

# Illuminate

An OHC Shipmanagement Publication

Jan –Mar 2019 Issue 2

OHC Shipmanagement Pte Ltd



We had a good year in 2018, despite having faced several challenges which we pulled together to overcome as a good team. OHC Shipmanagement has done well year-on-year, we have achieved zero incidents/recordable case frequency and zero spills.

The company would not have been able to achieve all these without the hard work and contribution of each single employee and crew, and the support of all our families.

As we usher in the new year 2019, let's continue to place safety, health, and security as top priorities in our work, so that at the end of the day, we will get to reap the fruits of our labour with our loved ones. We will be establishing the HSSE Awards to recognise our crew for outstanding performance and attitude. More details will be shared at a later date.

In this issue, our HSSE and Training Manager shares with us some key points to bear in mind in going the extra mile to prevent incidents at the workplace. We are also participating in the National Steps Challenge (Corporate) in our bid to encourage a healthy lifestyle.

The management team has conducted a crew get-together session in Batam and a shore team cohesion activity in Bangkok at the end of last year. I look forward to interact with more of you at such sessions and to get to know you better.

"Excellence is the gradual result of always striving to do better." I am confident that as we write the next chapter of OHC's story, we will continue to grow even more resilient and gain steady progress to achieve business excellence for our customers, partners and ourselves.

Regards,

Linus Lee  
Managing Director

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Participate in our  
**OHC Family Photo Contest!**  
Find out more details on



## *Be Ever Ready*

### **Out Of Office Ship-Shore drill**

On the morning of 30 November 2018, vessel X was proceeding to the jetty for cargo delivery.

At around 0951hrs, Master Ika smelt smoke from the bridge and immediately called the AB on duty, M. Naufal, to check the source.

AB M. Naufal found the 'source' was coming from starboard 2P crew cabin on the upper deck. He opened the cabin door resulting in a backdraft and 'fell unconscious' soon possibly due to inhalation of smoke. Thick black smoke was escaping from the cabin. The fire alarm had delayed sounding due to blockage of the smoke detector within.

After the crew had mustered on deck, Master Ika realised that AB M. Naufal who was instructed to carry out the earlier check was missing.



*1, 2. The AB of vessel X was found unconscious following a 'fire' onboard but was quickly rescued by the vessel's Emergency Response Team, all thanks to the crew's vigilance, awareness and operational readiness in crisis management.*

*3. Master Ika and AB Wandu performing CPR and checking on the 'affected' AB M. Naufal after he was brought to a safe area away from the 'fire'.*

*4. Bosun Abdul Muthalib from the vessel's fire-fighting team sprang into action immediately upon awareness of the 'incident'.*



Without delay, he activated the vessel Emergency Response Team and the fire-fighting team was deployed.

By now, the vessel's cabin area was already covered by thick smoke, which had spread into the dining area.

Master Ika called the OHC emergency mobile number and OHC's DPA activated the corporate Emergency Response Team.

The shore team members who were attending a teambuilding activity out-of-office, as well as staff in the local office, were alerted and sprang into action for the necessary procedures to be performed accordingly.

Within a few minutes, the fire was contained while the 'injured' AB who had been brought to a safe site onboard required further treatment at shore. He was arranged to be transferred at the jetty, where SCDF officers was to take over and send the injured AB to hospital for treatment. The 'incident' was reported to the relevant authorities.

### **NOC 7 H2S drill**

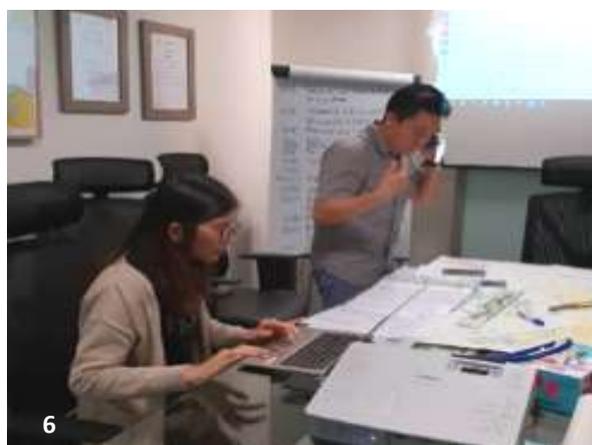
Following the successful conversion of NOC 7, OHC Shipmanagement conducted a safety drill onboard, concurrent with its sea-trial, to mitigate the risk of hydrogen sulphide (H2S) leakage.

During the operation, the crew and contractor representatives onboard were first briefed on ways to monitor leakages, control measures and emergency responses.

A successful and complete drill took place thereafter to put plans into action.



5. The management team of OHC Shipmanagement convening to run through the necessary response procedures in the midst of an out-of-office activity



6. Staff at the local OHC office following through on coordinating the required emergency management procedures.



7. The crew preparing to transfer the 'affected' AB at the jetty where SCDF officers would be on stand-by to take over for his treatment.

## HSSE Matters

*In this issue, we feature an exclusive interview with Captain John Kizhakethil, HSSE and Training Manager of OHC Shipmanagement Pte Ltd. He shares some insights on the importance of HSSE at the workplace and in the shipping/marine industry, as well as his views on how to better safety standards.*

### How do you sense the safety climate in the marine/shipping industry currently?

**Capt John:** Things are always dynamic in our industry. There are new updates, features and regulations to be reviewed and adapted continuously. Safety standards have evolved over time and will continue to do so in the maritime adventure.

### How can technology be leveraged for HSSE? Has OHC also hopped onto the bandwagon?

**Capt John:** Leveraging technology is critical to progression, whether in HSSE, Operations, Technical, or for that matter in almost every area of our daily lives. With autonomous vessels in the horizon, we can't be too far behind in the race.

However with technological advancements, comes the drawbacks of being prone to cyber attacks. Hence in December 2018, we have implemented our OHC Cyber Security Policy. With evolving technology, we are always analysing our future needs and how to better tap resources for heightened efficiency and safety.

Going behind technology should not be for the sake of being seen as a tech-savvy organisation, BUT a thorough cost versus benefit analysis needs to be undertaken to ascertain if it is relevant and feasible with our fleet profile and future needs.

### What are some HSSE training and development plans and KPIs for the employees of OHC?

**Capt John:** Among the game changers, we are introducing Retention Rate for both shore and sea



staff (crew) as an official KPI from this year. Over the years, we have proudly upheld our retention rates above industry standards, although it has not been an official record.

This year, we have set a formal KPI target of 80% for both our crew (above the industry standard of 70%) and office staff (well above Singapore's average turnover of 25-40%). This is testament to OHC's strong commitment towards recruiting, retaining and developing our human resources, as well as affirming our core values of WE@OHC.

### Could you share some good safety practices? What are areas that the industry can work on to improve overall statistics and safety mindset?

**Capt John:** Year 2018 was a watershed year for OHC. We have embarked on a unique safety campaign titled "The Reason I Work Safe". We must engage ourselves to go beyond the standard norms. A good starting point is to motivate our people to work safe – not out of fear or compulsion, but from within as we want to work safely and go home to cherish the time with our loved ones. We are proud to highlight that not a single incident has happened fleet-wide in 2018 where any of our personnel were injured (office and sea staff alike).

**Have you encountered any incidents or mishaps that could have been prevented, and how they have since been rectified/avoided?**

**Capt John:** We did not have any casualty or recordable incidents in the year 2018. However, there are two near-miss incidents which portray the value of safety excellence that I would like to share:

*Incident 1* - An officer onboard one of our managed vessels was checking the pilot ladder after it was rigged, by putting weight on the steps. He was holding the fixed stanchions onboard (best practice), when the ladder steps gave way. Although the pilot ladder did not appear damaged on visual inspection prior to rigging, this was caused by material failure which cannot be detected by human eye! It is every

vessel crew’s responsibility to check the safety of its pilot ladders (by putting weight on the steps) before anyone is allowed to board or disembark, and also to maintain the pilot ladders in good condition at all times.

