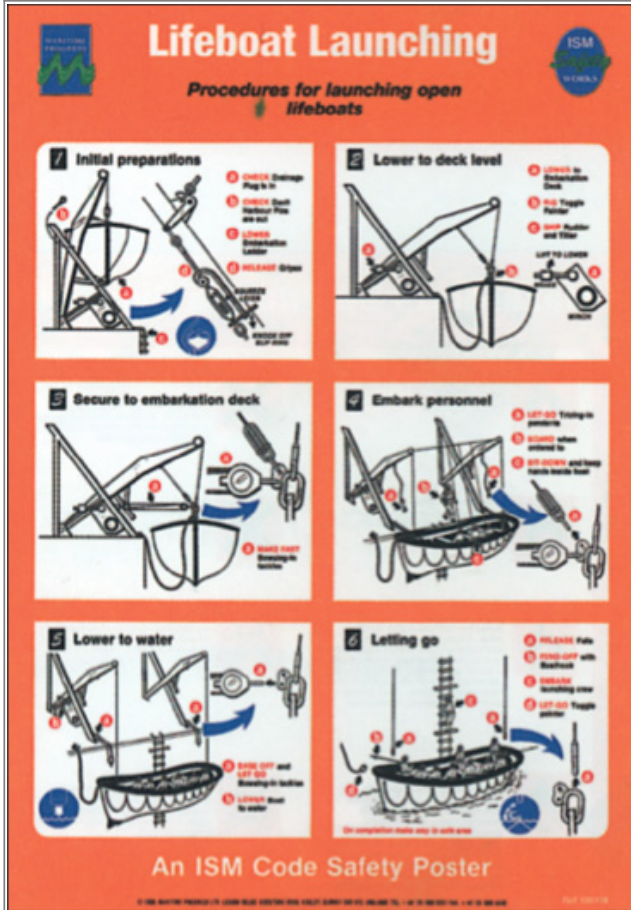
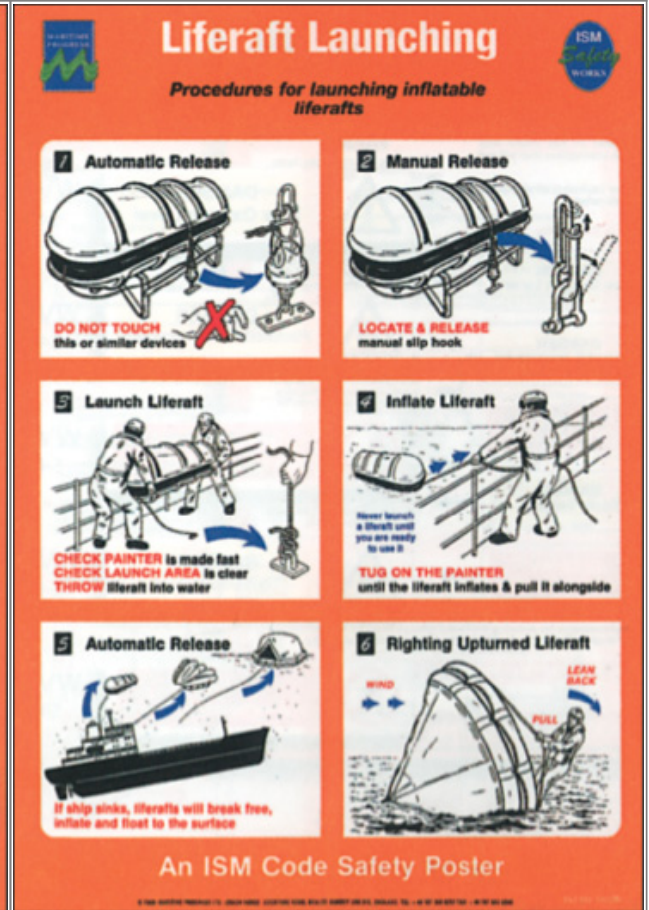


Naar inhoudsopgave, inleiding, instructie, hoofdstuk 1, 2, 3, 4, 5a, 5b, 6, 7, 8, 9a, 9b, 10, 11, 12

11 ISM posters



Product code:ISM1001 EN
Size: 480 x 330mm



Product code:ISM1002 EN
Size: 480 x 330mm

Inflatable Liferrafts

"Vital actions" after launching

1 Righting Uprturned Liferaft
 WIND → LEAN BACK → PULL

2 Board Quickly
 CLIMB DOWN TO THE RAFT. TRY NOT TO JUMP ONTO THE CANOPY. TRY TO KEEP DRY.

3 Move Clear Of The Ship
 CUT THE PAINTERS USING KNIFE PROVIDED. PADDLE AWAY FROM SHIP.

4 Stream The Sea Anchor
 FROM EMERGENCY JACK WHEN CLEAR TO PROVIDE EXTRA STABILITY AND REDUCE DRIFT RISK.

5 Close The Entrances
 TO PROTECT OCCUPANTS FROM SEA AND WEATHER. TRY TO KEEP SEALS DRY. OPEN PERIODICALLY FOR VENTILATION.

