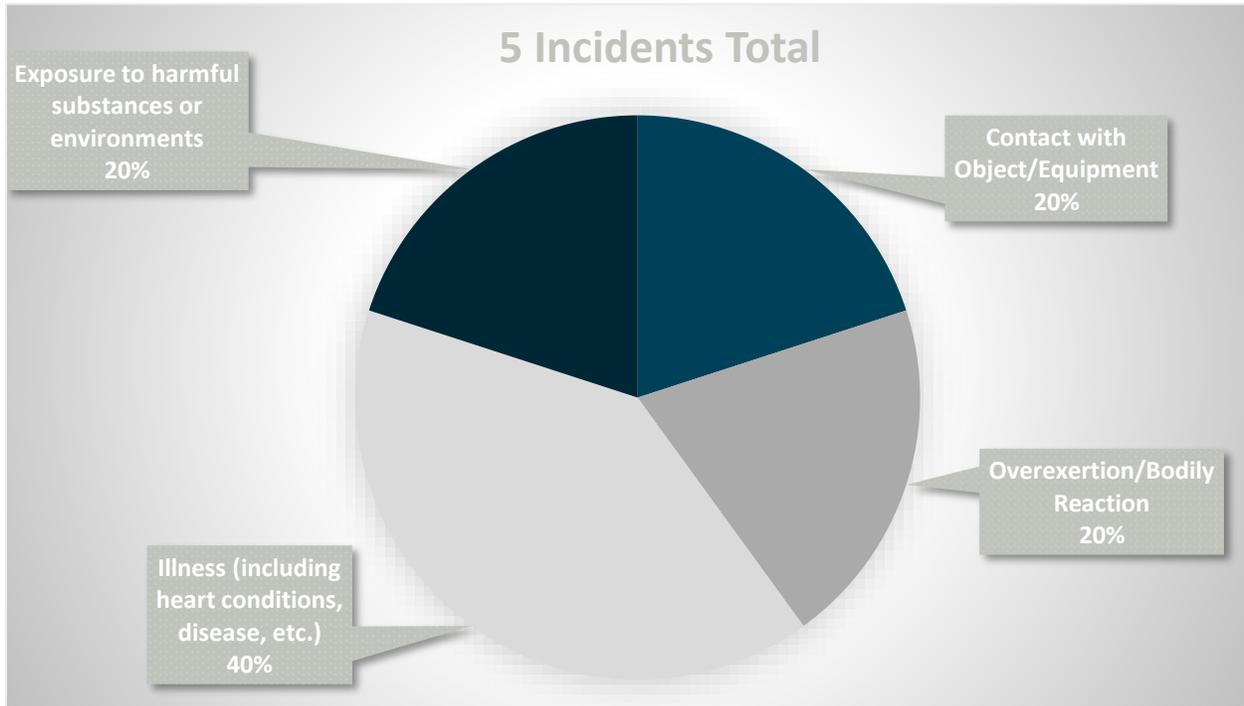


UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 4th

No. of Ships Reporting: 8/18



Incidents (At Sea and In Port)	
Violence and other injuries by persons or animal	0
Transportation incidents	0
Fires/Explosions	0
Falls/Slips/Trips	0
Exposure to Harmful Substances or Environments	1
Contact with object/equipment	1
Overexertion/Bodily Reaction	1
Illness (including heart conditions, disease, etc.)	2
Total Number of Incidents	5
Total Crew Days Reported (At Sea and in Port)	
Total Crew Days Reported (At Sea and in Port)	10006
Number of Accidents Resulting in Lost Time for Crew Members	1
Total Crew Days Lost	0



UNOLS Fleet Safety Statistics Report

Year: 2018

Quarter: 4th

No. of Ships Reporting: 8/18

Incident Details	Warnings/Lessons Learned
<p>While moving some boxes (stores) the ship took a slight roll and the Captain's shoulder caught the edge of the bulkhead. Medical follow up ashore will result in surgery.</p> <p>After running the crane one of the AB's stepped off the ladder to the deck and heard a pop in his lower back/upper leg area. As the day progressed Pain and discomfort set in. Shore side consult suggest Sciatica.</p>	<p>Careful how you land.</p>
<p>Science party member complained of chest pains. Contacted GWUMM service and tele medical system was used to check patient. Nothing unusual was found and patient was given heartburn medication and monitored. Condition improved and was diagnosed as likely digestive issue.</p> <p>Incident 1 occurred when engineer was working on sink plumbing in state room. Sink had been previously been treated with drain cleaner that didn't resolve issue. When engineer took piping apart, a small amount residual drain clear splashed into face and one eye. Flushing was done immediately and engineer was transported to local hospital to check for any eye injury. Eye was treated and no further issues.</p>	<p>Lessons learned on plumbing incident was making sure history of repairs reviewed before continuation of work especially when work item is transferred between crew members so that appropriate precautions can be taken.</p>