GOOD PRACTICE

✓ Counterweight rigged correctly, externally
✓ All crew aware of operation through drills and lecture
✓ Monthly checks as per SMS

BAD PRACTICE

✗ Incorrectly rigged counterweight
✗ Lack of understanding by ship’s staff
✗ Failure of SMS system

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

The brake wire should fall free from the boat when launched and making way.
**GOOD PRACTICE**

- ✓ Exit signs on exits at low level, for when crawling under smoke
- ✓ High-visibility fluorescent strips or arrows at deck level
- ✓ Location and use of escape signs placed from the point-of-view of someone crawling in smoke

*When placing high-visibility strips, keep them low and ensure they do not guide you past exits, which should be highlighted themselves!*

**BAD PRACTICE**

- ✗ No signs, meaning no risk assessment performed and failure of SMS system
- ✗ Exits not obvious to someone unfamiliar with the vessel
- ✗ Where used, arrows are located in high position

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

✓ Rubber matting laid on deck protects lashing gear and ship’s deck
✓ Working practices assessed and positive action taken
✓ All cargo equipment maintained as per SMS
✓ Steel locking pins in good working condition and maintained/replaced

Care of cargo securing equipment is important for the safety of the cargo, ship and her crew.

BAD PRACTICE

✗ No care for lashing equipment
✗ No checks for damaged equipment
✗ Insufficient repairs/temporary solutions – a wooden stick in this example
✗ Risk of losing containers overboard

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

GOOD PRACTICE
✓ Hard hats and other appropriate PPE worn
✓ Safe practices and risk assessment in operation
✓ Team management and briefing

Club analysis shows that the majority of personal injury claims are caused by crew members injuring themselves.

BAD PRACTICE
✗ No PPE – danger of personal injury or worse
✗ No risk assessment evident
✗ Poor management and failure of SMS

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

GOOD PRACTICE

☑ Doors maintained and operating well
☑ Emergency signage as necessary
☑ Door closing automatically will hold back fire

BAD PRACTICE

✗ An open door allows fire to spread rapidly
✗ Damage to door when ship is rolling/pitching

Never allow fire doors to be wedged open.

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Good practice Hatch opening chains

GOOD PRACTICE

✓ Reasonably tight chains operate effectively with no slippage
✓ Chains off the ground are easy to inspect and maintain
✓ Chains safe when no excessive slack exists

Chains are a hazard both when in motion and when still. Slack chains pose an increased danger and should be taken up.

BAD PRACTICE

✗ Slack chain a slip/trip hazard
✗ Wear and tear on chain and steelwork in contact with it
✗ Wear and tear on working gear due to slippage
✗ Slack chain may come off chain guides

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

- Pin maintained and in good condition
- Correct pin of substantial size capable of holding back hatch lids
- Safe to operate with handle and locking position

BAD PRACTICE

- Poor temporary measure in this example
- Pin could jam or break
- A danger to crew and/or cargo

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

✓ Appropriate PPE worn on deck
✓ Operational procedures adhered to
✓ Crew trained in cargo operations
✓ Good example set by senior staff enforcing regulations

BAD PRACTICE

✗ No PPE at all
✗ No risk assessment
✗ Danger to life and poor example to set others

Both crew and stevedores should be stopped when acting with a lack of safety and common sense.

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

✓ Ladder stowed clear of deck, weather and sunlight
✓ Checked monthly as per SMS
✓ Any repairs in accordance with the Merchant Shipping (Pilot Ladders & Hoists) Regulations (statutory instrument)

BAD PRACTICE

✗ Incorrect and illegal repair methods and materials
✗ Non-compliant with SOLAS and statutory instruments
✗ Ladder in poor condition

SOLAS regulations state ladder requirements including repairs.

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

✓ All emergency exits assessed for visibility and effectiveness
✓ Appropriate reflective signage
✓ All doors functioning correctly and tested monthly as per maintenance schedule

Emergency exits should be highly-visible and guide you to safety in smoke.

