Good practice posters

It’s your ship and equipment – look after them and they will look after you

The GOOD PRACTICE series of A4 posters is designed to draw your attention to everyday occurrences, as witnessed primarily by the UK P&I Club’s own ship inspectors. They visit between 500 and 600 vessels every year, with a view to enhancing the ‘human element’ of the shipboard operation, as approximately 60% of claims seen by the Club are attributable, in varying degrees, to human error.

The aim of the ship inspector is to help raise awareness with respect to practices onboard that could lead to claims or affect safety. They use their own experience as ship’s masters, while benefiting from good practices observed on the numerous vessels they have visited on the Club’s behalf. If they see something of interest on one vessel, they may pass this on to the master on subsequent vessels for them to adopt if they feel it necessary to do so.

Some of the photos illustrated under the title “Bad Practice” are not necessarily bad, but when compared to the “Good Practice” photo, it is clear that improvements could and should be made. Conversely, some of them can be considered as “Bad Practice” and should clearly be discontinued.

We hope you find these posters useful – we add to them on a regular basis.
GOOD PRACTICE

- Grinder has both safety guards in place
- Area is clean and well lit
- Spare safety goggles easily to hand
- Emergency stop switch readily accessible

Grinders can be dangerous – they have built-in safety features. Use and maintain them!

BAD PRACTICE

- Safety guards both missing
- Area is dirty, untidy and poorly lit
- No obvious emergency stop button

It’s your ship and equipment – look after them and they will look after you
Good practice Fire doors

Fire doors are there for a purpose. There is no reason, other than laziness, why they should be lashed open. KEEP THEM CLOSED!

✗ Self-closing mechanism disconnected, despite well-marked instructions

✗ Fire doors lashed back – note damaged handle

✗ This is what can happen

✗ Lives can be lost

It’s your ship and equipment – look after them and they will look after you
Good practice Coaming drains

GOOD PRACTICE
✓ Coaming drain complete
✓ Non-return valve checked, clean and operational

BAD PRACTICE
✗ Non-return valve missing
✗ Potential for water ingress in heavy weather

Many claims are made due to wetted cargo – simple maintenance would reduce the need for such claims.

It’s your ship and equipment – look after them and they will look after you.
GOOD PRACTICE

✓ Bilges clean and oil free
✓ Light colour paint allows for easy identification of fresh leaks
✓ Good housekeeping

BAD PRACTICE

✗ Excessive oily waste
✗ Potential fire/safety hazard
✗ Hard to locate source of leaks

It’s your ship and equipment – look after them and they will look after you

Oily bilges are potential safety and pollution risks – keep them clean!
GOOD PRACTICE

✅ Garbage well segregated
✅ Colour-coded garbage categories
✅ Garbage stored in sheltered, easily accessible location

BAD PRACTICE

✗ No segregation of garbage types
✗ Health risk – could blow around ship
✗ Possible interference with mooring operations
✗ Possible source of pollution fines

Poorly stowed garbage is a health and pollution risk – dispose of it properly!

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

✓ Well rigged, including safety net
✓ On solid ground

BAD PRACTICE

✗ Unsafe top platform
✗ Bent/broken/loose stanchions

BAD PRACTICE

✗ No safety rails
✗ Not adequately secured to ship
✗ Completely unsafe

**It's your ship and equipment – look after them and they will look after you**
GOOD PRACTICE

✅ Correctly stowed and secured

✅ Ready for immediate manual and float-free deployment

✅ Instructions for use clearly visible

Life rafts are provided for your safety in case your ship sinks. Valuable time may be lost if they are not stored properly.

BAD PRACTICE

✗ Liferat covered and excessively lashed

✗ Not ready for immediate use

It's your ship and equipment – look after them and they will look after you
GOOD PRACTICE

- Well-marked hazards
- Access routes highlighted

When it is dark, the weather bad, or you are unfamiliar with the ship, access/hazard markings help you get around.

BAD PRACTICE

- Hazards not marked
- Access routes not marked

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

✓ Oxygen and acetylene stored in separate lockers
✓ Reduced risk of fire and explosion

BAD PRACTICE

✗ Oxygen and acetylene stored in same locker
✗ Increased risk of fire and explosion

It’s your ship and equipment – look after them and they will look after you
Good practice Paint locker

GOOD PRACTICE

- Shelves neatly stacked
- Similar paint-types stored together
- Paint locker clean
- Bars in place to stop cans jumping in bad weather

BAD PRACTICE

- Paint stored haphazardly
- Nothing to stop cans moving around in heavy weather
- Potential fire hazard

Spilled paint is both a safety and pollution hazard – and involves a messy clean up operation. Keep your paint locker tidy!

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

- Hose/nozzle ready for immediate use
- Equipment in good condition

Fire hoses should be instantly available – do not lock them away or block access to them!

