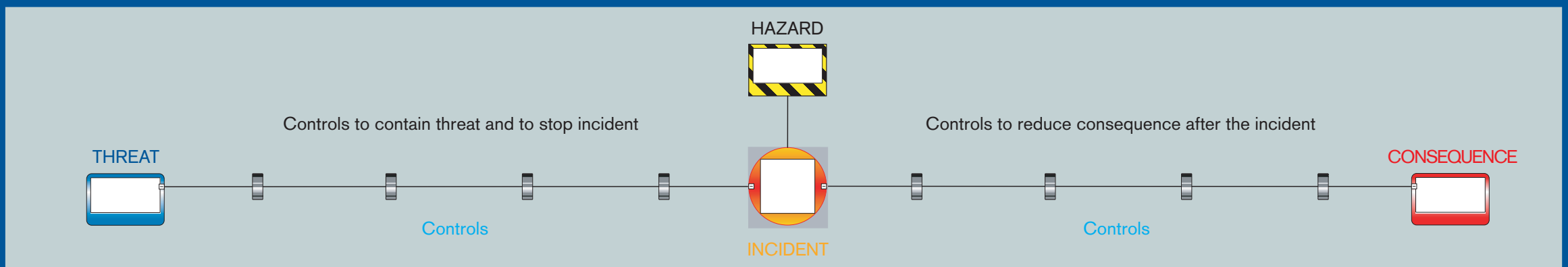


Threats, incidents, controls and consequences.

2012
calendar
with photos and
illustrations based
on the UK Club's
risk assessment
initiative.





REDUCING RISK

First introduced in 2010, the concept of the 'tiger in the cage' approach to risk assessment (see below) has become the foundation of the UK Club's risk assessment programme.

But the striped tiger is not just a concept; 'tiger markings' are found all over a vessel alerting crew to potential dangers or drawing their attention to particular areas and places.

Key areas where 'tiger markings' are used:

(you can add your own below)

- Highlighting trip hazards
- Defining snap-back zones
- Drawing attention to emergency exits
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MON	TUE	WED	THU	FRI	SAT	SUN
30	31					<i>New year's resolution: Try being modest</i> 1
2	3	<i>No point, I'm just too good</i> 4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	<i>Idea! Tiger stripes on officers - avoidable hazard</i> 28	29

Throughout this calendar we encourage your input and participation. On each page we also draw your attention to further sources of information from the UK Club's risk prevention resource, available either as printed material or online through www.ukpandi.com/loss-prevention

JANUARY 2012

DECEMBER 2011

			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY

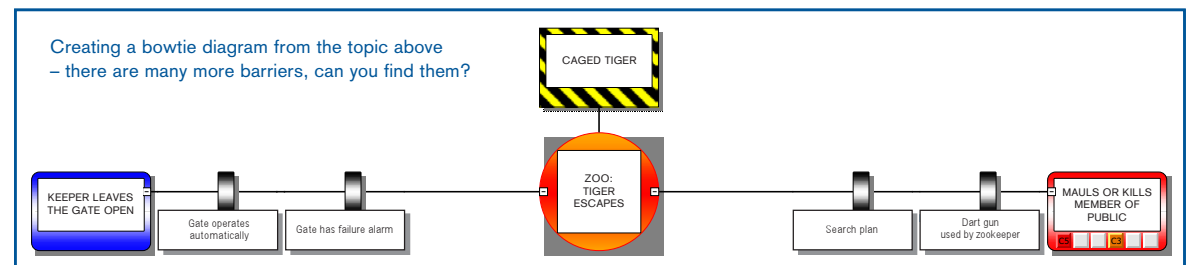
			1	2	3	4	5
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29					

THE 'TIGER IN THE CAGE'

Although sixty per cent of UK Club claims are caused by 'human error', human error is often only 'the straw that breaks the camel's back' – the last event in a chain of causal events.

These causal events can normally be traced back to failures in one or more areas of ship operation, we sometimes refer to them as 'accidents waiting to happen'.

How can we reduce the frequency of these 'accidents waiting to happen'. What 'controls' should we be looking at to ensure the 'threat' is contained and an 'incident' does not occur?





A SECURE ENVIRONMENT

Good onboard security is teamwork involving all the crewmembers. Much can be done to protect crew accommodation and sensitive areas both in port and at sea.

Key points:

(you can add your own below)

- Screening of visitors
- Electronic surveillance
- Locked and keypad coded steel doors and interior doors
- Secured access areas
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For further information, see the UK Club's Good practice posters 48-55 and the supplement ISPS - ship security. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
		1	2	3	4	5
6	7	8	9	10	11	12
13	St Valentine's Day Post did not arrive ☹️ 14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	Anniversary of pay rise day 29				

FEBRUARY 2012

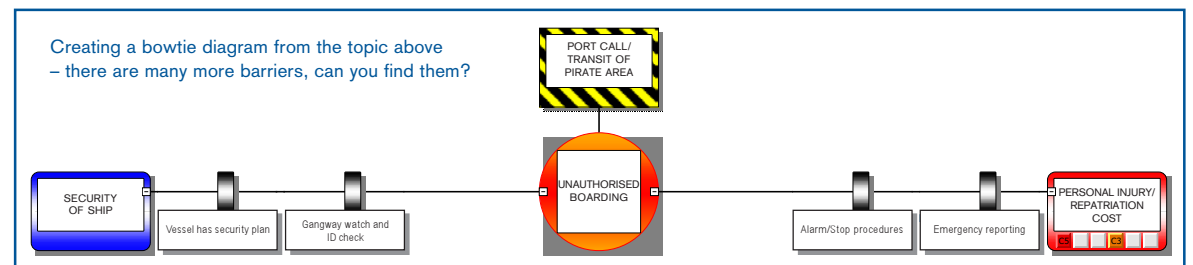
JANUARY	30	31		1				MARCH		1	2	3	4		
	2	3	4	5	6	7	8		5	6	7	8	9	10	11
	9	10	11	12	13	14	15		12	13	14	15	16	17	18
	16	17	18	19	20	21	22		19	20	21	22	23	24	25
	23	24	25	26	27	28	29		26	27	28	29	30	31	