6 Further Actions
 READ THE LATEST SURVIVAL BOOK PROVIDED.
 Check for leaks and repair any damage. Put up the floor for extra protection in cold climates. Take the anti-sepsis/nausea pills and empty four and 7 required. Defl. out any water and sponge dry.

An ISM Code Safety Poster

Product code:ISM1003 EN
Size: 480 x 330mm

Fully Enclosed Lifeboat Launching from Stowed Position

**Procedures for launching. (SOLAS chapter III, regulation 28)
See on-board training manual - drill frequently**

1 Initial preparations
 • Ensure harbour securing pins are removed.
 • Disconnect electrical charge cable.
 • Close drain plugs.
 • Place E.P.I.R.B. and S.A.A.T. in boat.
 • Board when instructed, sit and fasten seat belts.

2 Launch actions
 • Release grips/securing wires.
 • Secure hatches.
 • If in a safe atmosphere, open vents.
 • If in a dangerous atmosphere, close vents.
 • Inflatable jackets (Inflatable) are to be worn by the crew.

3 Lower to water
 • Check clear below.
 • Operate brake release.
 • Boat may swing during launch.
 • Keep load at a steady rate.

4 Entering water
 • Allow boat to settle in the water.
 • Keep brake off.
 • Release falls.
 • If falls do not discharge, operate emergency release as follows:
 1) Break glass.
 2) Move lever to green zone.
 3) Release falls.

5 Letting go
 • Start engine.
 • In a dangerous atmosphere, open air supply and water spray valves.
 • Release painter when ready.
 • Steer away from ship.

6 Final actions
 • Rescue any swimming survivors if safe to do so.
 • When clear of vessel, stream sea anchors.
 • Operate E.P.I.R.B. S.A.A.T.

An ISM Code Safety Poster

Product code:ISM1004 EN
Size: 480 x 330mm

Enclosed Space Entry

Safety procedures for entering enclosed spaces

1 Enclosed Spaces Are Dangerous
 Due to the HAZARDS involved, only TRAINED and CORRECTLY BRIEFED personnel should undertake an enclosed space entry.

2 Prepare Space For Entry
 • CLEAN cargo tanks and lines to remove as much oil sediment and sludge as possible.
 • VENTILATE thoroughly and CONTINUOUSLY before and during operation. Purge first with I.G. if necessary.
 • TEST ATMOSPHERE before and during operation at various levels and locations. Oxygen to be 20.9%, toxic and flammable gas concentrations as per company regulations.

3 Prepare Equipment
 • TOOLS essential at entrance and correct for job. Recheck tools on completion of the task.
 • ILLUMINATION adequate and certified for hazardous area.
 • ACCESS adequate. Ladders and safety rails must be in good condition.

4 Prepare Safety Equipment
 • COMMUNICATIONS tested and in good order between person at entrance and those entering. Rescue procedure planned and understood.
 • SAFETY EQUIPMENT must be worn. Hard hats, boots, gloves, covers and personal gas monitor must be of approved type and in satisfactory condition.
 • RESCUE EQUIPMENT at entrance and tested. Breathing apparatus, recovery gear and resuscitators. Personnel must be trained in equipment's use.

5 Communications And Procedures
 • COMPETENT PERSON at entrance responsible for all operations.
 • CHECK LIFT and entry permit completed and signed by the Master or a Senior Officer.
 • VALIDITY PERIOD must not be exceeded. Another entry permit must be issued.

6 Avoid Additional Hazards
 • CONSTANT safety checks are essential while space is opened or occupied.
 • ADJACENT SPACES may be a hazard and lock into the operation area. Ensure all such spaces are rendered safe throughout the operation.
 • DO NOT RETURN. The above procedure is not satisfactory for hot work. Company regulations must be strictly adhered to at all times whenever work is to be conducted in any space that has at any time contained a hazardous substance or atmosphere.

An ISM Code Safety Poster

Product code:ISM1005 EN
Size: 480 x 330mm

Preventing Oil Spills

Procedures to reduce the likelihood of oil spills

Warning: The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) aims to achieve the complete elimination of intentional pollution of the marine environment by oil and other harmful substances. Strict Regulations are now in force. By following the Regulations and observing the common sense working practices stated here, damage to the environment will be greatly reduced. REMEMBER HEAVY FINES AND CIVIL PENALTIES CAN BE IMPOSED IF THE REGULATIONS ARE IGNORED.

1 Know your ship
 Where are the overflow and sounding pipes? Check that they are clearly marked especially after painting or repairs. Remember that an "air-bubble" can force oil out of a goose-neck ventilator.