BAD PRACTICE

- Hose box blocked by steel sheet and duckboards
- Fire hose not ready for immediate use

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

- Counterweight down, cap on
- Oil-tight integrity of tank maintained
- No chance of high-level oil escaping through sounding pipe

BAD PRACTICE

- Lever open, cap off
- Tape left in sounding pipe
- Increased risk of high-level spill

BAD PRACTICE

- Counterweight lashed open
- Hose inserted into sounding pipe
- Oil-tight integrity of tank not maintained
- Delay in ability to close in emergency

It's your ship and equipment – look after them and they will look after you
**GOOD PRACTICE**
Correct use of harness:
- ✓ Provides security against falling
- ✓ Enables use of both hands to complete task

When working aloft generally, including on the gangway or over the bridgwing as illustrated, safety must be your first consideration.

**BAD PRACTICE**
Not using a harness:
- ✗ Increases risk of injury from falling
- ✗ Endangers others working in vicinity

It’s your ship and equipment – look after them and they will look after you
Good practice Twistlocks

GOOD PRACTICE

- All twistlocks lock one way
- Easy identification of unlocked containers
- Reduced risk of cargo loss

BAD PRACTICE

- Twistlocks lock differently
- Unable, without close inspection, to determine if locked
- Increased risk of cargo loss

It’s your ship and equipment – look after them and they will look after you

Twistlocks are designed simply to lock containers to the ship and each other—why confuse the issue with left and right locking handles? Are you sure your twistlocks are locked?
Good practice Mob lights

GOOD PRACTICE

✅ Well positioned, mounted correctly
✅ Line not coiled/wrapped around light, thus ready for immediate deployment

BAD PRACTICE

✗ Light mounted inboard – will not deploy
✗ Light in very poor condition

The momentum of the falling lifebuoy pulls the light from its bracket. If the line is too short, coiled, or wrapped around the light, the lifebuoy will just hang beneath the light, still sitting in its bracket.

It’s your ship and equipment – look after them and they will look after you

For further information please contact:
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GOOD PRACTICE

✓ Spring valve in good order
✓ Proper gauge glass in use

In the event of a fire, the plastic tubing will melt. With the self-closing valve lashed back, the tank is open to feed the fire.

BAD PRACTICE

✗ Self-closing valve lashed open
✗ Plastic tubing in use as gauge glass

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

✓ Rubber and compression bar in good condition
✓ All dogs in place and operational
✓ Will keep out the worst of the weather

Some cargoes require ventilation, others don’t. Ventilators are to be maintained so that ventilation can be controlled and reduce claims.

BAD PRACTICE

✗ Wasted vent surround
✗ Wasted vent cover
✗ Perished rubber – vent cannot be effectively closed

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE

✅ Clean engine and bottom plates
✅ No loose plates, no trip hazards
✅ Good housekeeping leads to a safe environment

BAD PRACTICE

✗ Engine casing very oily
✗ Loose oily plates – trip/slip hazards
✗ Hose/rags lying around – trip hazards
✗ Bad housekeeping leads to increased risk of fire/accidents

Engine rooms are potentially dangerous places – keeping them clean and tidy reduces the risk of fire and personal injury.

It’s your ship and equipment – look after them and they will look after you
**Good practice Steering gear**

**GOOD PRACTICE**

☑ Steering flat clean and tidy
☑ Handrails and duckboards for safety

*In bad weather, the steering flat is a ‘lively’ place to be. Covered in hydraulic oil, it is just dangerous – stop leaks and keep it clean!*

**BAD PRACTICE**

☒ In need of cleaning
☒ Evidence of poor maintenance
☒ Finding source of oil leaks difficult

It's your ship and equipment – look after them and they will look after you
Good practice Swimming pools

GOOD PRACTICE

✓ Net is good size and secure
✓ Ladder roped off to avoid inadvertent access

BAD PRACTICE

✗ No safety net
✗ Raised platform without safety rails not really sufficient on a working deck

Swimming pools are potentially dangerous places – keep them safe and have fun!

It’s your ship and equipment – look after them and they will look after you
**GOOD PRACTICE**

- Correct use of cleat
- Cleat correctly tensioned

*A large number of claims are made as a result of wetted cargoes. Simple maintenance and good seamanship would dramatically reduce these claims.*

**BAD PRACTICE**

- Cleat very rusty
- Cleat hasn’t been used for a long time

*It’s your ship and equipment – look after them and they will look after you*
GOOD PRACTICE

✔ Both twistlocks lock the same way
✔ Twistlocks in good condition

Lashing materials should be checked for their suitability before use. Clearly, damaged equipment shouldn’t be used.

BAD PRACTICE

✗ Working part of twistlock missing
✗ No means of securing container to ship
✗ Twistlock too small for dovetail fitting

It’s your ship and equipment – look after them and they will look after you
GOOD PRACTICE
✓ Ladder in good condition
✓ Ladder protected from grabs/crane

Safe access is a requirement – bent ladders, platforms, railings, missing rungs etc. are not safe and should be repaired at the earliest opportunity.

BAD PRACTICE
✗ Ladder in poor condition
✗ Ladder exposed to crane/grab damage

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