*Incident 2* - Upon casting off from a customer vessel, our managed vessel’s bridge team noted that a person from the customer vessel was standing very close to the shipside, unaware of the operation and danger (lack of situational awareness). Our crew immediately blew the whistle and informed the deck mooring crew to alert the person of potential danger. This shows great initiative from our crew to have an oversight of the personnel movements and activities, not just on our own vessels, but also on the customer vessels.

*“All of us at OHC take safety and security very seriously. Safety is not just business, it is personal. It is our commitment to continually improve and develop in all aspects of safety.”*

*- Capt John Kizhakethil, HSSE & Training Manager*

**How can our crew members raise the bar or improve the safety standards?**

**Capt John:** For many years, reporting of near-miss incidents has been key in marine HSSE. This year we have raised the bar by going one step further to also report **“Unsafe Acts”** and **“Unsafe Conditions”** which, if let unnoticed, will lead to incidents.

We have begun to see increased participation in such reporting and the quality of these reports have also improved tremendously. This, in turn, translates to frequent sharing of best practices among our managed fleet so that we can learn from one another to prevent similar occurrences of such circumstances.

**What is the one HSSE message you will always reiterate to the crew and staff?**

**Capt John:** Always remember the ONE thing that motivates you to work safe. Once that is set right in your heart, all others will fall in place. Only then you will not be inclined to take shortcuts or perform unsafe acts that jeopardise your own safety or that of others around you.



Image Courtesy of: Seahealth

## *Rolling good times*

OHC Shipmanagement was represented by BH Neo, Crewing and Purchasing Manager, Sajan Chacko, Technical Superintendent, Esther Lee, Finance Executive and Ranjit Singh, Purchasing Executive, in the SSA Bowling Challenge held on 14 November 2018 at Kallang Bowl. The team was in for a fun time as they got the balls rolling!



## *Crew Cohesion Get-together*

Families of our employees are also part of our big OHC family.

MD Linus Lee and some members of the management team visited a few families of our crew in Batam, Indonesia in end September 2018, and organised a dinner to get to know them better. It was a fruitful and relaxing session for everyone, as the families were also able to understand more about the work of their loved ones and be acquainted with one another.



## Well Wishes

OHC wishes all of our following crew and staff well on their **birthdays** that fall between January and March 2019! May happiness, peace, blessings and good health follow always.

### January

MOEHAMAD RAFIK	BAYAN
SUPRIYANTO	COMO
HEIN HTET AUNG	ES ASPIRE
TAY ZAR WIN HTET	ES ASPIRE
HUSNI MUBARAK	ESTRELLA
NOVAL	EVER BEST
MUHAMAD CHUSNI TAMRIN	EVER BRAVE
MUHAMMAD JAINI	NOC 8
MUHAMMAD SUFAAT	SUPERNOVA
MUHAMMAD FADLI	
HLAING MIN OO	
ABDUL BASIT	

### February

SYAIFUL HAKIM	COMO
FEKKY ROMPIS	EVER BRAVE
ABDUL RASYID	NOC 7
ADE MUKTI MURTOYO	OPHELIA
ANWAR UDIN BUDI PURNOMO	OPHELIA
BINOTO SIMANJUNTAK	SUPERNOVA

### March

SUKIMAN	COMO
MYO HTET AUNG	ES ASPIRE
IBNU SASONO	ESTRELLA
ISRIANDI	EVER BRAVE
BACHTIAR ARI WIJAYA	EVER BRAVE
RAHMAD FAHRU ROMADON	NOC 7
TARWA	NOC 7
ABDUL AFRYADI	NOC 8
AMIR SIAGIAN	NOC 8
HARIANTO	NOC 9
AZMAN ZULKIFLI	SUPERNOVA

We also warmly welcome the following gentlemen who have joined us in December 2018 and January 2019: **Wai Yan Aung** - CO, **Junaidi** - AB and **Kyaw Thu Win** - Cook, onboard **ES Aspire**; **Zubaidi Achmad** - Bosun onboard **COMO**; **Saiful Rijal** - CE onboard **Ever Best**; **Hariri** - AB onboard **Supernova** and **Rinaldi** - AB onboard **Ophelia**.