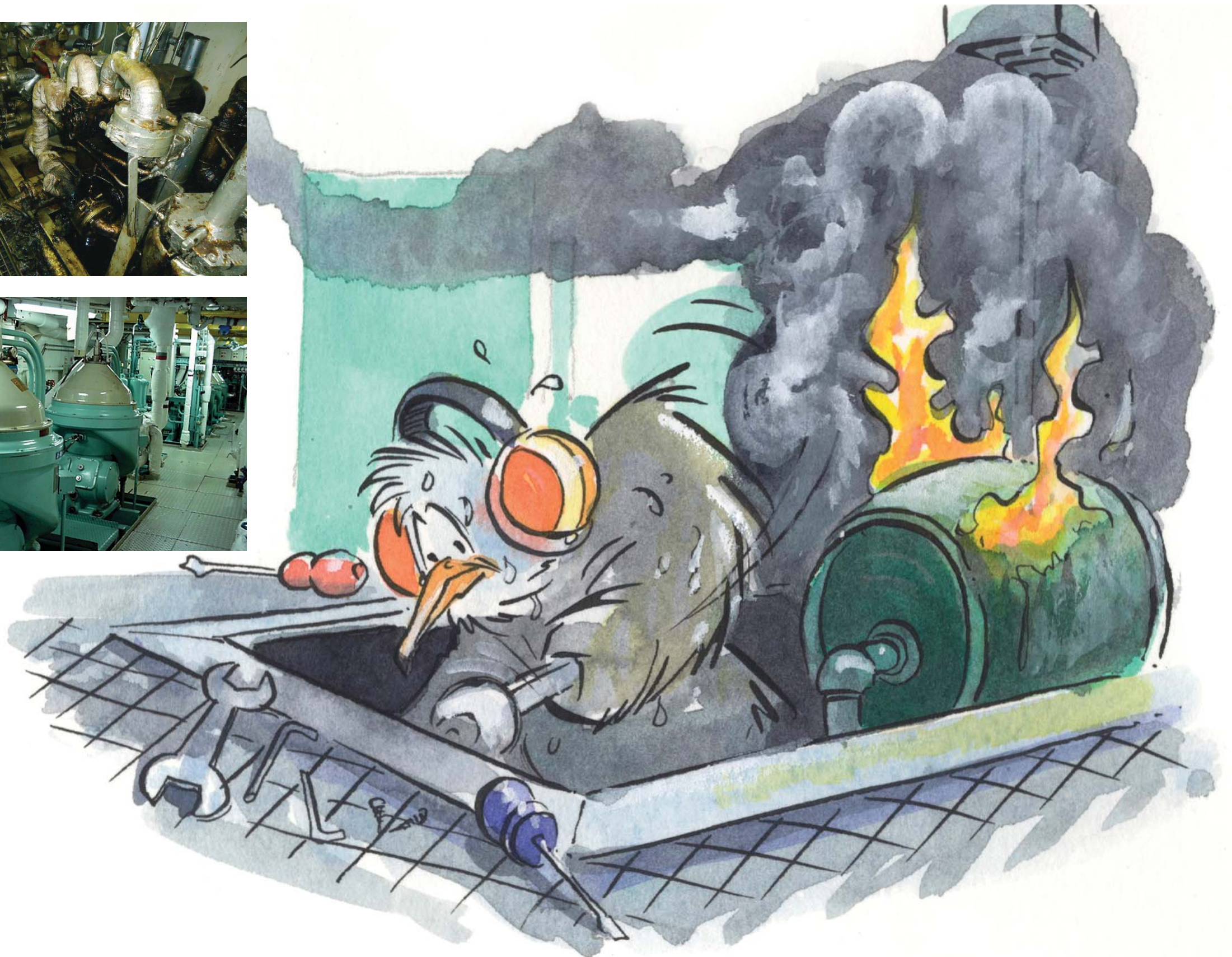
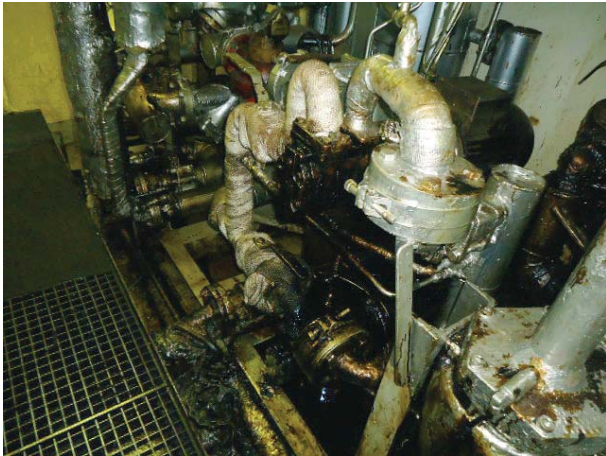
GOOD RISK MANAGEMENT REDUCES ACCIDENTS ON BOARD

Human error is the major cause of accidents on board, a simple 'risk assessment' prior to any job, as shown here, can create better 'ownership' of safety for all the work force and therefore reduce accidents on board.

Sit down and plan the job!

A 'toolbox talk' (pre-job planning meeting) takes only 5 minutes and is an essential tool in the management of risk at work.





FIRE AND POLLUTION RISKS

It is important that hot pipe lagging, such as that on purifiers, remains oil free. Oil related incidents are both a fire hazard and a pollution problem.

Make sure purifiers are well maintained and clean, as in the bottom photo.

