

SHIPBOARD SAFETY



FOREWORD AND ACKNOWLEDGEMENTS

Shipboard Safety is the second in a series of booklets published by the American Club with the intention of enhancing the safety of working conditions at sea. It is part of the Club's continuing efforts to promote loss prevention initiatives in an easy-to-read and visually striking format.

In Preventing Fatigue - the Club's first publication in the series - the effects of tiredness, and ways to minimize them, were addressed as a means of preventing accidents on board ship. In Shipboard Safety, the focus is on loss prevention in a broader sense and the development of a culture of safety awareness as the key to avoiding accidents at sea and the claims which inevitably attend them.

On any analysis of P&I exposure, the seafarer is plainly in the front line. Well-organized and, above all, safe working practices are fundamental to the promotion of loss prevention and the awareness of the human and environmental cost which accidents at sea can bring.

As always, the Managers thank the Board and its Safety and Environmental Protection Committee for their unstinting support in this vitally important area of the Club's activity. Once again, Dr. Bill Moore deserves special thanks for his continuingly energetic loss prevention efforts for the Club. And last, but by no means least, John Steventon is worthy of special praise for his extraordinary ability to make points in pictures which would be rendered so much weaker in words!

Joseph E. M. Hughes
Chairman & CEO
Shipowners Claims Bureau, Inc.
Managers for The American Club

Preface

It is commonly understood that the diligence of shipowners, ship managers, and crew is imperative in ensuring shipboard safety. Nevertheless, the 'rubber meets the road' with the seafarer who is ultimately responsible for ensuring safety and environmental protection as well as being the agent through whom proper safety measures are implemented.

The safety of the seafarer is the most important concern. When looking at personal injury claims, we find that it is the small things that lead to injuries such as trips, falls, improper lifting, lifeboat drills and entry into enclosed spaces.

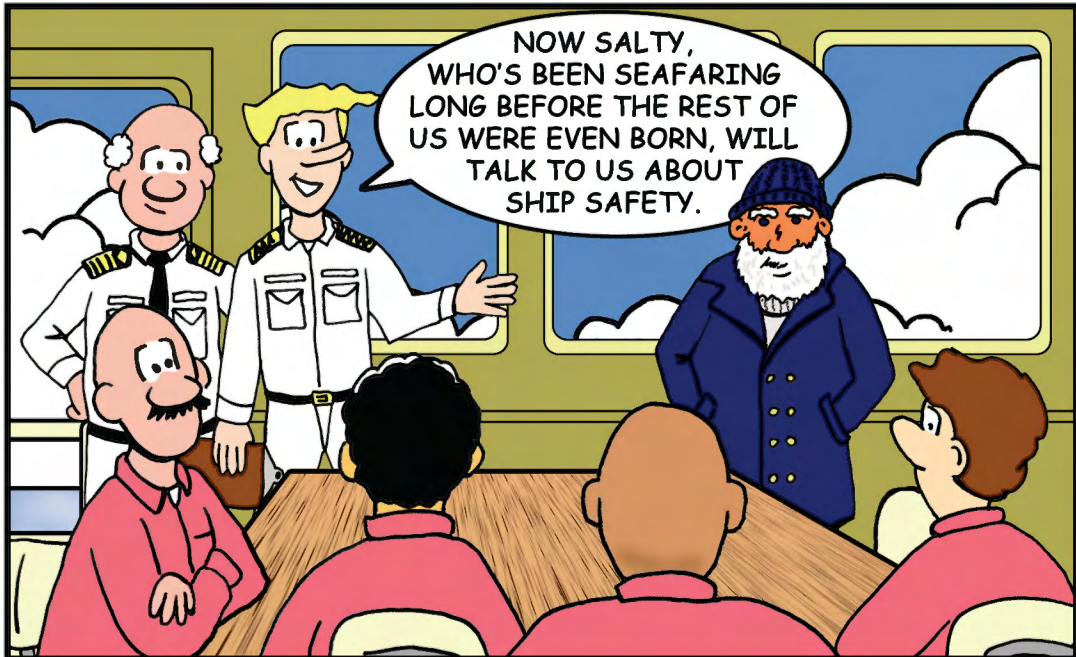
Consequently, the Club has produced this second booklet, *Shipboard Safety*, as a reminder to seafarers about safe work practices that prevent and mitigate accidents associated with the daily hazards of working onboard ship. A strong safety culture, safety awareness, situational awareness and due diligence are key to reducing the incidence of human error leading to accidents.

It is our sincere hope that this pamphlet will assist in ensuring proper awareness of shipboard hazards at sea.

*William H. Moore, Dr. Eng.
Shipowners Claims Bureau, Inc., Manager
American Steamship Owners Mutual
Protection & Indemnity Association, Inc.*

The cover and interior pages designed and illustrated by John Steventon.

CREATING A SAFETY CULTURE FOR SEAFARERS



DO YOU WANT TO STAY ALIVE IN THIS BUSINESS?



THEN PAY ATTENTION TO WHAT YOU'RE DOING! AT ALL TIMES. SIMPLE AS THAT.