2 Plug scuppers
 Plug scuppers when bunkering, loading or discharging oil. If there is heavy rain, then open one scupper, drain off the water and replug. Repeat if necessary.

3 Use serviceable equipment
 Do not use untested equipment, it may rupture or break. Cargo and bunker hoses should be handled with care and stored without bends that may fracture the hose.

4 Communications and identification
 Agree clear signals with terminal/ bunkering station. Keep a watch on valves and flanges. Frequently look over the side for traces of oil on the water. Make sure you open the correct valve. Always close a valve tight and check the position indicator.

5 Control pumping rate
 Slow down the rate of oil being pumped and "top-off" tanks with extreme caution. Keep a careful watch on ventilators and overflow points.

6 Use drip trays
 When hose connections are being made or broken, drip trays must be used to catch any spillage. Blank the ends of hoses and ship connections.

An ISM Code Safety Poster

Product code:ISM1006 EN
Size: 480 x 330mm

Product code:ISM1006 EN
Size: 480 x 330mm

Product code:ISM1008 EN
Size: 480 x 330mm

Electric Shock, Drowning or Serious Injury

Vital actions on discovery of an electric shock, drowning or serious injury casualty

Electric Shock

Generally the severity of injuries from electric shock is related to the voltage. The higher the voltage the more severe the burning of entry and exit points and the damage to internal organs along the current path. Even relatively low voltages can cause the heart to quiver or stop, in which case breathing will stop. Lightning may set clothing alight and stop or kill the casualty.

On discovery of an electric shock victim, DO NOT touch with bare hands until the current has been turned off or until the electrical contact has been broken.

Switch off the supply at the nearest isolator or on the main switchboard. If you cannot switch off the supply, stand on a thick insulator of wood, rubber or plastic and push the casualty of the source with another insulator such as a wooden broom or stick.

Drowning

A casualty should be recovered from the water as quickly as possible and the resuscitation procedure shown below started immediately. Treat for hypothermia.

Serious Injury

The most common causes of serious injury are generally falls or falling objects, or entrapment in moving machinery. DO NOT attempt to secure the casualty until machinery has been stopped and all other sources of danger have been removed as far as possible.

DO NOT attempt to remove the casualty if further injury is likely. Apply pressure to stop serious bleeding.

Attempt to secure the casualty if the casualty and extent of injuries and treat the emergency team on their arrival. If spinal injury is suspected, extreme care must be taken to maintain alignment of the head, neck and chest in the neutral position.

The ABC of resuscitation-Airway-Breathing-Circulation

SHOUT FOR HELP - REMOVE FROM DANGER

A

CHECK RESPONSE

- If the casualty responds to the shout for help, ask them if they are injured.
- If the casualty does not respond, shout for help and someone else to help.

OPEN THE AIRWAY

- Tilt the head far back.
- Lift the jaw and pull the tongue forward.
- Clearing the airway may relieve blockage from the mouth.

B

CHECK BREATHING

- Look for chest rise, hear breath and feel air on your face.
- If breathing is not observed, shout for help and someone else to help.
- If breathing is not breathing, shout for help and someone else to help.

START RESUSCITATION

- If breathing is not breathing, shout for help and someone else to help.
- If breathing is not breathing, shout for help and someone else to help.

C

CHECK PULSE

- Find the pulse by placing your fingers to the side of the casualty's neck.
- If the pulse is not observed, shout for help and someone else to help.
- If the pulse is not observed, shout for help and someone else to help.

START CHEST COMPRESSIONS

- Place the heel of the palm of the hand on the breast bone.
- Push hard and fast about 5cm, about the level of the sternum.
- Push down about 5cm and push the breast bone down it to 1/3 of its original height.
- Repeat 30 times to make breathe and continue the sequence until the casualty breathes or 15 compressions.
- Check the pulse after 4 cycles and then every 12 cycles until the casualty breathes.
- If the casualty breathes, continue breathing for the casualty at a rate of 10 breaths per minute.

RECOVERY POSITION

- Turn casualty to the position shown.
- Turn the head to the side.
- Support the head with the palm of the hand.
- Support the lower arm with the palm of the hand.
- Support the lower leg with the palm of the hand.
- Support the lower leg with the palm of the hand.

When able to do so, move casualty to shelter and continue care. Depending on severity of injury, continue resuscitating and/or medical assistance by radio. Depending on severity of injury, continue resuscitating and/or medical assistance by radio.

In the event of an Unbeatable Death

Keep medical advice on file and continue to the casualty as soon as possible. Report details to the nearest police or appropriate local authority. Keep the body in a safe place until the body can be recovered.

An ISM Code Safety Poster

Accommodation Ladders

Safe rigging and use of accommodation ladders

1 General safety

- Ensure all ladders are clearly marked with the following information:-

MANUFACTURER- XXXX
MODEL NO- XXXX
ANGLE OF INCLINATION TO LEVEL- XXX
SWL- XXXX
MAX. NO. OF PERSONS- XX
- Ensure the manufacturer's instructions and safety notes are available on board and consult the ship's safety manual for procedures.
- If point of access is above deck level, a safety secured hulk's ladder must be provided and fencible to a height of 1.1 metres.
- All equipment must be maintained, tested and inspected in accordance with the manufacturer's instructions at appropriate intervals by a competent person.
- No equipment should be painted in such a way as to conceal cracks or defects.
- Bushes and joints of neoprene or other insulating material must be used between steel and aluminium parts.
- Prepare to alight ladders using steel, brass or other dissimilar metals should be completed temporary. Permanent repairs or replacements must be undertaken at the earliest opportunity.

2 Rigging

- Ladders must be load within their design limits for reach, load, angle, fixing and suspension.
- Ladders must be checked by a responsible person after rigging.
- Frequent checks for adjustment due to side or trim of vessel must be made.
- Guard ropes and chains must be laid at all times with endhooks tightly secured.
- Ensure ladders are set to correct angle, no greater than 50° from the horizontal, unless designed for a larger angle.
- Where there is a risk of personnel falling, suitable safety nets must be securely rigged.
- A lifeline with light and quilt with buoyant safety line must be provided ready for use at the point of access aboard the vessel.
- In the event of the ladder being able to swing away from the ship side, a suitable means of securing should be used.

3 Access

- The ladder and approaches must be illuminated to a minimum of 20 lux, measured at a height of 1 metre above the surface. Under adverse conditions, illumination should be increased to a minimum of 50 lux.
- Approaches must be kept clear of obstructions, slip or trip hazards and suspended loads. Where this is not practical, appropriate warning notices must be posted. Where conditions dictate, access must be discontinued at all times.
- Defects affecting the safety of access, including ladders provided by other authorities, must be reported immediately and made good before use.
- Where ladders are rigged over water, access using approved boats must be discontinued at all times.

An ISM Code Safety Poster

Product code:ISM1009 EN
Size: 480 x 330mm

Product code:ISM1013 EN
Size: 480 x 330mm

Gangways

Safe rigging and use of gangways



1 

Ensure each stanchion is locked into position, ropes are taut and all traffic surfaces and hand rails are clean

2 

Ensure the shipboard end of the gangway is securely located on the gunwale and lashed in the correct manner

3 **MAXIMUM DIP** 

Ensure safety net is properly rigged and spread with gangway set to the correct angle

4 **MINIMUM DIP** 

Ensure gangway is adequately illuminated from either ship or shore

5 

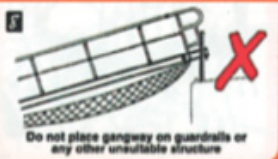
Do not exceed safe working load

6 

Do not use in adverse weather

7 

Do not use on an uneven quayside

8 

Do not place gangway on guardrails or any other unreliable structure

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Product code:ISM1014 EN
Size: 480 x 330mm

Man Overboard

Vital action on discovery of a man overboard



1 **Immediate actions - Deck**

Throw nearest lifebuoy towards casualty
Notify bridge/raise the alarm
Summon assistance
Keep casualty in sight
Advise action party of situation



2 **Immediate actions - Bridge**

Heave hard over to casualty side
Stop main engine
Sound man overboard alarm (three long blasts on ships siren)
Advise action party of situation
Release bridge wing lifebuoy, check for light and/or smoke
Inform galley to cease discharge of foodstuffs



3 **Initial response - at sea**

Commence ships turn
Post extra look-outs with binoculars
Ready and launch rescue boat when casualty visible
Rig ladders and scramble nets
Prepare first aid station, equip for resuscitation



4 **Initial response - at anchor or in harbour**

If close to ship side, use lifebuoy and line, otherwise throw lifebuoy
Mustering rescue boat crew and establish communication with rescue boat
Inform shore side Authorities
Post extra look-outs
Rig ladders and scramble nets
Prepare first aid station, equip for resuscitation



5 **Secondary response if casualty not located**


Increase look-outs


Advise nearest RCC and other ships in the area


Commence search pattern


Maintain log, reporting situation as it develops

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Product code:ISM10015 EN
Size: 480 x 330mm

Abandon Ship

Vital actions preparing to abandon ship



1 **On hearing the emergency signal**



Put on warm clothing, immersion suits and lifejackets.
Go to your muster/assembly station.

2 **Preparation of survival craft**



Detailed crew prepare lifeboats and liferafts.
Collect lifejackets, SART and portable radios.

3 **Boarding from deck**

DO NOT ABANDON SHIP UNLESS ORDERED TO DO SO

Detailed crew will instruct personnel on abandonment procedures and launch survival craft.



