

A MASTER'S GUIDE TO

Shipboard Accident Response



Setting the standard for service and security

The Standard 

The purpose of this guide is to list, in simple terms, the actions that Masters should take when there is an incident or problem that may result in claims against the shipowner or manager. This guide is concerned only with Protection and Indemnity (P&I) risks and contains advice on how to protect your owner's interests after a problem has arisen. It is not intended to replace any standing instructions on accidents, emergency response or reporting that your company has.

The Standard

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INTRODUCTION

Protection and Indemnity (P&I) clubs insure shipowners and managers for their liabilities towards third parties arising out of the operation of ships. P&I clubs do not insure the hull or machinery of ships.

The main elements of P&I cover addressed in this guide are:

- Personal injuries to crew, stevedores and passengers;
- Physical damage to fixed or floating objects, and collision damage to other ships;
- Pollution;
- Cargo loss or damage;
- Stowaway and ship security problems;
- Salvage and general average.

The Standard Club's Rule Book, a copy of which is supplied to your ship, sets out the precise details of such cover.

The Standard Club has a network of offices and correspondents around the world to assist with P&I incidents or problems. If there is an incident or problem, always contact the local P&I correspondent.

Details of the Club's offices are shown at the back of this publication and details of correspondents are found in the back of the Rule Book, listed geographically.

BASIC ADVICE

In the event of an incident or allegation that gives, or may give, rise to a P&I problem, there are certain actions that you should **always** take and certain actions that you should **never** take. These actions are listed on this page. The advice that follows is designed to help you remember what to do and who to call.

ALWAYS:

- **Keep your owner or manager informed;**
- **Call the local P&I correspondent;**
- **Investigate every allegation of injury, damage, or pollution;**
- **Collect any evidence or documentation relating to the incident, including any defective equipment. Store it in a safe place and clearly label it;**
- **Take photographs relating to the incident;**
- **Instruct witnesses to make notes of what they themselves saw or heard and to draw a diagram, if appropriate. This should be done as soon as possible after the incident. Make personal notes about the incident yourself (note 1);**
- **Seek the advice of the P&I correspondent before issuing a written statement or report;**
- **If an injury has occurred, complete your company's accident report form and make an entry in the ship's log;**
- **Limit any report to facts within your own knowledge, not personal opinions or hearsay.**

NEVER:

- **Allow a surveyor or lawyer on board the ship, or to interview crew members, until he has identified himself and produced appropriate authorisation to satisfy you that he is acting for your owner or your P&I Club (note 2);**
- **Allow surveyors or lawyers acting for opposing parties on board, unless accompanied by a surveyor or lawyer acting for your owner;**
- **Give written material or physical evidence to opposing lawyers or surveyors. If in doubt, do not hand anything to anyone;**
- **Give an opinion, especially in the accident report, as to who or what was responsible;**
- **Allow crew members to express opinions. Stick to the facts;**
- **Admit liability, either verbally or in writing;**
- **Sign a document that you know contains incorrect information;**
- **Think the problem will go away if you do nothing.**

Notes

- 1 *You will need these notes during the formal interview with the local correspondent or Club-appointed lawyer to help you remember what occurred.*
- 2 *The importance of preventing strangers from visiting the ship and collecting information cannot be over-emphasised. However, there may be circumstances where it is impossible for you to prevent this from happening. Maintain a record of visitors.*

AVOIDING ACCIDENTS

Even though this publication is intended to provide guidance on responding to an accident, it is worth looking at ways in which accidents can be prevented.

Accidents can happen even on a well-run ship, but a well-run ship will usually learn from past mistakes and put in place practices to prevent recurrences.

In the Club, we come across a large number of claims, many of them similar, and most or all of them preventable. One of the ways in which we identify a potential risk is by conducting a risk assessment, which is a process that systematically identifies areas or work practices that could lead to accidents or injuries.

In its simplest form, risk assessment entails:

- Identifying a hazard;
- Ascertaining severity of harm (low, medium, high);
- Determining likelihood of occurrence;
- Enacting procedures that will reduce the hazard to the lowest sustainable level.

A risk assessment should be conducted by the responsible person prior to:

- Sending personnel on deck in heavy weather conditions;
- Sending crew aloft or overside in a bosun's chair or staging;
- Entering an enclosed space;
- Conducting hot work;
- Discharging or loading awkward or fragile cargo;

- Undertaking any other routine or unique task which involves working at heights, with heavy or awkward weights, with burning or cutting equipment, etc.