WHY ACCIDENTS HAPPEN, PART 1

LET'S TAKE A LOOK AT WHY ACCIDENTS HAPPEN.



NOT WEARING PERSONAL PROTECTIVE EQUIPMENT



NOT MAINTAINING PERSONAL PROTECTIVE EQUIPMENT



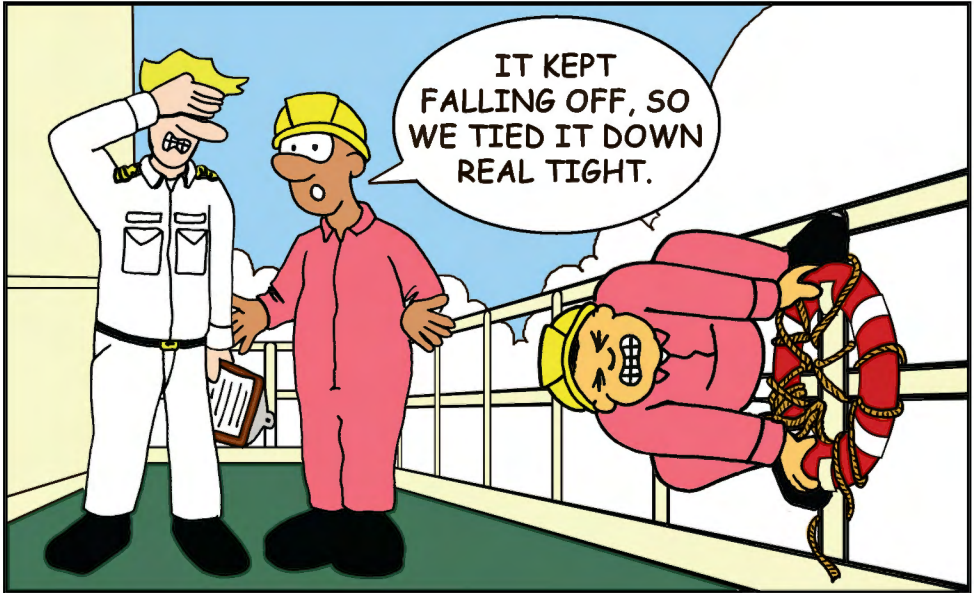
WHY ACCIDENTS HAPPEN, PART 2

MOST SEAFARING
ACCIDENTS FALL
INTO THESE FOUR
CATEGORIES...



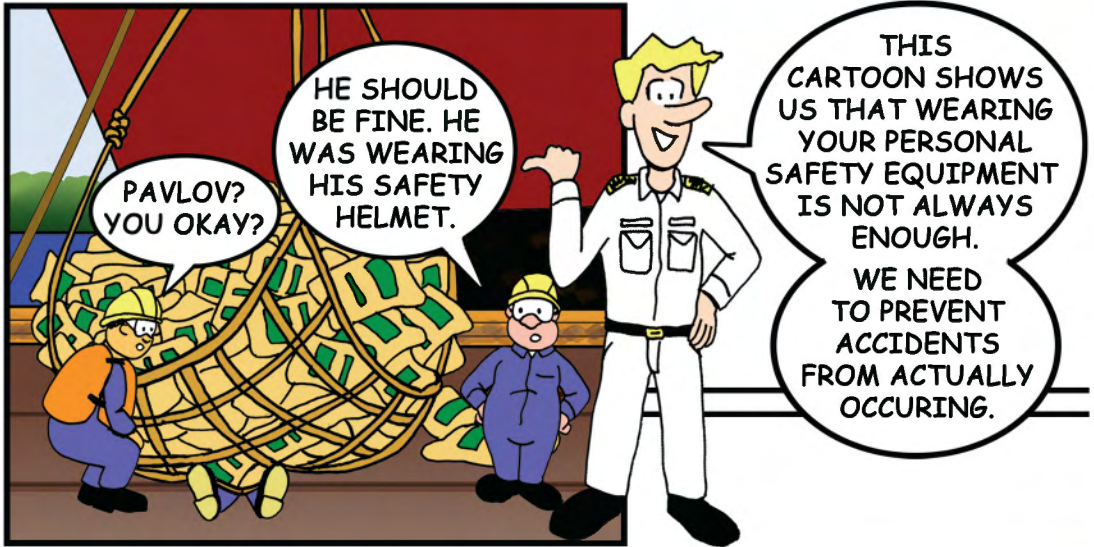
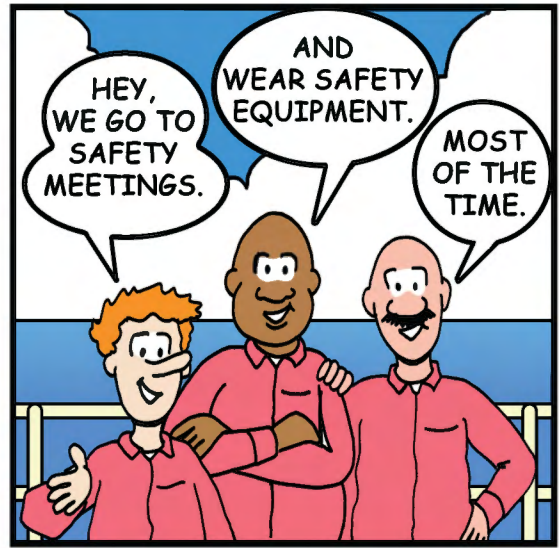
AND
MOST CAN BE
PREVENTED.

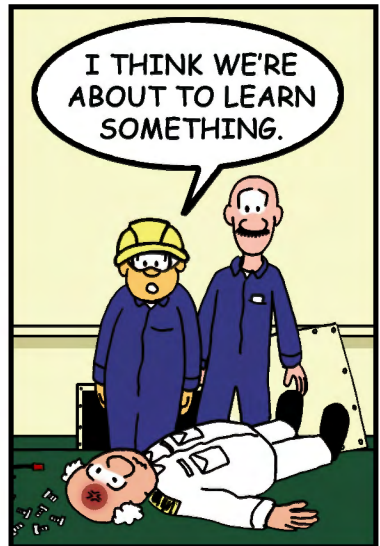
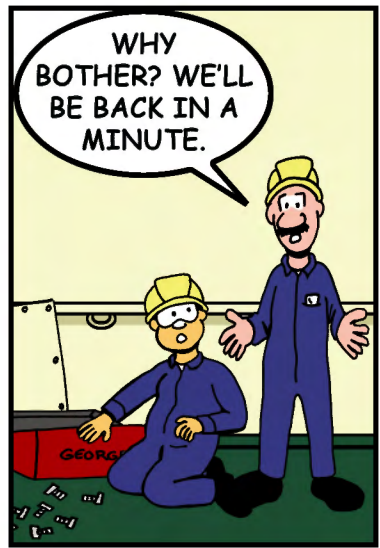
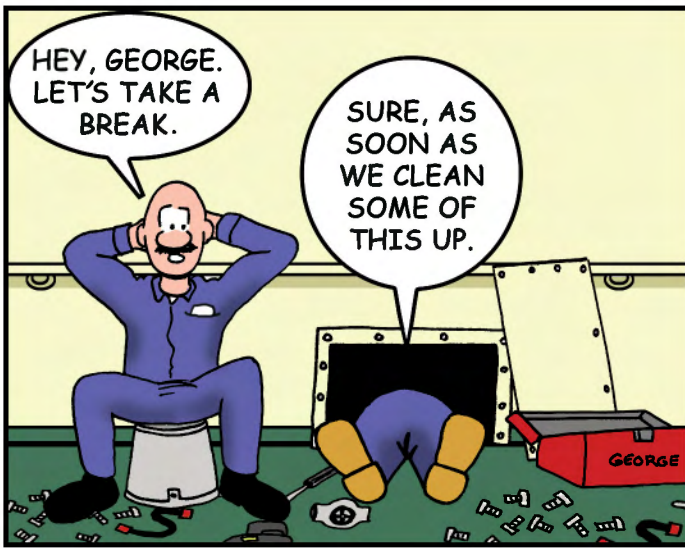
NOT FOLLOWING PROCEDURES



POOR HOUSEKEEPING



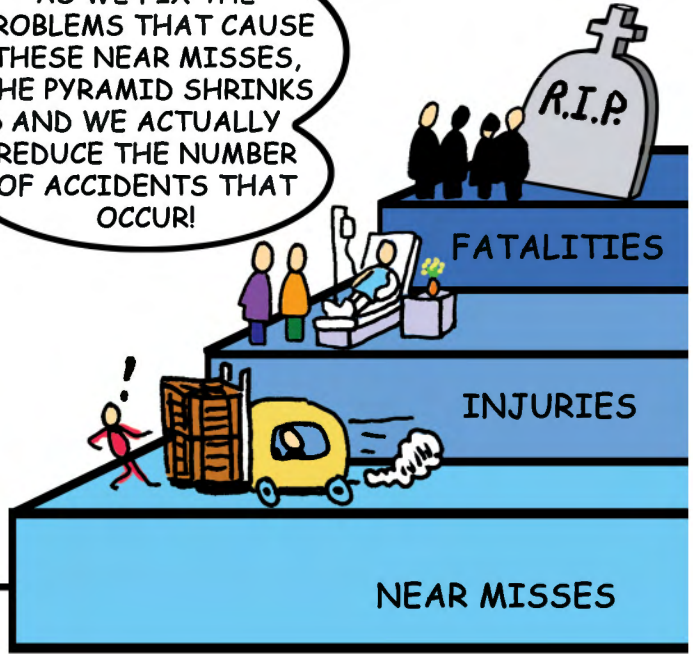




REPORTING NEAR MISSES IS A VITAL PART OF A SAFETY CULTURE, AS SHOWN BY THIS SAFETY PYRAMID.

WE LEARN FROM NEAR MISS REPORTS ABOUT SITUATIONS WHERE ACCIDENTS ALMOST HAPPENED.