4 **Boarding from water**

DO NOT JUMP INTO THE WATER UNLESS ABSOLUTELY NECESSARY

Board the survival craft using ropes and fire hoses when normal access is unavailable.
If you do have to jump into the water then ensure the following:
Lifejacket is securely fastened and area below is checked for obstructions.
Arms are crossed over chest and nose is pinched.
Feet are kept together.
Then:
Look straight ahead and jump feet first with legs together and toes pointing down.
Make for the nearest survival craft.
DO NOT stay in the water longer than necessary.
If no survival craft is close, keep clear of the ship and let the lifejacket support you.
Use the light and whistle to attract attention.
DO NOT swim aimlessly about, try and join-up with others.



DO NOT jump into survival craft

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Product code:ISM1016 EN
Size: 480 x 330mm

Product code:ISM1022 EN
Size: 480 x 330mm

Post Oil Spill Actions

Recommended procedures to minimise the effect of an oil spill

Warning: The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) aims to achieve the complete elimination of intentional pollution of the marine environment by oil and other harmful substances. Strict Regulations are now in force. By following the Regulations and observing the common sense working practices listed here, damage to the environment will be greatly reduced. REMEMBER HEAVY FINES AND CIVIL PENALTIES CAN BE IMPOSED IF THE REGULATIONS ARE IGNORED!

1 On discovering shipboard spill

ACT QUICKLY

- Stop pumping.
- Immediately notify the Officer of the Watch.
- Ensure stoppers are plugged.
- In hazardous situations, ready fire prevention and extinguishing equipment.
- Notify appropriate authorities as necessary.
- Refer to SOPEP for spill oil.
- Post "No Smoking" and "No Naked Light" marks.



2 Deck containment

- Wear protective clothing.
- Prevent oil flow overboard at all costs.
- Make ready and where possible commence cleanup operations using available shipboard equipment and materials.
- Cleanup residue and materials must be carefully stored prior to disposal.



3 On discovering external spill

ACT QUICKLY

- Stop pumping.
- Locate source of leakage.
- Check and record tank soundings.
- Observe movement of spill oil.
- Respond promptly to all commands from Officer in Charge.
- Refer to SOPEP Procedures for spill oil.
- Notify appropriate authorities in refer to SOPEP Procedures for relevant communication numbers.
- Post "No Smoking" and "No Naked Light" marks.



4 Ship actions for external spill

- Close necessary sea water intakes.
- Transfer oil from affected tanks.
- Manoeuvre up-wind or away from land.
- Assess damage.
- Log oil spill movement.



An ISM Code Safety Poster

Product code:ISM1023 EN
Size: 480 x 330mm

Hot Work

Recommended safety preparation for hot work

1 Plan the work

Hot work is any operation which produces sufficient heat to ignite flammable products in welding, cutting and grinding.

Plan the work, carry out risk assessment considering working conditions, its extent, outboard proximity to hazards and weather. Implement permit-to-work and enclosed space entry procedures.

Plan emergency escape route and establish communication and emergency signals.



2 Minimise the dangers

Consider wind blown flammable vapours reaching the hot work area and heat transfer to adjoining plates and pipes.

Ensure personnel are using suitable protective clothing and equipment.

Post warning notices and protect other personnel from sparks, fumes and electric arcs.



3 Prepare work area

Remove all debris from work area.

Isolate, tag and lock off all supply services.

Fans and valves should be checked for fluid and gas flow; open pipes should be blanked off.

Flush pumps and lines with water before opening.

In enclosed spaces, ventilation and fume extraction must be in continuous operation and a gas free certificate issued by an authorised person.



4 Safety during and after work

Post fire watch with appropriate equipment and clear view of work area. Ensure fire hose is run out, pressurised and tested.

Welding and cutting equipment must be in serviceable condition. All vessels must be certified and gas bottles must be safely stowed and secured.

ON COMPLETION, ENSURE THAT NO FIRE RISK REMAINS AND THAT ALL HOT SURFACES HAVE COOLED BEFORE LEAVING THE WORK AREA UNATTENDED AND THAT PERMIT-TO-WORK IS SHOWN OFF.



An ISM Code Safety Poster

Product code:ISM1024 EN
Size: 480 x 330mm

Craneage Safety

Craneage hand signals and safe working practices

HOIST
LOWER

SLEW
IN DIRECTION INDICATED

TELESCOPING
EXTEND
RETRACT

JOB UP
JOB DOWN

TRAVEL TO ME
TRAVEL FROM ME

STOP
EMERGENCY STOP

TWISTLOCKS ON-OFF
NOTSAFE
OPERATIONS CEASE

CLENCH AND UNCLENCH FINGERS TO SIGNAL 'TAKE THE STRAIN' OR 'RECH THE LOAD'

- All luffers must have a current certificate for the S.W.L.
- Operators must have had adequate training
- Do not knot ropes, chains and slings.
- Lubricate steel rope.
- Shackles must have pins screwed fully home.
- No riding unless designed for the purpose.
- Do not lift over people or access ways.
- Safety secure all luffers after use.

