

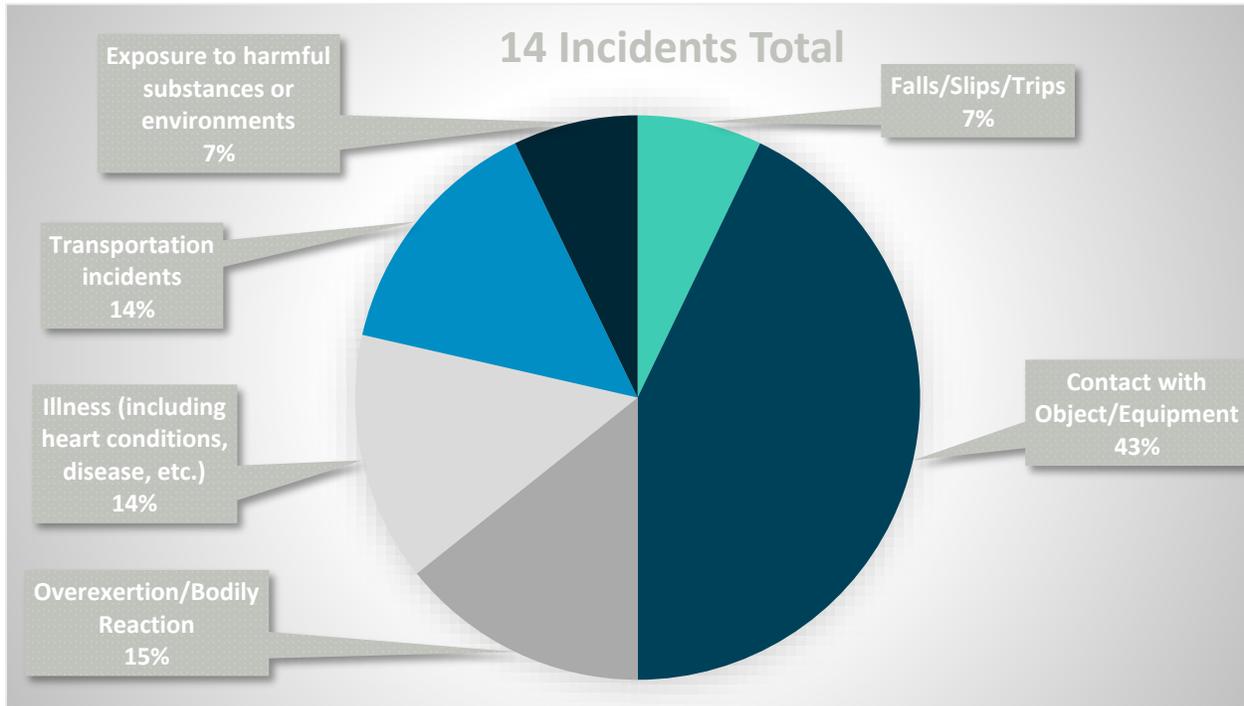


UNOLS Fleet Safety Statistics Report

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



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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>



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<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>