Key points:

(you can add your own below)

- Purifiers clean
- Oil free lagging
- Well maintained equipment
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For further information, see the UK Club's Good practice posters 4 and 133. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
			1	2	3	4
5	6	Eve of International Women's Day 7	Day arrived. No women in sight 8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	Decision day for stores 29	Last stores order day 30	More last stores orders... 31	

MARCH 2012

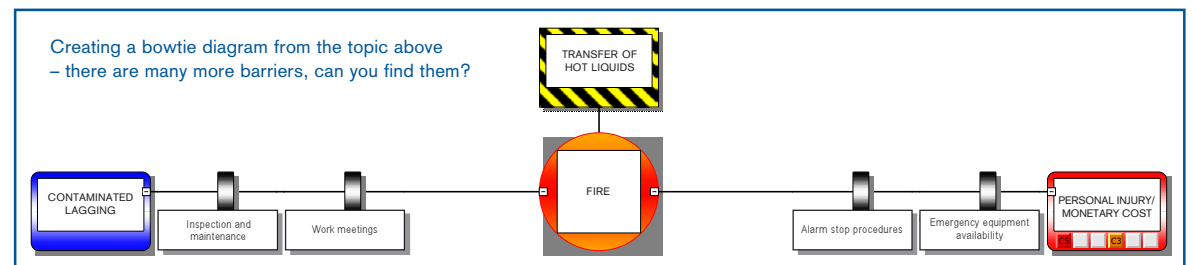
FEBRUARY	1	2	3	4	5	APRIL	30	1
6	7	8	9	10	11	2	3	4
13	14	15	16	17	18	9	10	11
20	21	22	23	24	25	16	17	18
27	28	29				23	24	25

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THE PROCEDURES ARE VITAL

Enclosed space entry procedures are generally well understood, but very often taken for granted, costing lives every day.

One problem is that paperwork and check-off lists are often completed on a computer in the office, not at the site of entry.

Key points:

(you can add your own below)

- An enclosed space entry form *must* be completed *at the site of entry*
- Safety equipment and PPE used
- Supervision and teamwork essential
- Actual oxygen and gas readings entered on form *at the site*
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MON	TUE	WED	THU	FRI	SAT	SUN
30						More store orders! This is a joke 1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	Berthing on arrival 19	Berthing delayed 20	21	Do they want this cargo? 22
23	24	25	26	27	28	29

For further information, see the UK Club's Good practice poster 108 and Technical bulletins 8 and 28. Available either as printed material or online through www.ukpandi.com/loss-prevention

APRIL 2012

MARCH

			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

MAY

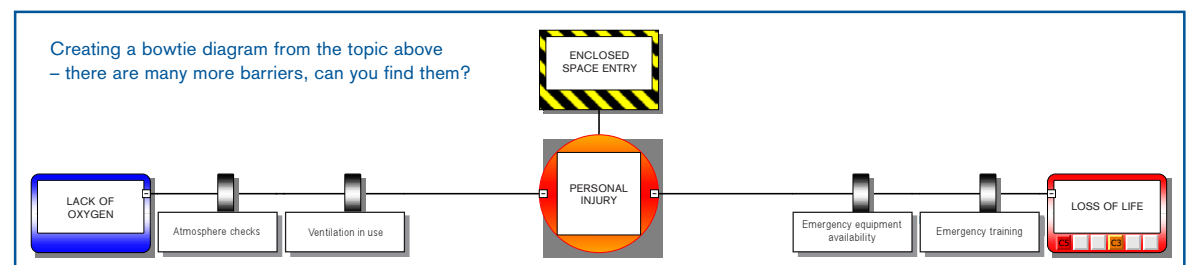
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

GOOD RISK MANAGEMENT REDUCES ACCIDENTS ON BOARD

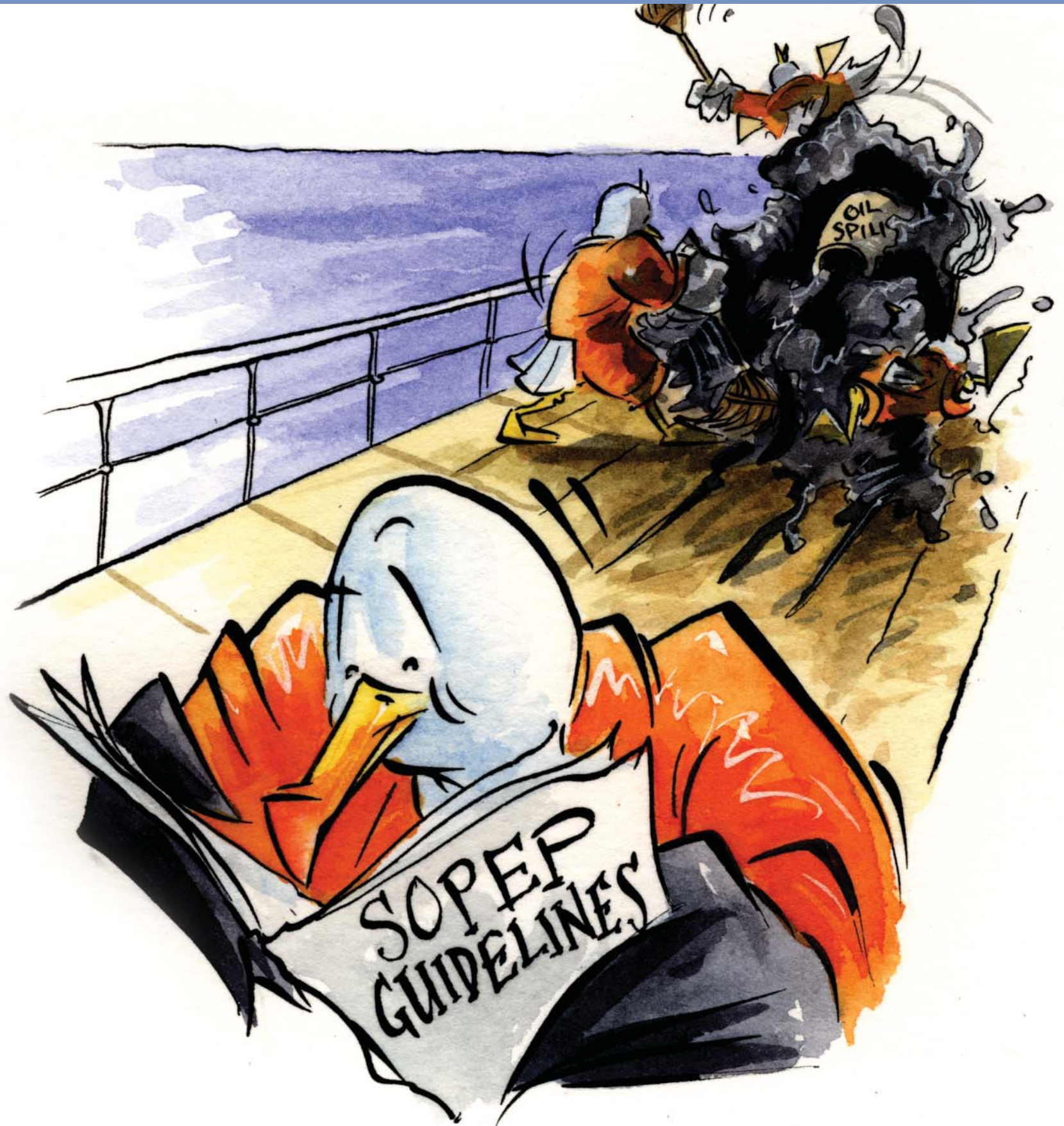
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POLLUTION PREVENTION AND EMERGENCY ACTION

Good housekeeping, bunkering procedures, record keeping and maintenance can prevent many oil spill incidents.