An ISM Code Safety Poster

Product code:ISM1030 EN
Size: 480 x 330mm

Shipboard Food Hygiene

Recommended procedures for health and safety in pantries, galleys and freezers

Health and hygiene

- Hands and forearms must be kept clean at all times using hot water and anti-bacterial soap
- Wash for 15 seconds for every meal, tea, hot and vegetables or serving the food or cleaning
- All ill persons to be reported immediately. A person who is ill should not be allowed to work on the ship
- No smoking, eating or drinking in food handling areas
- Clear protective clothing and head coverings must be worn at all times to prevent hair and hands
- Do not cough or sneeze near food

Food preparation

- Do not use the same cloth, cleaning brush or sponge for both raw and cooked meat, fish, poultry, shellfish, eggs, vegetables and fruit
- Never use cracked or broken crockery
- Use appropriate methods to avoid cross contamination
- All luffers must be thoroughly cleaned with a suitable detergent
- Separate storage areas for raw and cooked food
- Do not handle food unnecessarily
- Food must be stored properly where required

Galley and pantry equipment

- Excess water must be taken when turning on valves or stop tap leaks, especially if oil gas lines
- Range grates must be used in high pressure
- Refrigerators must be used in accordance with manufacturer's instructions
- Do not use gas stoves for anything other than cooking
- Always wear steel toe caps at all times when working on the ship
- Do not grab a falling knife
- Flammable substances must be stored in approved containers
- Sharp knives and other pointed tools must be stored in approved containers
- Hot water and other pressure must be controlled in accordance with manufacturer's instructions

Temperature control

- At the discretion of the food officer and the temperature of the cooking and the food must be controlled
- Always handle hot liquids with care
- Keep the refrigerator in the correct temperature range
- The temperature of the food should be controlled
- All use of uncooked foods must be controlled
- Do not overheat or burn food to be cooked

Slips, falls and trip hazards

- Wear slip resistant footwear when there is protection from hot or boiling water
- Knives and grinders must be kept free of grease
- All tools and hand tools must be stored in approved containers
- Do not carry tools and equipment on the ship
- Do not carry tools in pockets
- Use proper technique when lifting
- Use proper technique when lifting
- Use proper technique when lifting

Refrigeration, freezer and store rooms

- All doors must be kept shut with a means of locking and securing each door
- The alarm should be tested weekly
- Refrigerators and freezers must be checked for correct operation
- Refrigerators should be checked for correct operation
- Refrigerators should be checked for correct operation

An ISM Code Safety Poster

Product code:ISM1044 EN
Size: 480 x 330mm

Life Saving Signals

International search and rescue communication signals based on SOLAS requirements

Marine Distress Signals

Search and Rescue Unit Replies

Surface to Air Signals

Air to Surface Replies

Air to Surface Direction Signals

Shore to Ship Signals

Signals used with Shoreline L.S.A.

Notes On Helicopter Operations

An ISM Code Safety Poster

Product code:ISM1058 EN
Size: 480 x 330mm

Don't throw garbage overboard

You could be breaking the law
Any garbage discharge must be recorded

WITHIN 3 MILES OF LAND, ALL ISLANDS, BAYS, BOTTLES, BINS OF FOOD OR FLOATING PLATFORMS AND SPECIAL AREAS LISTED, BUT NOT LIMITED TO, THOSE BELOW:

BETWEEN 3 & 12 MILES OFFSHORE

BETWEEN 12 & 25 MILES OFFSHORE

OUTSIDE 25 MILES OFFSHORE

YOU CAN THROW OVERBOARD:

Paper, crockery, rags, metal, glass and food etc. Provided it is ground to less than 25mm. Except in special areas.

Paper, crockery, rags, metal, glass, food, and cargo residues.*

Paper, crockery, rags, metal, glass, food, and cargo residues.*

In special areas only food ground to less than 25mm may be discharged.

Paper, crockery, rags, metal, glass, food, damage, lining and packing materials that float and cargo residues.*

Plastic, incinerator ash derived from plastic that may contain toxic or heavy metal residues, paper, crockery, rags, metal, glass, food, sludge, and lining and packing materials that float and cargo residues.*

Plastic, incinerator ash derived from plastic that may contain toxic or heavy metal residues, damage and lining and packing materials that float.

Paper, crockery, rags, metal, glass, food, damage, lining and packing materials that float and cargo residues.*

In special areas only food ground to less than 25mm may be discharged.

MARPOL Anti-Pollution Regulations

Area V of the MARPOL Treaty is an international Convention providing for a cleaner, safer marine environment. It is therefore illegal for any vessel to dump plastic garbage including synthetic ropes, fishing nets and plastic garbage bags anywhere in the oceans or navigable waters.