AS WE FIX THE PROBLEMS THAT CAUSE THESE NEAR MISSES, THE PYRAMID SHRINKS AND WE ACTUALLY REDUCE THE NUMBER OF ACCIDENTS THAT OCCUR!



A STRONG SAFETY CULTURE IS ONE THAT MAKES IT QUICK AND EASY TO REPORT NEAR MISSES, AND ONE WHERE ALL SEAFARERS FEEL AT EASE REPORTING SAFETY CONCERNS.



SAFETY MEETINGS ARE NOT JUST AN EXCUSE TO GRAB A CUP OF COFFEE...



A SAFETY MEETING IS YOUR CHANCE TO DISCUSS UNSAFE CONDITIONS IN YOUR WORK AREA, TO GET THE TRAINING THAT YOU NEED TO DO YOUR JOB SAFELY, AND MOST OF ALL TO LEARN...

SOMETIMES FROM THE EXPERIENCE OF OTHERS.



YOU CAN TAKE CONTROL OF YOUR OWN SAFETY BY ALWAYS WEARING THE PROPER SAFETY EQUIPMENT. EXTREME WEATHER CONDITIONS MAY MAKE THIS DIFFICULT, BUT THE RISK OF INJURY IS TOO GREAT TO IGNORE.

SAFETY BOOTS, GOGGLES, AND HELMETS ARE ESSENTIAL IN MOST WORK AREAS, AND SPECIALTY EQUIPMENT SUCH AS RESPIRATORS OR SAFETY HARNESSES SHOULD ALWAYS BE CONSIDERED.

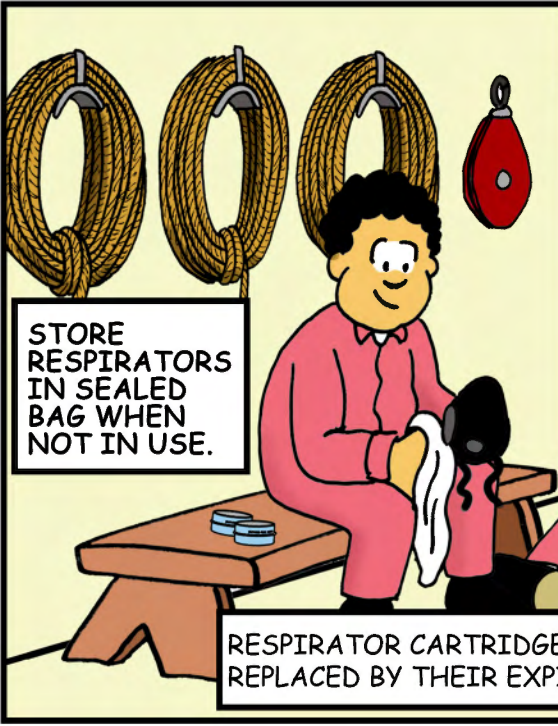


ROUGH SEAS CAUSE MANY FALLING ACCIDENTS THAT COULD BE PREVENTED BY SIMPLY WEARING A SAFETY HARNESS.



KEEP PERSONAL SAFETY EQUIPMENT CLEAN, IN GOOD SHAPE, AND READY FOR USE.

NOTE: RESPIRATORS ONLY WORK WHEN THEY ARE CLEAN AND FREE OF CRACKS AND DISTORTIONS.



RESPIRATOR CARTRIDGES MUST BE REPLACED BY THEIR EXPIRATION DATE!



ALWAYS USE THE RIGHT CARTRIDGE FOR THE JOB. SOME CARTRIDGES FILTER OUT ODORS, OTHERS FILTER OUT TOXIC FUMES.