But in case of emergency, MARPOL states that all oil tankers over 150gt and every other ship of over 400gt shall have approved shipboard oil pollution emergency plans.

Key points:

(you can add your own below)

- Manned, monitored bunkering with ship-to-barge comms
- OWS clean and all changes to equipment logged
- Deck piping in good condition
- Oil tank ventilators clearly labelled and colour coded
- Tight fitting scupper plugs
- Clean, oil free, bilges
- Oil spill equipment accessible, labelled, well secured, and with written procedures

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For further information, see the UK Club's Good practice posters 4,41, 56, 65, 70, 71, 89 and 111. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
				1	2	3
4	5	6	7 <small>There was something I meant to do</small>	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22 <small>Head scratching Day</small>	23	24
25	26	27	28	29	30	

JUNE 2012

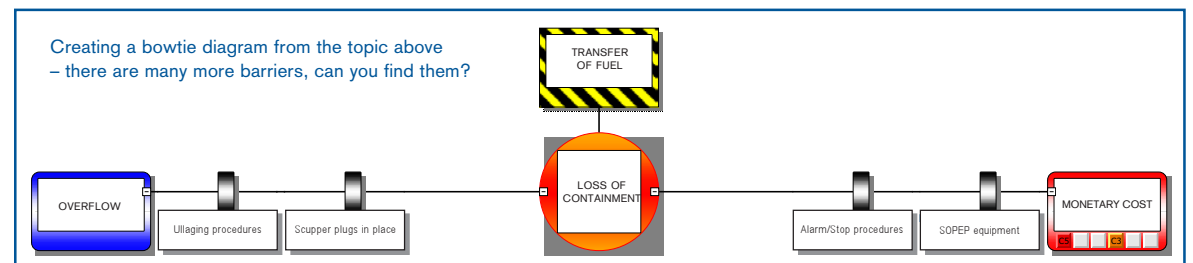
MAY	1	2	3	4	5	6	JULY	30	31			1		
	7	8	9	10	11	12	13	2	3	4	5	6	7	8
	14	15	16	17	18	19	20	9	10	11	12	13	14	15
	21	22	23	24	25	26	27	16	17	18	19	20	21	22
	28	29	30	31				23	24	25	26	27	28	29

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SLIPS, TRIPS AND FALLS

Those who are carrying goods, new to the ship, complacent or just plain tired are at a heightened risk of serious injury from trips or falls at a change in deck level or for other reasons.

The top photo shows how changes in level can be highlighted, unlike the photo below it.

Key points:

(you can add your own below)

- Bright colour/reflective strips used to highlight each step
- Highlights visible from above and below
- Stair treads in good condition
- Good lighting
- Free of obstructions
- All areas around ship assessed for risk

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For further information, see the UK Club's Good practice posters 8, 38, 45, 109 and 124. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
30	31					1
2	3 <i>Watched the sun set this evening. Magic</i>	4 <i>Insect bites and sunburn</i>	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

JULY 2012

JUNE

				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

AUGUST

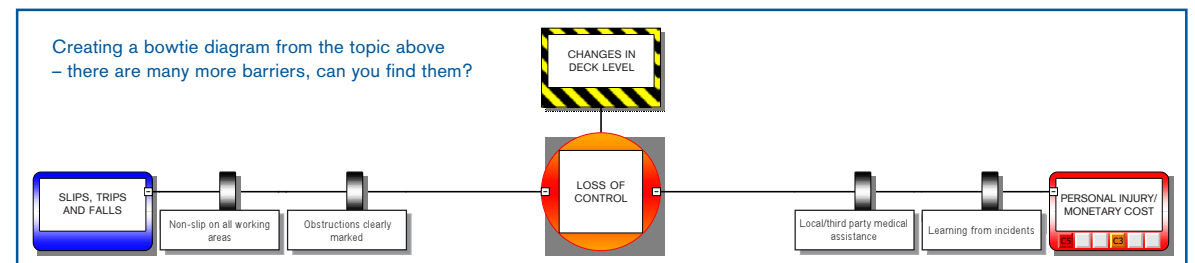
					1	2	3	4	5
	6	7	8	9	10	11	12		
	13	14	15	16	17	18	19		
	20	21	22	23	24	25	26		
	27	28	29	30	31				

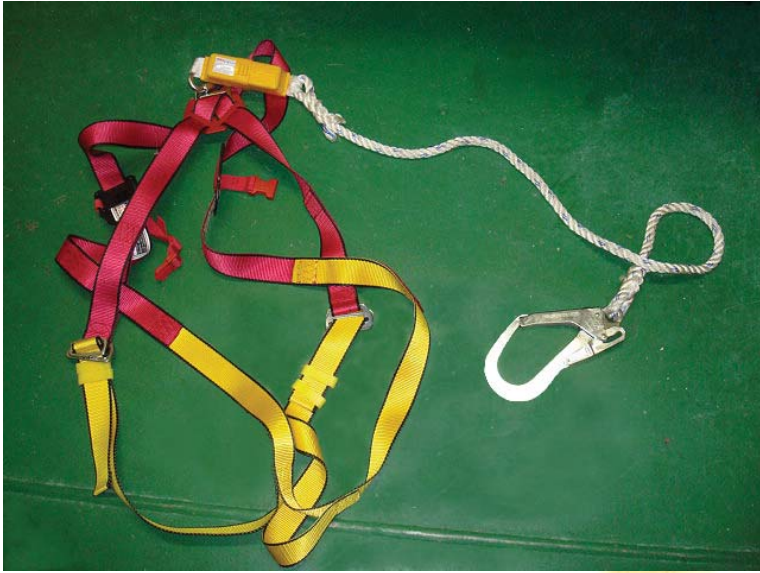
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WORKING AT HEIGHT AND OVERSIDE

There is a reluctance among many crewmembers to fit a safety harness, often preferring belt-type harnesses which can cause serious back injuries, internal injuries and even death.