Violations of these requirements may result in civil penalties being imposed upon offenders in the form of fines and/or imprisonment, as determined by current national Legislation. Garbage must be disposed of as described in the ship's garbage management plan and details of all garbage disposal must be kept in the garbage record book.

In the special areas listed below, it is illegal to discharge garbage of any kind. (Except for food waste, ground to less than 25mm, which may be discharged beyond 12 miles offshore). The Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulf area, the North Sea area, the Antarctic area, the South Caribbean area and the North Eastern coast of Australia. (Detailed descriptions of the extent of these special areas may be found in Regulation 9 of Annex V of MARPOL 73/78, additionally further local regulations may apply in various National Waters. For example the Great Lakes area and certain areas around the United Kingdom).

* The term "cargo residues" is not officially defined within current regulations. The Officer responsible must ensure that disposal of garbage within this category is legal.

If in doubt don't throw anything overboard

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Product code:ISM1042 EN
Size: 297x 210mm

Pipe Identification

In accordance with ISO 14726: 2008



Waste Media	order number
Black water	EMUR0A02Z
Black exhaust oil	EMUR0A03Z
High water	EMUR0A04Z
Exhaust gas	EMUR0A05Z
Grey water	EMUR0A06Z
Swamp / backwaters	EMUR0A07Z

Fuel	order number
Black fuel oil (IFO)	EMUR0A08Z
Black fuel	EMUR0A09Z
Blow-off fuel	EMUR0A10Z
Sea-fuel oil (SFO)	EMUR0A11Z
Water-cooled oil (MCO)	EMUR0A12Z

Non-flammable gases	order number
Acetylene	EMUR0A13Z
Argon	EMUR0A14Z
Bell gas	EMUR0A15Z
Helium	EMUR0A16Z
Hydrogen	EMUR0A17Z
Nitrogen	EMUR0A18Z
Compressed air - low pressure	EMUR0A19Z
Compressed air - high pressure	EMUR0A20Z
Control atmosphere air	EMUR0A21Z
Working air	EMUR0A22Z
Breathing air	EMUR0A23Z

Fresh Water	order number
Black water venting	EMUR0A24Z
Potable water	EMUR0A25Z
Drinking	EMUR0A26Z
Sea-fuel oil wash water	EMUR0A27Z
Fresh water	EMUR0A28Z
Drinking fresh water	EMUR0A29Z
Other water	EMUR0A30Z
Cooling water	EMUR0A31Z

Sea water	order number
Decompression water	EMUR0A32Z
Sea water venting	EMUR0A33Z
Ballast water	EMUR0A34Z
Drinking water	EMUR0A35Z


Oil other than fuel	order number
Thermal fluid	EMUR0A36Z
Compressor oil for gas engines	EMUR0A37Z
Hydraulic fluid	EMUR0A38Z
Hydraulic oil for steam turbines	EMUR0A39Z
Lubrication oil for gears	EMUR0A40Z
Low-temperature combustion engine	EMUR0A41Z

Fire fighting / fire protection	order number
Fire fighting water	EMUR0A42Z
Fire fighting gas	EMUR0A43Z
Spent water	EMUR0A44Z
Spent water	EMUR0A45Z
Fire fighting powder	EMUR0A46Z
Fire fighting foam	EMUR0A47Z

Air in ventilation systems	order number
Exhaust air	EMUR0A48Z
Mechanical exhaust air - cold	EMUR0A49Z
Mechanical exhaust air	EMUR0A50Z
Refrigerant air	EMUR0A51Z
Mechanical exhaust air	EMUR0A52Z
Refrigerant exhaust air	EMUR0A53Z
Mechanical vacuum air	EMUR0A54Z
Mechanical vacuum air - cold	EMUR0A55Z
Mechanical vacuum air - warm	EMUR0A56Z
Smoke extraction	EMUR0A57Z
Conditioned supply air	EMUR0A58Z
Normal supply air	EMUR0A59Z

Steam	order number
Steam for heating purposes	EMUR0A60Z
Exhaust steam	EMUR0A61Z
Boiler steam	EMUR0A62Z

Flammable gases	order number
Hydrogen	EMUR0A63Z
Acetylene	EMUR0A64Z
Oxygen	EMUR0A65Z

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Product code:S.OS934C.C.AX.9