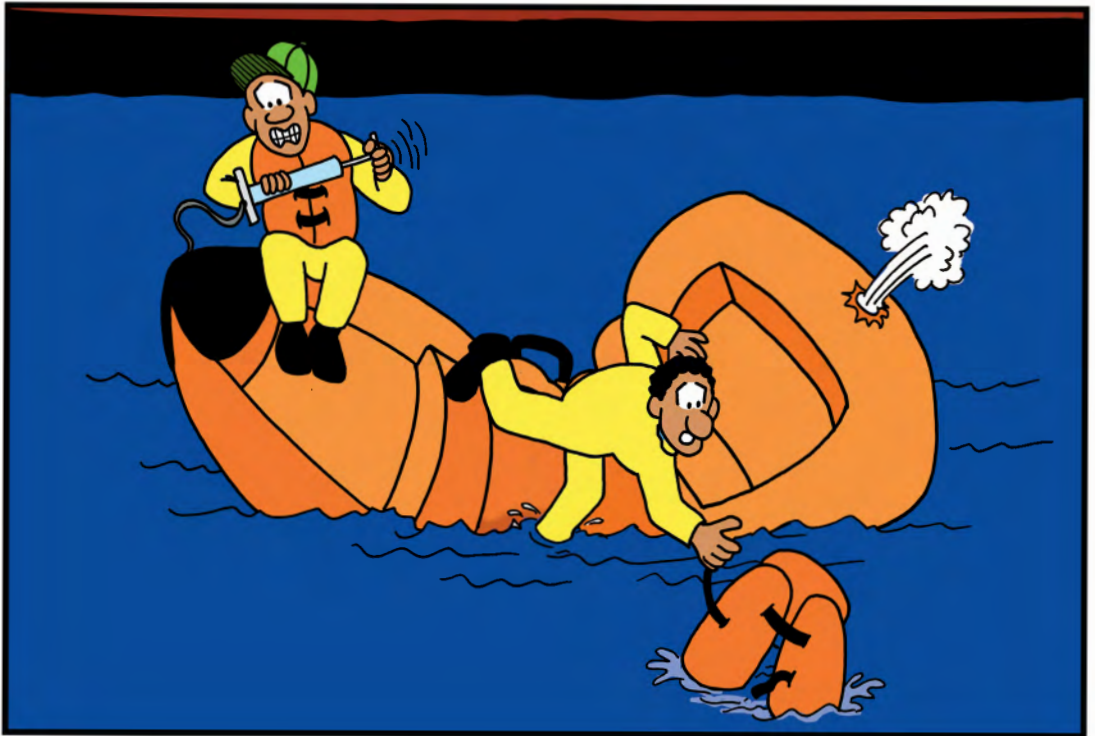
LIFESAVING APPLIANCES

ALL LIFESAVING APPLIANCES MUST BE MAINTAINED IN GOOD CONDITION, AND READY FOR USE AT ALL TIMES.



NOTE: LIFEJACKETS ONLY WORK IF THEY'RE THE RIGHT SIZE.

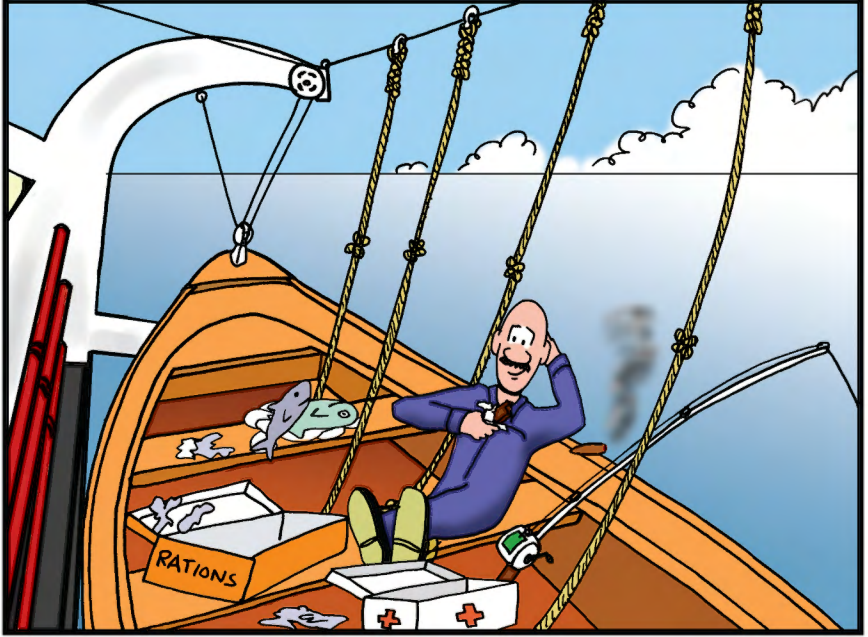
AND YOU NEED TO BE WEARING THEM BEFORE AN ACCIDENT OCCURS, NOT AFTER!



LIFESAVING APPLIANCES

THESE APPLIANCES CANNOT SAVE YOUR LIFE IF THEY ARE ABUSED OR IGNORED IN ANY WAY. SO DON'T LEAVE YOURSELVES STRANDED IN AN EMERGENCY!

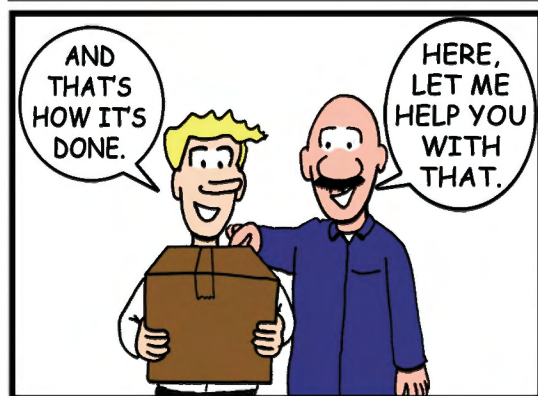
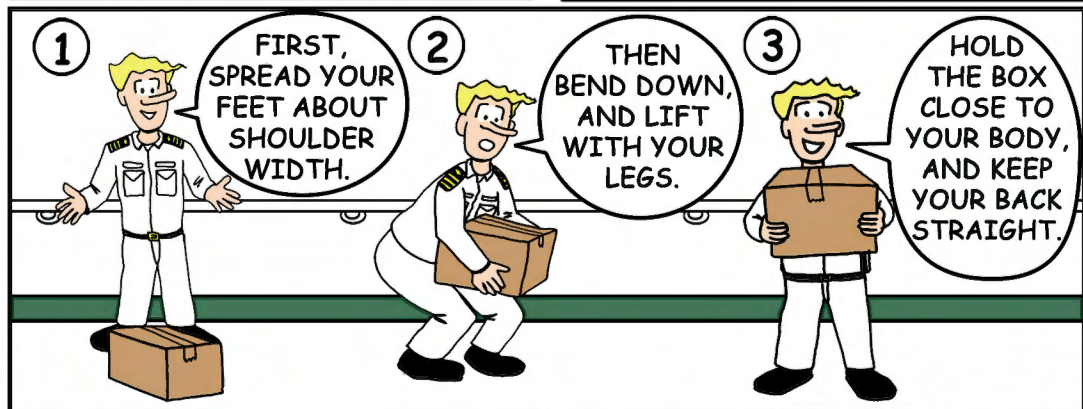
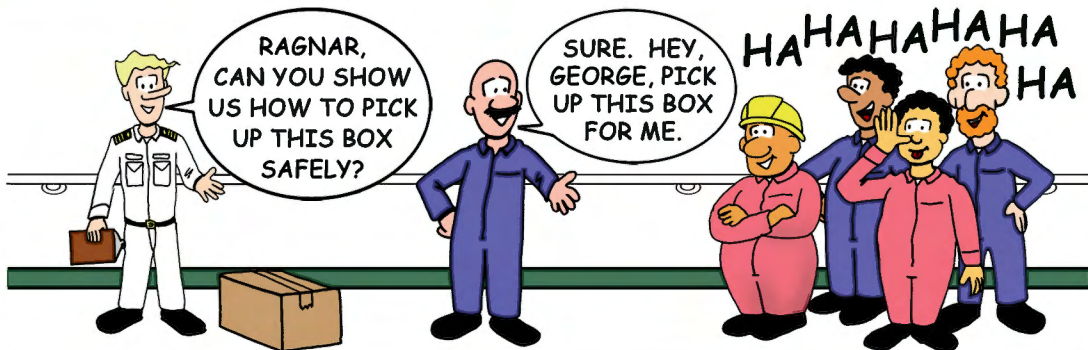
TUESDAY



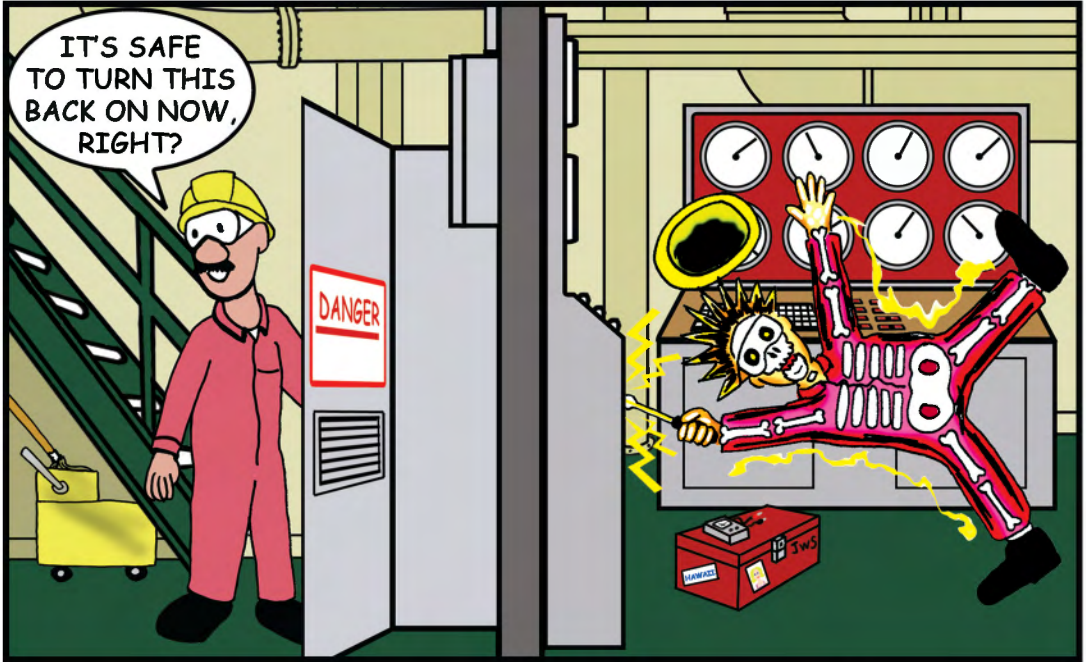
WEDNESDAY



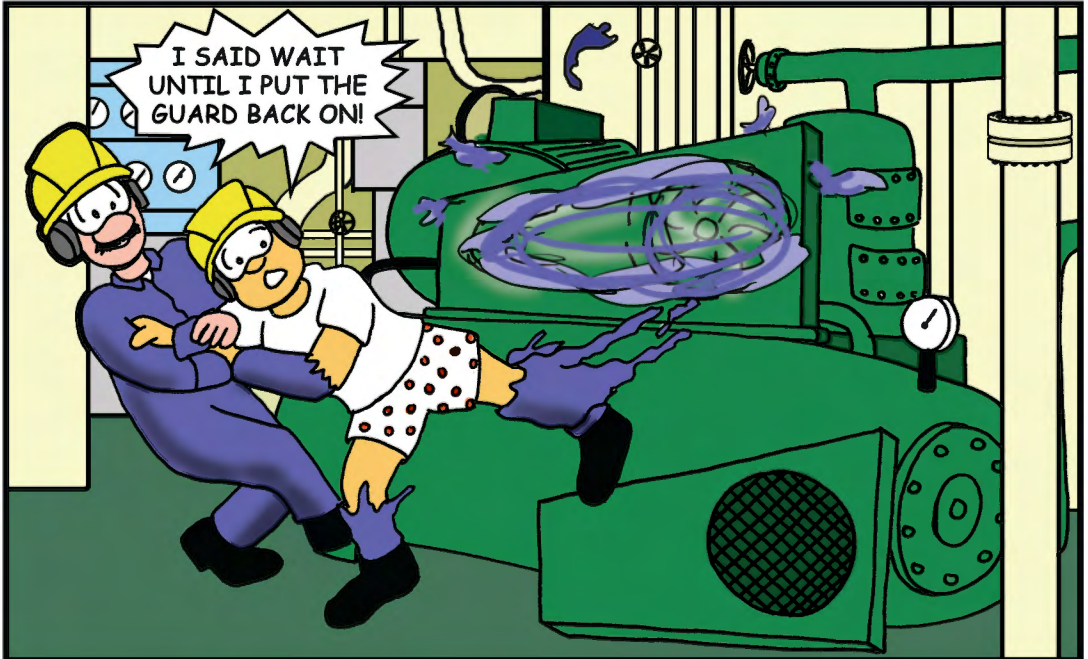
PROPER LIFTING PREVENTS BACK INJURIES



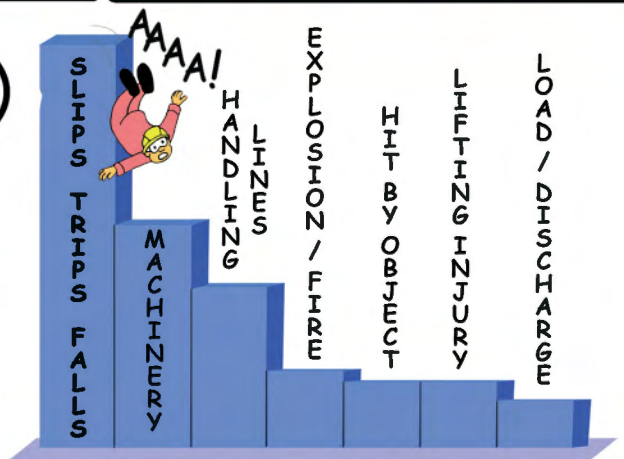
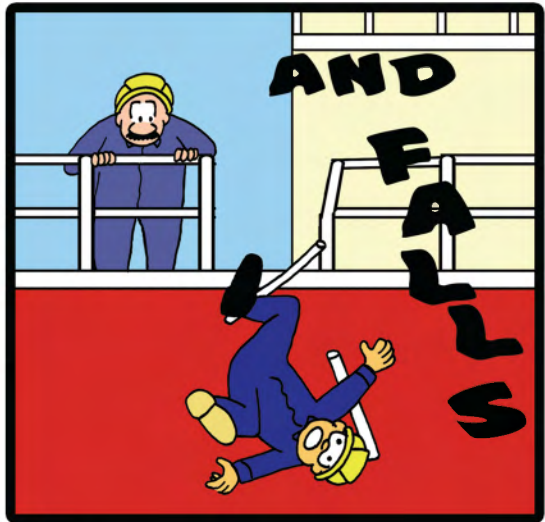
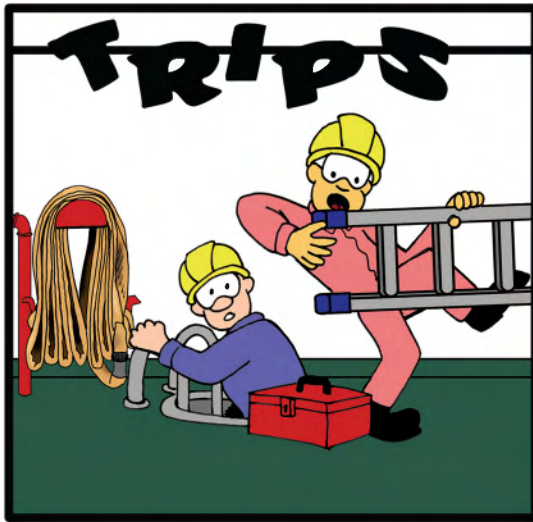
IT IS IMPORTANT TO HAVE SITUATIONAL AWARENESS AT ALL TIMES ON BOARD SHIP, ESPECIALLY IN THE CASE OF LOG-OUT TAG-OUT MAINTENANCE.