Our heartiest congratulations to (clockwise from left-most): **Isriandi** - CE onboard *Ever Brave*, **Muhamad Chusni Tamrin** - Second Engineer onboard *Ever Brave*, **Rahmad Fahru Romadon** - 2nd CE onboard *NOC 7* and **Suyanto** - AB onboard *COMO*, on the births of their children!

## OHC Family Photo Contest

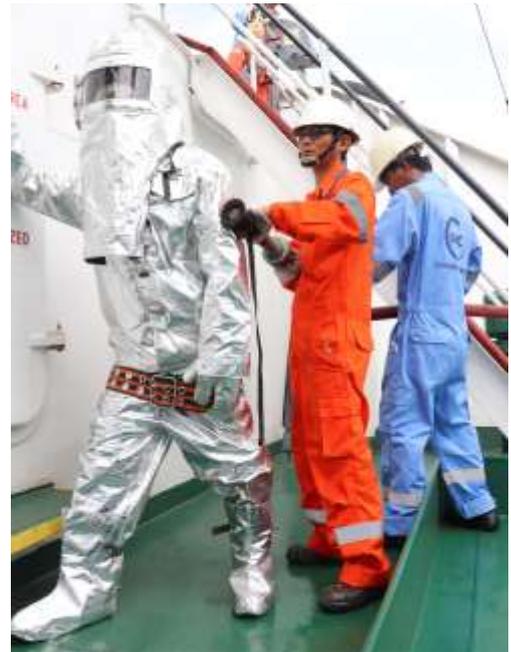
Let your creative juices flow, put your photography skills to the test and you may be rewarded! We are calling for submissions of **original, high-resolution photos** taken onboard or related to our fleet of managed vessels.

Photo entries may portray any of the following themes:

- Safety at work
- Teamwork
- Operations
- Leisure activities

All photos should be submitted via the internal communication channel, 'OHC Family', or by email to [grace.lee@ohcgroup.com.sg](mailto:grace.lee@ohcgroup.com.sg).

Selected winning entries will be featured in the subsequent issue(s) of **Illuminate** newsletter. Entries will be judged on based on creativity, originality and visual/emotional impact of the photo. Winner (s) of each month will stand to win attractive shopping vouchers!



## National Steps Corporate Challenge 2019

OHC Shipmanagement, committed to look after the health and well-being of all its employees, is participating in the Health Promotion Board's National Steps Corporate Challenge 2019 to promote a healthy lifestyle and encourage physical fitness.

The aim is to clock at least 10,000 steps daily and reach at least 64% maximum heart rate (MVPA) for at least 10 minutes per day per person. With this regular activity, it can help reduce risk of common health issues such as heart disease, obesity, diabetes, high blood pressure, depression.

Our participation in this campaign period is from **7 January to 21 April 2019** with two categories :

1. **Corporate Challenge.** – We, as OHC Shipmanagement, will compete with other organisations to clock average daily steps count.
2. **Intra-Corporate Challenge.** – We, as OHC Family, will also be competing with each other within the company in form of teams (Team Office, Team {Vessel Name}).

There are prizes to be won daily, monthly, and at the end of campaign.

Daily : participant clocking at least 10,000 steps a day get a chance on *Tap&Win* game and win prizes such as shopping voucher.

Monthly : company with overall highest daily average steps will get \$1,000 and 3 companies with most improved will get \$1,000; \$750; \$500 subsequently.

End of campaign : 3 companies with overall highest daily average steps or MVPA will get \$5,000; \$3,000; \$2,000 subsequently.

Each participant (vessel's crew and office staff) would have received a new free fitness tracker watch with heart rate tracking function to clock your steps and MVPA. You will be getting *Healthpoints* for your clocked steps & MVPA after synchronising it with your smartphone. Accumulate these points to win the above prizes.



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