BAD PRACTICE

✗ No handle on door in this example
✗ Exit not visible in reduced visibility
✗ Difficult escape for unfamiliar personnel

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

✓ Weekly corrections applied
✓ Record of updates for charts and publications
✓ Corrected to date before use

It is a legal obligation to update charts/publications and maintain records.

BAD PRACTICE

✗ No evidence of charts and publications updated
✗ Charts in use not corrected to-date
✗ Danger to navigation

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

GOOD PRACTICE

☑ Fire, health and hazard awareness by crew evident
☑ Strict galley inspections and recommendations/remedial action
☑ Good stowage arrangement assists in maintaining a safe galley

BAD PRACTICE

☒ Relaxed galley standards should not be encouraged
☒ Stove should be kept clear, unlike this example
☒ An untidy galley is a danger to galley staff
☒ Fire hazard

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

GOOD PRACTICE

✓ Secure railing or bars to prevent a fall
✓ Complying with safety regulations and reducing risk of accidents

Every ship should establish procedures to eliminate risk when any of her hatches are open.

BAD PRACTICE

✗ No measures taken to protect personnel from open hatch
✗ Cables and rubbish are a trip hazard. Next to the unguarded hatch they present a deadly risk
✗ No co-ordination of safety in a busy working environment

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

✓ Hatch maintained and rust-free
✓ Rubber packing kept in good condition
✓ Distinctive markings show open/close direction

The access hatch needs to be weathertight as well as function efficiently as an emergency escape.

BAD PRACTICE

✗ Hatch rusting and seizing
✗ Rubber packing in poor condition
✗ Likelihood of water ingress

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

GOOD PRACTICE

✔ Code of Safe Working Practices for Merchant Seamen observed
✔ Risk assessment and permit to work in place
✔ Correct PPE and supervision

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

BAD PRACTICE

✗ Use of LSA for work overboard
✗ Unnecessary stress on life-saving appliances
✗ Wear/tear and damage to LSA

LSA is exactly that and should not be used for work overboard.
Good practice **Third party equipment – moorings**

**GOOD PRACTICE**

- Correct rope splice on mooring line
- Correct fitting of bulldog grips on wire line from shore barge
- Alterations safe when mooring line under tension

**BAD PRACTICE**

- Knot tied in mooring rope
- Shore barge wire splayed as in a splice and incorrect number of bulldog grips
- Lines not safe for mooring operations

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

Incorrect but quick methods may seem practical in the short term but can be extremely costly despite being someone else’s responsibility.
Good practice  Emergency batteries

**GOOD PRACTICE**

✓ Tested weekly and recorded
✓ Electrolyte levels maintained
✓ Located secure and protected from the weather
✓ PPE available for testing and handling batteries

*As part of the ship’s safety equipment emergency batteries must be checked as per ISM.*

**BAD PRACTICE**

✗ Records of tests not maintained
✗ Batteries poorly maintained and showing signs of leakage and corrosion
✗ Risk of batteries failing when required

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

✔ Clear labelling in good condition

✔ Labels located clear of oil in the event of a spill

✔ Vents colour-coded

In the event of a spill, it is important to be able to identify the overflowing tank immediately.

BAD PRACTICE

✗ Label in poor and unreadable condition

✗ Label would be obscured in the event of a spill overflowing the save-all

✗ Potential delay in recognising source of a spill

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

GOOD PRACTICE
✓ Product data sheets displayed
✓ Protective equipment and eye wash readily available
✓ Organised and secure stow

BAD PRACTICE
✗ No protective equipment or product data sheets
✗ Poor labelling and organisation of chemicals
✗ Careless stow is a hazard

All chemicals should be easily identifiable and handling information available.
Good practice Emergency generator starting instructions

GOOD PRACTICE

- Clear instructions by control panel
- Written in languages of ship’s crew
- Torch located by instructions

Any action to aid a speedy start of the generator in an emergency is a good practice.

BAD PRACTICE

- No torch located next to starting instructions
- Instructions of inappropriate size, clarity and location
- Danger to ship and crew in an emergency

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