STANDARD OPERATING PROCEDURES, SAFETY MANUALS, AND ROUTINE MAINTENANCE MUST BE FOLLOWED TO ASSURE YOUR SAFETY.



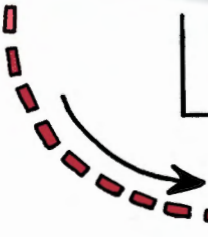
STUDIES SHOW THAT A MAJORITY OF MARITIME INJURIES OCCUR DUE TO -





JOSE WAS SPEEDY,
ON SHIP AND ON
SHORE,

UNTIL THE DAY
HE WENT SLIDING
ACROSS A WET FLOOR!



HE TRIPPED ON A MOP,
AND FLEW DOWN THE STAIRS...



AND NOW
HE'S NOT
'SPEEDY'
NO MORE!

CALL ME
MISTER
SENSIBLE!

SALTY SAYS...

SLOW DOWN! AND
ALWAYS KEEP ONE
HAND FOR YOURSELF,
AND THE OTHER FOR
THE SHIP.

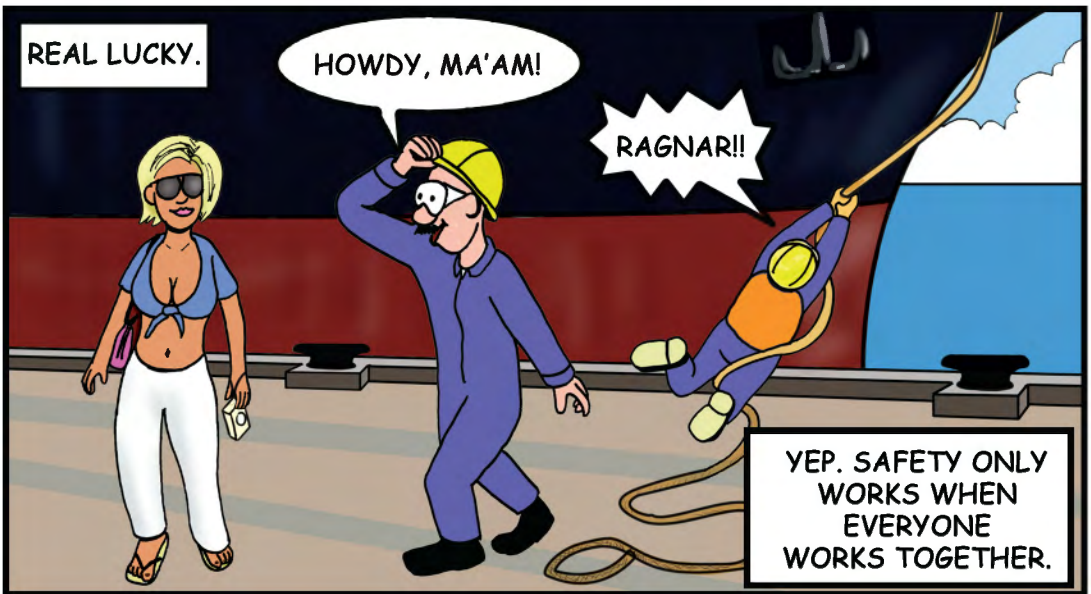


AN ENCLOSED SPACE IS ANY CONFINED AREA THAT MAY CONTAIN LITTLE OR NO OXYGEN, OR MAY HAVE FLAMMABLE, CORROSIVE, OR TOXIC FUMES.



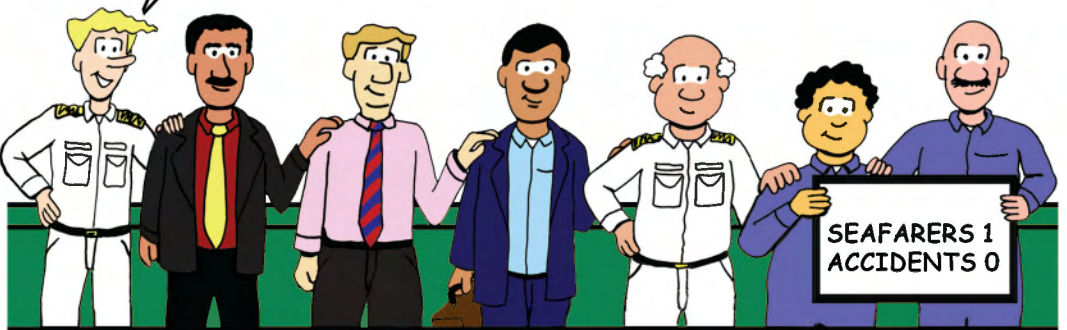
EVEN A RECENTLY CLEANED SPACE MAY BE HAZARDOUS. ENTRY PERMITS MUST BE OBTAINED BEFORE ENTERING ANY DESIGNATED ENCLOSED OR CONTAINED SPACE.





SHIPBOARD SAFETY

SAFETY WORKS WHEN EVERYONE WORKS TOGETHER!



**AMERICAN STEAMSHIP OWNERS MUTUAL
PROTECTION & INDEMNITY ASSOCIATION, INC.**

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