In each of these scenarios, you should:

- Ensure that the correct equipment is available and used, i.e.
 - Safety lines are rigged on deck if operating in heavy weather, and an alteration of course or reduction in speed is undertaken if necessary;
 - Breathing apparatus is provided if entering an enclosed space;
 - Firefighting equipment is available if conducting hot work;
- Ensure that crew are wearing appropriate footwear, gloves, helmet and clothing;
- Ensure that safety harnesses are provided and worn where necessary;
- Remember that safety of life is the most important consideration.

Complacency can lead to accidents, but proper preparation can prevent them.



COLLECTION OF EVIDENCE

Remember that the evidence relating to the incident is likely to be found on board the ship and will be needed by the Club to defend claims that are received from injured persons, the owners of damaged cargo or property, or from a terminal operator.

Ships' Masters have an important role in the collection of evidence that will help the Club evaluate the damage and establish liability. Evidence should be collected, recorded and preserved.

Memories fade. It is therefore imperative to make notes on how the incident occurred as soon as possible after the event. This guide will help you to determine what information is needed and to whom it needs to go.

The Mariner's Role in Collecting Evidence, published by the Nautical Institute, contains details of the information that is required to defend particular claims. This publication is recommended to all mariners.

Best practice

The basic rules to remember in case of any accident or incident on board your ship are:

- Keep your owner and manager informed;
- Notify the local P&I correspondent;
- Investigate the accident or incident as soon as practical;
- Collect and retain any evidence or documentation relating to the accident;
- Ask witnesses to write down what happened, and keep detailed records of all relevant facts;
- Take photographs wherever possible.

MEMORIES FADE. IT IS THEREFORE IMPERATIVE TO MAKE NOTES ON HOW THE INCIDENT OCCURRED AS SOON AS POSSIBLE AFTER THE EVENT.



DEATH OR INJURY

Whenever there is a death, injury or even an allegation of injury on board or in the vicinity of the ship, always inform the local Club correspondent, regardless of whether or not the injured person is a crew member.

General Procedures

- Always investigate and complete your company's accident report form (for all accidents, not just for crew injuries);
- Report the incident to your owner or manager;
- Do not give any other statement except to the lawyer appointed by the Club;
- Do not express an opinion as to what happened;
- In the event of injury following an accident:
 - In port, notify your owner or manager and the P&I correspondent and obtain medical treatment;
 - At sea, notify your owner or manager, and obtain radio medical advice;
- As well as completing the accident report, write a detailed description of what happened (these notes will help to refresh your memory during the subsequent interview with your lawyer);
- Ask witnesses to write a detailed description of what they saw or heard (you will need a special form for this which is normally supplied by your owner or manager);
- If the ship's equipment or the ship's structure was involved in the injury, examine the equipment, take photographs of the place where the accident occurred, record the time and the date of photographs, and retain and properly label any evidence. Obtain a copy of the maintenance record of the equipment and any applicable test certificate;
- Inspect the location where the accident occurred with the Club's appointed surveyor or local correspondent;
- Always keep detailed records of all medical treatment given on board and any independent advice received.

ALWAYS KEEP DETAILED RECORDS OF ALL MEDICAL TREATMENT GIVEN ON BOARD.



BILLS OF LADING

A bill of lading is a record of the quantity of cargo and of its apparent order and condition at the time of shipment and, as such, is a vitally important document. Cargo damage or shortage claims can result from errors in the quantity and condition of cargo recorded on the bills of lading. The bill of lading also represents the cargo itself, and possession of the original bill indicates who is entitled to receive the cargo at the discharge port. If you have any doubt about dealing with bill of lading problems, call the P&I correspondent immediately.

General Procedures

Typical discrepancies with bills of lading:

- Port/date incorrect;
- Quantity of cargo incorrect;
- Description of cargo incorrect;
- Condition of cargo incorrect.
- Check the details on the bills against tally sheets, mate's receipts, boat notes, draft surveys;
- Note on the bills any details of damaged or short-delivered cargo, or any other discrepancies. If in doubt call the P&I correspondent and ask for a surveyor.

It is not your job to decide whether the cargo is marketable, only to decide whether it is in apparent good order and condition. This is particularly relevant to steel cargoes.

Typical Problems

- If the Shipper objects to the bills being claused, notify your owner or manager and P&I correspondent immediately;
- If you suspect that the agents have signed bills on your behalf without checking the mate's receipts or without noting on the

bills any remarks that are in the mate's receipts, inform your owner or manager immediately;

- If the bill of lading is not presented at the discharge port by the person requesting delivery of the cargo, notify your owner or manager or the P&I correspondent immediately.

Best Practice

NEVER

- Sign wrongly dated bills;
- Sign clean bills for damaged cargo or for cargo that is not in apparent good order and condition;
- Sign bills for cargo that has not been loaded;
- