



▶ ONBOARD SAFETY

Instilling a healthy Safety Culture can have many benefits for Members, regardless of the size of marine operation concerned. Aside from the commercial advantages such as improved operational efficiencies, a healthy Safety Culture can result in happy healthy crew which in turn may result in reduced incident rates.

The Club's 2021 Safety Culture campaign aims to provide Members with the tools and resources to refer to when considering their own organisational Safety Culture and utilise where there are any opportunities for improvement. All of our resources in this campaign have been created in collaboration with industry experts in their respective fields.

Crew and passenger safety:

The Club is frequently notified of claims related to personal injury of crew, passengers and third parties on board vessels. Mindful of the changes under English law to the compensation for future loss of earnings or future care of said parties, the Club wishes to draw Members' attention to preventative measures which can be implemented to mitigate against such claims.

[Avoiding Crew and Passenger Related Incidents](#)

Cyber security:

With the growing threat of cyber attacks on vessels and operators, a strong cyber security plan is an essential part of any vessel management system. The Club has a range of guidance available on how to ensure vessels are well prepared to prevent attacks

[Cyber security on board](#)

The Club has produced the following articles to assist Members with improving their cyber security plans and raise cyber awareness on board vessels:

- [Cyber Risks - High Level Statistics](#)
- [ISM Cyber Security](#)
- [Cyber Security Guidelines for Vessels](#)
- [Cyber Guidance for Crew](#)
- [Cyber Security on Tankers \(OCIMF– Tanker Management and Self Assessment \(TMSA\)\)](#)
- [Webinar: Maritime Cyber Security](#)
- [Infographic: Is Your Vessel Cyber Secure?](#)

[Secure State Cyber](#)

Secure State Cyber has been specialising in information and cyber security since 2005. Its mission is to create security for everyone within the digital space. Its consultants are specialists in information security and come from a diverse range of academic backgrounds, including civil engineering, computer systems, law with speciality integrity protection, cognitive science, civil economics and computer networking.

In collaboration with Secure State Cyber, the Club has released a series of short FAQ articles identifying common cyber risks on board and what actions Members can take to ensure the security of their vessels.

- [Cyber risks on board passenger vessels](#)
- [Crewmembers' responsibilities for maintaining security of IT systems on board](#)
- [The importance of antivirus software and contingency planning for vessels](#)

Be Cyber Aware at Sea

The Club is proud to support Be Cyber Aware at Sea – a global maritime and offshore industry initiative to raise awareness of cyber threats to international shipping ports and offshore operations.

- [Be Cyber Aware at Sea](#)

External resources

- [Industry Guidelines on Cyber Security On Board Ships](#)
- [IACS Requirements on Cyber Resilience of Ships](#)

For more information or if you require further assistance, please contact the [Loss Prevention team](#).

Enclosed space entry:

Entry into an enclosed space is a critical operation which, if not carried out diligently, can seriously jeopardise the safety of the personnel involved. According to the International Group of P&I Clubs, there were 83 deaths in enclosed spaces during the 2015 to 2019 policy years.

The resources provided below have been produced by the Club to assist Members and crew with preventing such incidents from occurring.

Resources from the Shipowners' Club

- [Sample Entry into Enclosed Spaces Risk Assessment Form](#)
- [Enclosed Space Entry Booklet](#)
- [Enclosed Space Entry Poster](#)

Resources from The International Group of P&I Clubs

[The International Group of P&I Clubs](#)

Full Enclosed Space Entry Animation

[Stop, Think, Stay Alive](#)

External pressure

External pressure to get a job done can and does lead to fatal accidents. Fully assess the risks involved and do not undertake a task unless there is sufficient time and resources to complete it safely.

[External Pressure](#)

Time pressure

Do not rush safety related tasks, rush a safety-critical job or miss safety critical steps due to time pressure.

Procedures, practices and equipment

Best practice and safety equipment are provided to keep you safe on board; don't take your safety for granted no matter how experienced you are. Always comply with the correct safety protocols.

Unsafe situations

Everyone is responsible for safety; it's essential you speak up and stop the job if you think something is unsafe.

Emergency drills

Nobody knows how they will respond to an emergency. It's vital to rely on the training you have received; don't die by neglecting your own safety.

Preparation and communication

Everyone involved needs to be confident of what is happening, that they are experienced enough to do the job and what the emergency responses are; don't presume every task will go without incident.

Lay up and reactivation:

During 2020 the Club has noted an increase in Members laying up vessels within their fleet compared to previous years. To assist Members with the process of placing vessels into layup and the subsequent reactivation process, the Club has produced a number of guidance pieces.

Club publications

- [What steps should a prudent shipowner take when placing vessels into layup](#)
- [What steps should prudent shipowner take when bringing their vessels back into service after a long period of layup](#)
- [Reactivation of vessels after a period of layup](#)

Related content

- [An endurance guide for Members in tough market conditions](#)
- [Challenges in meeting operational and regulatory requirements](#)
- [Crew health and wellbeing](#)

Piracy:

For as long as there have been vessels at sea, piracy has posed a threat to shipowners and their crews. Piracy hotspots and piracy methods have changed over the years, with the advice available to shipowners and masters needing to evolve in order to keep pace.

Industry-leading organisations, including the International Group of P&I Clubs, have pooled together to develop the Best Management Practice (BMP) guides, which are used extensively throughout the industry and feature advice on: conducting risk assessments, implementing ship protection measures and reporting piracy incidents. The latest version of the BMP guidance can be found [here](#).

The IMB Piracy Reporting Centre page is also a useful source for Members, and provides masters and their crews a live piracy map and report as well providing the contact details for:

[24-hour Maritime Security Hotline](#)

In addition, the Club has produced its own piracy guidance, which includes piracy FAQs and advice specific to different geographical areas.

Club piracy content

- [Surge in Piracy Attacks](#)
- [Piracy FAQs](#)
- [Humanitarian support of seafarers and their families in cases of armed robbery and piracy attack](#)
- [Piracy in Southeast Asia](#)
- [Reporting Guidance for vessels transiting the Arabian Gulf \(AG\), Straits of Hormuz \(SoH\) and Gulf of Oman \(GOO\)](#)

Industry links

- [Best Management Practices for West Africa](#)
- [BMP5](#)
- [Global Counter Piracy Guidance](#)
- [IMB Piracy & Armed Robbery Map](#)
- [IMSC Bridge Reference Cards](#)
- [Industry Update Following Incident in the Persian Gulf \(January 2021\)](#)
- [Maritime Global Security](#)
- [Interim Industry Transit Advice, Southern Red Sea, And Gulf Of Aden – 5 February 2024](#)

For more information or if you require further assistance, please contact the Loss Prevention team below.

Risk assessments:

Working on board a ship often exposes seafarers to a variety of work-related accidents and incidents. In most cases, these may have been easily avoided had a proper risk assessment been undertaken. The Club has identified some routine shipboard tasks which have given rise to avoidable claims and, on the basis of these, will be publishing monthly sample risk assessments to advise Members on how to mitigate such claims.

While the Club acknowledges that many Members already have a formal risk assessment process in place these examples, which are provided for guidance purposes only, will be of benefit to those who may not have the shore side management infrastructure in place and therefore may not have access to such procedures. The Club emphasises that this guidance is not to undermine or replace the company's safety management policies or any applicable statutory regulations.

- [Implementing risk assessments](#)
- [Risk assessment form](#)
- [Passenger vessels risk assessment](#)
- [Mooring operations risk assessment](#)
- [Fishing operations risk assessment](#)
- [Container operations risk assessment](#)
- [Bunker operations risk assessment](#)
- [Oil tanker operations risk assessment](#)
- [Tug and barge towing operations risk assessment](#)
- [Heavy weather precautions risk assessment](#)

Entry into enclosed spaces risk assessment:

- [English](#)
- [Bahasa](#)
- [Thai](#)
- [Chinese](#)

Safety Culture:

Instilling a healthy Safety Culture can have many benefits for Members, regardless of the size of marine operation concerned.

[Read more about our Safety Culture](#)

Vessel safety:

The Club recognises that our Members' vessels are unique both in design and operation and with that comes related challenges. To assist Members mitigate associated risks, the Club has created the following resources for specific vessel types.

[Tugs and Harbour Craft engaged in towing operations](#)

Member's operating tug and barges have always made up a large proportion of entered tonnage at Shipowners'. To ensure we provide this important sector with assistance to mitigate risk, the Club has produced a range of [relevant guidance](#) available to Members and their crew.

[Yachts](#)

The Club is often approached by yacht owners and managers for advice on yacht specific matters. To assist our Members with preventing incidents and to answer some of the most frequently asked questions we have produced a range of helpful materials and advice which you can find on the [Yacht Safety](#) page.

[Fishing vessels](#)

Fishing is often cited as being one of the most dangerous industries in the world. Many of our Member's that operate fishing vessels are spearheading safety systems and practices tailored to their sector. To assist

Members with their risk mitigation, we're proud to have developed the below guidance, in collaboration with industry experts, where appropriate.

- [Fishing vessel safety booklet](#)
- [Risk assessment](#)
- [Refrigeration on fishing vessels](#)
- [Recommendations for crews on fishing vessels](#)
- [Guidance for fishing vessel owners operating in the vicinity of subsea cables](#)
- [Subsea Cables – Preventing and minimising claims against fishing vessels](#)
- ['SAFE by Design' – Safety posters for fishing vessels](#)

Cargo

Members often seek advice from the Club on carriage requirements and general risks associated with certain cargoes. As a starting point, we recommend Member referencing the cargo specific Material Safety Data Sheets (MSDS) and the [BMT Cargo Handbook](#).



Members should also ensure that the vessel in question is statutorily allowed to carry the given cargo and that the relevant statutory codes are consulted and complied with together with any industry issued guidance and best practices. If specific information regarding carriage and usual practices for a particular port/country are required, Members can contact the Club's local [Correspondent](#).

Member's may also find this related advice useful:

[Steel Pre-Shipment Surveys](#)

[Guidance On Ensuring The Weathertight Integrity of Hatch Covers](#)

[Loading and discharging procedures for inland barges](#)

All vessel types

Fire safety

Fire poses a threat to all vessel types, regardless of their size or operation, and has the potential to result in severe injuries or the unfortunate loss of life and significant damage to or loss of a vessel. The Club has produced several fire prevention initiatives that may assist Members and their crew, which you can find on the [Fire Mitigation and Safety Practices](#) page.

Mooring operations

Seafarers and shore personnel continue to be injured or killed during mooring operations. In the five policy years to 2021, the International Group Clubs were notified of 858 injuries and 31 fatalities during mooring operations. In addition to [guidance from the Club](#), SOLAS Regulation II-1/3-8, the ISM Code, the safe working practices of Merchant Seafarers (COSWP) and the Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines can be used to learn more about technical aspects of mooring operations.