Some ships only have the belt-type harnesses, and some that have the correct '5 point' harness (above, top) onboard do not have fall arrestors on the safety lines (above, middle and bottom).

Key points:

(you can add your own below)

- Use correct '5 point' harnesses
- Employ fall arrestors which act as 'shock absorbers' slowing fall gradually
- Inspect webbing and lanyard for damage, abrasions, loose stitching
- Replace equipment which has already been used

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For further information, see the UK Club's Good practice posters 13, 79, 86 and Technical bulletin 33. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
		1	2	3	4	5
6	7	Flying Fish Day 8	Frying Flying Fish Day 9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST 2012

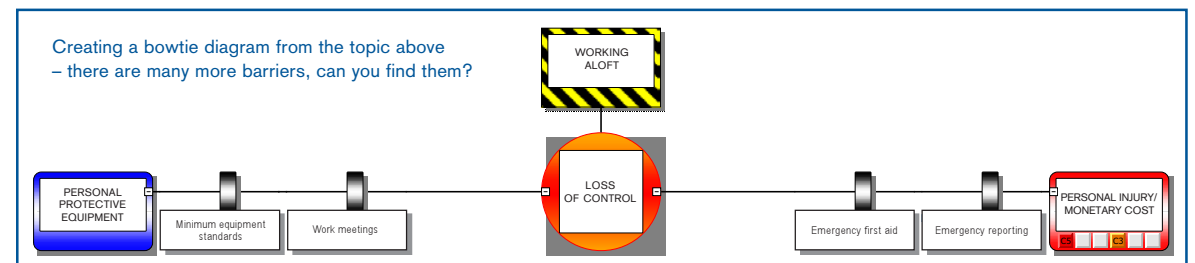
JULY	30	31		1	SEPTEMBER		1	2
	2	3	4	5	6	7	8	9
	9	10	11	12	13	14	15	16
	16	17	18	19	20	21	22	23
	23	24	25	26	27	28	29	30

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The insertion of Weekly amendments should be recorded below. The amendments which accumulate during a printing period will be found in Section V of the Weekly Edition of Admiralty Notices to Mariners which is published at the end of the publication of this volume.

RECORD OF AMENDMENTS

NEW EDITION Volume J, 2004/05. NEW EDITION, Weekly Edition No. 1, Dated 6th January, 2005.
 First Amendments NOTE: These are the first amendments issued for the New Edition.

Notice No	Date Amended	Notice No	Date Amended	Notice No	Date Amended	Notice No
51/03	18/01/04	18/04	08/09/04	37/04	11/11/04	4/05
52	18/01/04	19	09/09/04	38	11/11/04	5
1/04	18/01/04	20	10/09/04	39	11/11/04	6
2	18/01/04	21	10/09/04	40	11/11/04	7
3	17/03/04	22	10/09/04	41	11/11/04	8
4	-	23	10/09/04	42	11/11/04	9
5	-	24	10/09/04	43	11/11/04	10
6	-	25	10/09/04	44	11/11/04	11
7	-	26	10/09/04	45	11/12/04	12
8	-	27	11/09/04	46	11/12/04	13
9	18/04/04	28	11/09/04	47	12/12/04	14
10	-	29	20/10/04	48	07/01/05	15
11	-	30	20/10/04	49	07/01/05	16
12	-	31	20/10/04	50	07/01/05	17

CHARTS AND DISPLAY

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

To assist in this and for other areas, even claims issues, electronic chart display and information systems (ECDIS) are now being introduced as mandatory.

But electronic navigational aids are not foolproof and traditional navigational techniques should, wherever possible, be practised

Key points:

(you can add your own below)

- Corrected, up-to-date charts
- Check gyro compass for errors and keep error book
- Do not rely wholly on electronic aids – GPS and RADAR systems can sometimes be wrong
- Keep records of all navigational activities from berth to berth
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For further information, see the UK Club's Good practice posters 68 and 82 and Technical bulletins 6, 9, 23 and 31, as well as the UK Club's supplement ECDIS – navigational and claims issues. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
					1	2
3	4	5	6	7	8	9
10	11	GPS broken ship lost again!	Precision guesswork day	Hurrah!! we have GPS 😊	GPS asleep again Now where did we put that sextant? 😞	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

SEPTEMBER 2012

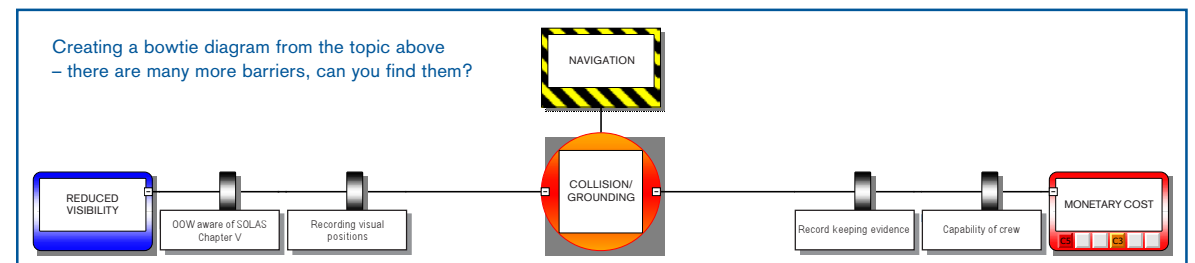
AUGUST	1	2	3	4	5	OCTOBER	1	2	3	4	5	6	7
6	7	8	9	10	11	12	8	9	10	11	12	13	14
13	14	15	16	17	18	19	15	16	17	18	19	20	21
20	21	22	23	24	25	26	22	23	24	25	26	27	28
27	28	29	30	31			29	30	31				

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WEATHER-TIGHTNESS

Large claims are often the result of water ingress into dry cargoes caused by hatchcover faults.