Size: 420 x 297 mm

Free Fall Lifeboat Launching

Procedures for launching a free fall lifeboat



- Muster crew**
 - Switch on floodlights if required
 - Where inflatable lifeboats are provided do not inflate until after launch
 - Ensure lifeboat is clear for launch with recovery straps and gripes disconnected
 - Open embarkation door
- Launching checks**
 - Check launching area is clear of all obstructions, all clear signals, all clear systems
 - Check water is deep enough for freefall launch
 - Helmsman enters boat and starts engine
- Helmsman's actions**
 - Engine running satisfactory stop engine and set controls for restart after launch
 - Set propeller in neutral
 - Set wheel emergency in 'D' position
 - Close automatic drain plug
 - Disconnected plug to boat electric plug
- Embarkation**
 - Survivors embark to designated seats
 - Close hatches and ventilators
 - Close and secure door
 - Fasten seat belts and head restraints
 - Helmsman checks all secure
- Launching**
 - Everybody brace. Use brace bars where provided
 - Helmsman operates hydraulic release and if this fails, operates emergency release
- Further actions**
 - After launch, re-start engine
 - Open ventilation or operate compressed air supply and water spray if required
 - Clear area and comply radio distress signals

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Davit Launched Liferrafts

Procedures for davit launching inflatable liferafts



- Prepare the launch area**
 - Remove launch section or open gate
 - Unlash and support liferaft in launch position, ensuring liferaft side is correctly positioned
 - Lower and secure lashing straps
- Prepare canister**
 - Detach canister from davit
 - Detach hook to cast davit
 - Pull out approximately 2 metres of canister

Ensure all lines are free of tangles and correctly positioned to avoid snagging
- Raise raft and turn out davit to preset position**
 - Ensure hook and brake engages are released
 - Secure and if possible, pull out full length of canister, then give a sharp tug to release the raft
- Embarkation procedure**
 - Tighten lashing lines and secure raft
 - Pull davit forward but do not check raft, leaving attached to P.H.C.B. and S.A.S.T.
 - Survivors in inflatable board, ensuring weight is evenly distributed
 - Ensure hook and brake operates are clear of waterline
 - Check canister operation and ensure it will not snag
 - Make complete safety face launch area. Do not fence conditions

Small details of operation may vary between different manufacturers. Refer to ship safety manual where possible.
- Lower liferaft**
 - Check hook handle is removed from open
 - Release lashing lines and secure raft
 - Check launch area is clear
 - Lower raft using brake release
- Release liferaft**
 - Operate brake release through davit
 - Operate hook release 1 metre above water
 - Allow raft to impact buoy and hook will disengage automatically
 - Call canister out clear vessel immediately to allow further launches

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Product code:ISM1020 EN
Size: 480 x 330mm

Light, Shape & Sound Signals

International communication signals

An ISM Code Safety Poster

Product code:ISM1045 EN
Size: 480 x 330mm

Working Aloft or Outboard

Be aware of the risks when working outboard and aloft

An ISM Code Safety Poster

Product code:ISM1034 EN
Size: 480 x 330mm

Product code:ISM1025 EN
Size: 480 x 330mm

PILOT CARD

Ship name: _____ Ship: _____

Start date: _____ End date: _____

Designation: _____ Position: _____

SHIP'S PARTICULARS

Length overall: _____ m Water depth: _____ m Maximum draught: _____ m

Beam: _____ m

Subdivision: _____

STEERING PARTICULARS

Type of rudder: _____

Reference to handbook: _____

Relevant parts of manual refer: _____

Number: _____

CHECKED AND READY

Anchor _____

Mooring _____

Water level _____

Engine room _____

Water tank _____

Right of way _____

Working gear _____

Number of people on board _____

Number of people on watch _____

OTHER INFORMATION

Product code:ISM1011 EN
Size: 420 x 297mm

WHEELHOUSE POSTER

Sheet 1 of 2

Ship name _____ Call sign _____ Gross tonnage _____ Net tonnage _____
 Max. displacement _____ Tonnage and draftlights _____ Gross and Dead weight _____ all values for load draught

Brought in which the maximum data were obtained

Loaded	Ballast
Forward	Aft
In forward	In aft
In all	In all

STEERING PARTICULARS

Type of rudders _____
 Maximum rudder angle _____
 Time required to turn over with no power on _____
 with no power on _____
 Minimum speed to maintain correct proper rudder _____
 Rudder angle for desired effect _____

ANCHOR DATA

	No. of anchors	Max. use of heaving (percentage)
Full		
Half		
Span		
1/2 depth =	1/2	1/2

PROPULSION PARTICULARS

Type of engine	rpm		Miles per hour	
	Propeller setting	Loaded	Ballast	
Full sea speed				
Full ahead				
Half ahead				
Stop ahead				
Stop astern				
Full astern				

INDICATED EFFECT of trial conditions

Thruster	AW (20%)	Wave drag	Turning rate	Wave drag to all other factors	Wave drag to all other factors
Ship		0	100	100	0
Wave		0	100	100	0
Combined		0	100	100	0

DRAUGHT INCREASE ASSAID

Under load	Estimated Draft Effect		Draft Effect	
	Ship's current draft	Max. draught (m)	Draft increase (m)	Draft increase (%)
10				
15				
20				

Product code:ISM1010 EN
 Size: 420 x 297mm