Hatchcovers should be weather-tight and rubbers, compression bars, tension bars etc regularly inspected and kept well maintained.

Key points:

(you can add your own below)

- Check hatch seal rubbers to ensure proper insulation
- Check hatch drains are clear
- Hatchways should be cleaned prior to closing hatch lids
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For further information, see the UK Club's Good practice posters 30, 31 and 99. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Crossed International Dateline

??? Check for error in GPS

OCTOBER 2012

SEPTEMBER

					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

NOVEMBER

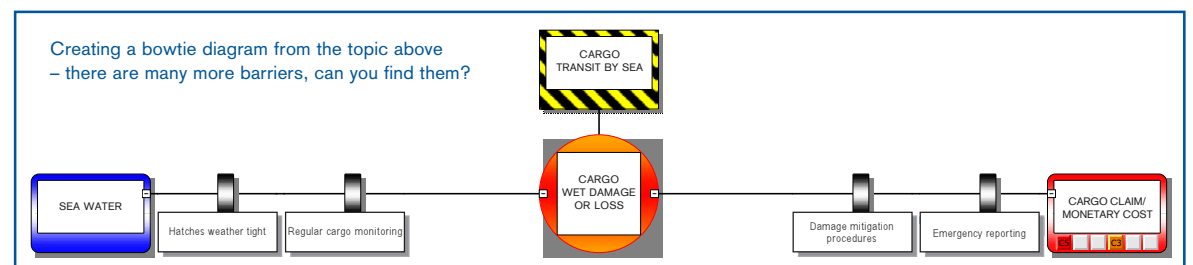
				1	2	3	4
	5	6	7	8	9	10	11
12	13	14	15	16	17	18	
19	20	21	22	23	24	25	
26	27	28	29	30			

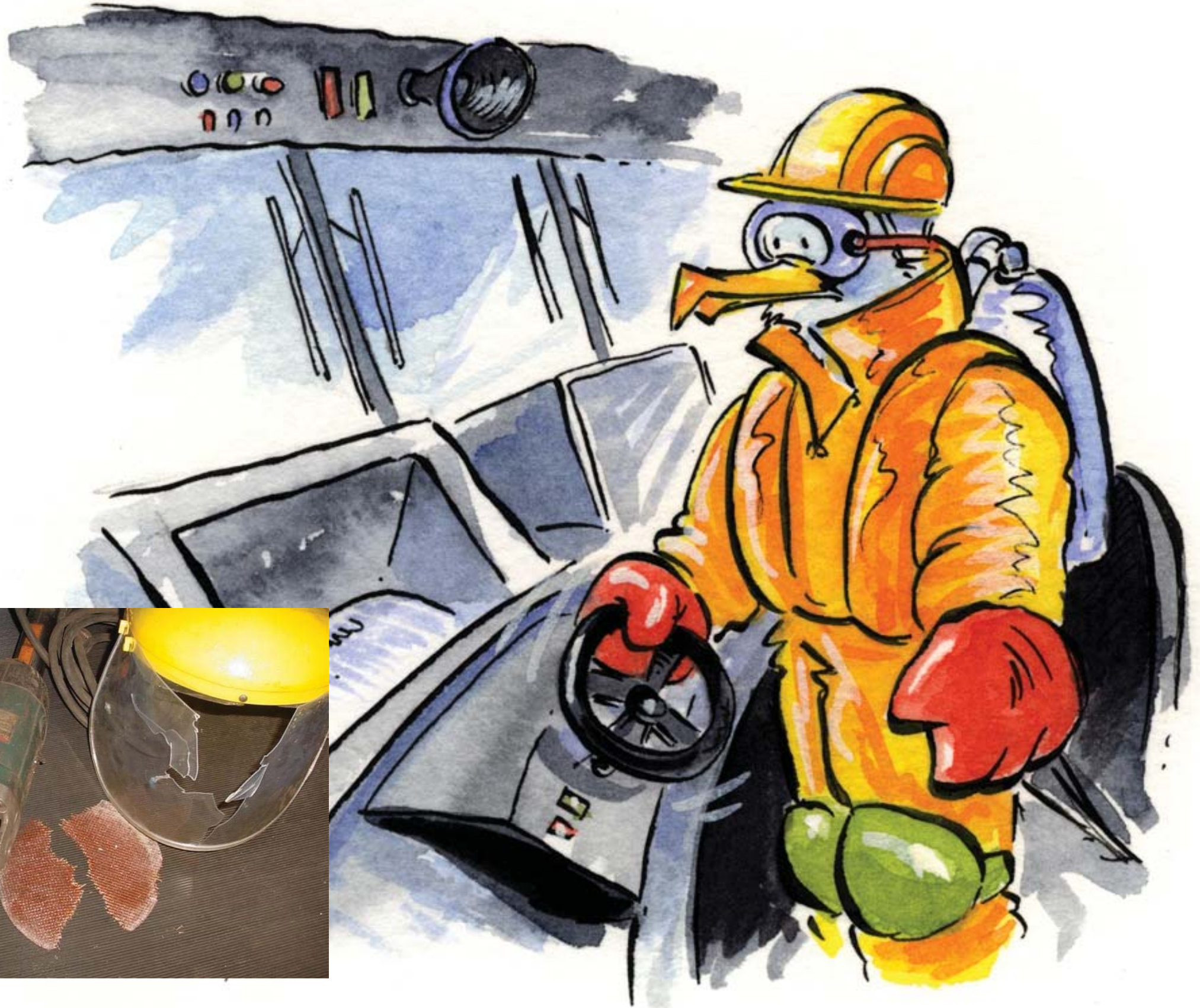
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ARE YOU EQUIPPED FOR THE TASK IN HAND?

The photo above shows how effective protection took the brunt of an unfortunate incident with an angle grinder, saving the crewman from serious injury.

Make sure you have the appropriate equipment and protection and that they are in good order.

Better a few extra moments preparation than months of regret!

Some key areas for protective equipment:

(you can add your own below)

- Engine room
- Enclosed space entry
- Galley working
- Mooring operations
- Working overboard or at heights
- Hot work and working with power tools

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More information available *online*
www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
			1	2	3	4
5	6	7	8	9 <i>Time to start thinking of New Year resolutions</i>	10 <i>Get A HOBBY!</i>	11 <i>Landscape painting? Fishing?</i>
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

NOVEMBER 2012

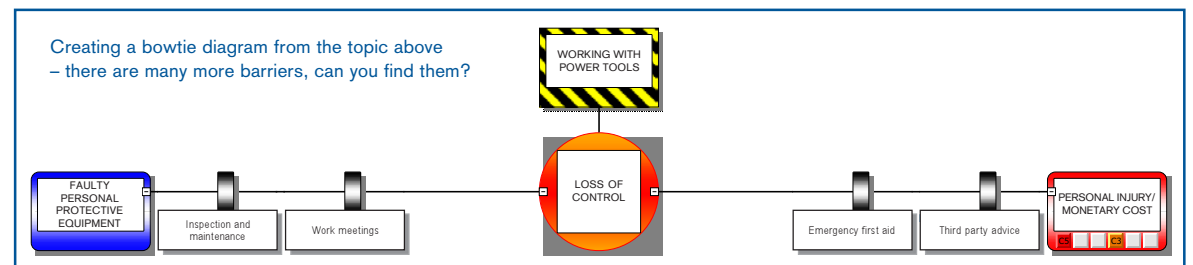
OCTOBER	1	2	3	4	5	6	7	DECEMBER	31		1	2			
	8	9	10	11	12	13	14		3	4	5	6	7	8	9
	15	16	17	18	19	20	21		10	11	12	13	14	15	16
	22	23	24	25	26	27	28		17	18	19	20	21	22	23
	29	30	31						24	25	26	27	28	29	30

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A GOOD GALLEY

The engine room is the powerhouse for the ship. The galley is the energy source for the crew – any problems in the galley can affect the well being of the crew and the smooth running of the vessel.

Not only can bad hygiene and housekeeping spread infection throughout the crew, but the galley can also be a hot spot for slips and trips and for fires.

Key points:

(you can add your own below)

- Cleanliness/Hygiene is essential
- Keep floor surfaces clear, clean and dry
- No cross-contamination of foodstuffs
- Avoid grease and grime, these are potential fire risks as well as a source of infection
- Wear proper clothes and protective footwear

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For further information, see the UK Club's Good practice posters 32, 33, 39, 83, 119 and 120. Available either as printed material or online through www.ukpandi.com/loss-prevention

MON	TUE	WED	THU	FRI	SAT	SUN
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
Partying day	More partying	Partying and fighting day				UGH! Feels like the end
24	25	26	27	28	29	30

DECEMBER 2012

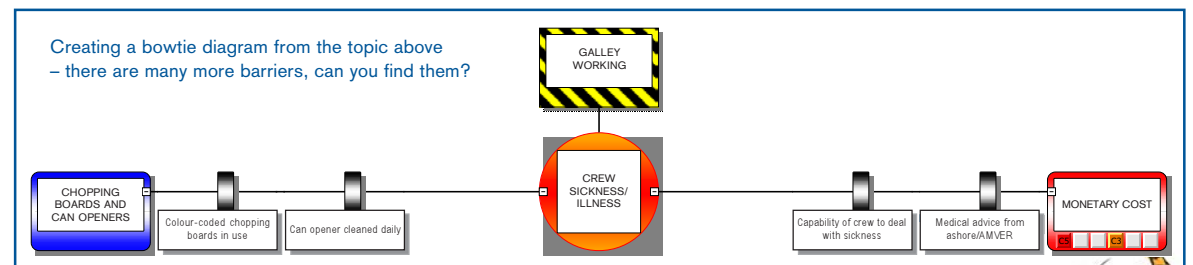
NOVEMBER	1	2	3	4	JANUARY 2013	1	2	3	4	5	6		
5	6	7	8	9	10	11	7	8	9	10	11	12	13
12	13	14	15	16	17	18	14	15	16	17	18	19	20
19	20	21	22	23	24	25	21	22	23	24	25	26	27
26	27	28	29	30			28	29	30	31			

GOOD RISK MANAGEMENT REDUCES ACCIDENTS ON BOARD

Human error is the major cause of accidents on board, a simple 'risk assessment' prior to any job, as shown here, can create better 'ownership' of safety for all the work force and therefore reduce accidents on board.

Sit down and plan the job!

A 'toolbox talk' (pre-job planning meeting) takes only 5 minutes and is an essential tool in the management of risk at work.



A new approach

Mutual insurance is insurance at cost. Owned by its assureds, and designed not to make a profit, the cost of mutual insurance to its Members is directly linked to its claims. Therefore anything which reduces claims will directly impact on a member's contributions (premiums).

Since 1987, the Club has focused heavily on using its experience of handling shipping liability claims to raise awareness of what goes wrong and to get that information to those at the sharp end. Much of this has been done in the form of contemporaneous advice on current claims trends, posters, videos, cargo loading advice etc.

Whilst that activity will of course continue, we feel that we need to focus additionally on ways to help Members prioritise risk within their own fleets, in order to assist them in reducing their costs and their insurance premiums – especially in the present economic climate.

Following the well-known definition

RISK = FREQUENCY x CONSEQUENCE

the Club has analysed the number and value of the Club's claims to prioritise high risk areas and determine what the THREATS are that cause these claims. Then, with the aid of those at the sharp end – our correspondents, surveyors, claims executives and underwriters and last but not least important, our crews – we have sought to determine what CONTROLS – be it engineered, procedural or managerial – have mitigated such claims, or would have done so if they had

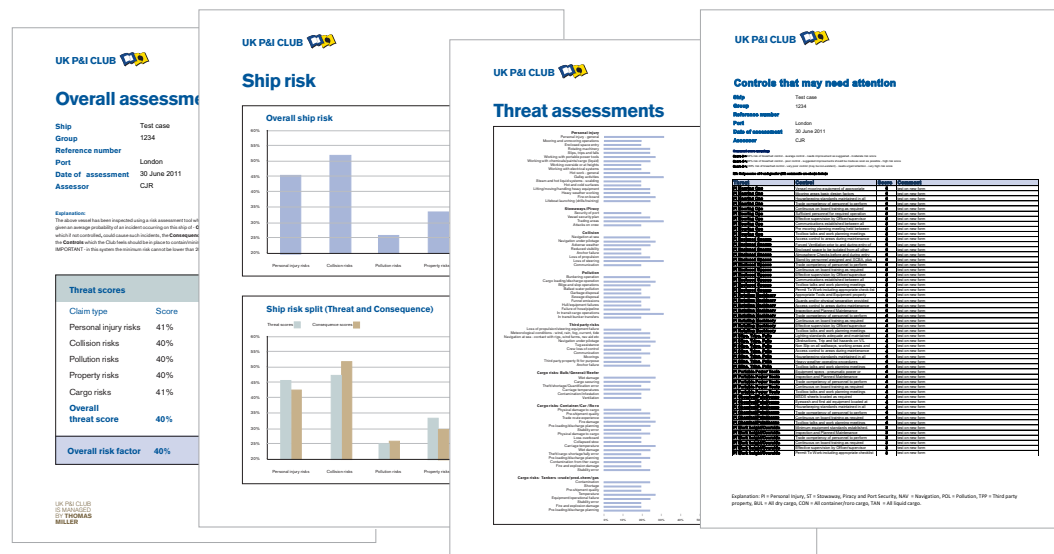
been in place. Those threats and controls can then be targeted for assessment, either with the help of the Club's own risk assessors, or by Members themselves in conjunction with their crews.

At the present time, the Club is working with several of its Members, providing in-depth risk profiling of each Member's fleet, and then working with them, both in the office and onboard ships, with the Club's own assessors, claims executives and underwriters, to assess relevant threats and controls.

We hope that, by focusing on the high-risk THREATS which we know to have caused P&I claims and the CONTROLS that we know can mitigate their consequences, in future one *small mistake by a human* either onboard OR ashore is not **'the straw that breaks the camel's back'**.

Drawing on the experience of its claims executives and in-depth claims analysis, the Club has defined 76 of these major threat areas which cause liability claims, and some 450 controls which may be able to help reduce the likelihood of those threats causing an incident.

We have worked closely with individual Members to trial and develop a system to rate and record these risks, so that a more scientific approach to claims prevention/control can be taken. As we extend the use of the system, this will in turn help establish trends and benchmarks which we hope Members can use within their own safety systems to help manage their risks. The old saying **"you can't manage what you can't measure"** has never been more valid.



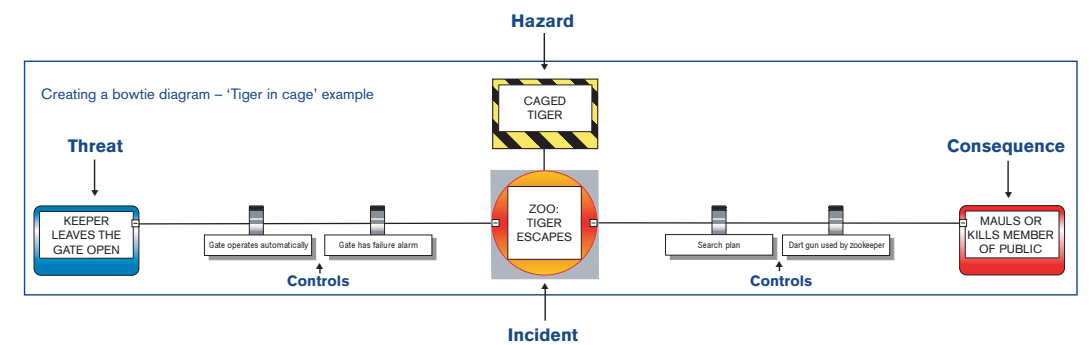
Methodology

THE TIGER IN THE CAGE EXAMPLE

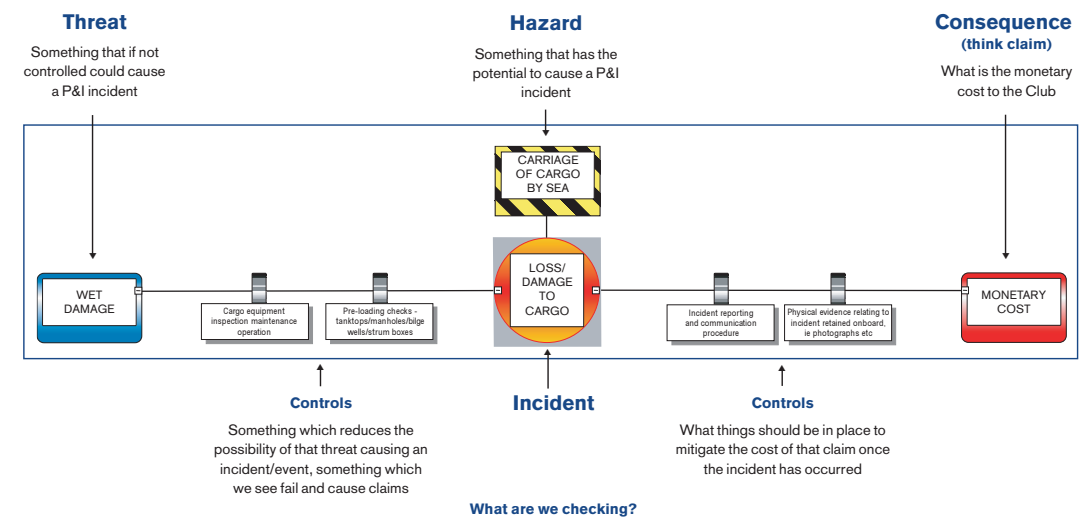
Although sixty per cent of UK Club claims are caused by 'human error', human error is often only 'the straw that breaks the camel's back' – the last event in a chain of causal events

These causal events can normally be traced back to failures in one or more areas of ship operation, we sometimes refer to them as 'accidents waiting to happen'

How can we reduce the frequency of these 'accidents waiting to happen'. What 'controls' should we be looking at to ensure the 'threat' is contained and an 'incident' does not occur?



Methodology onboard



How effective is that control, are there failures just waiting to happen (latent)?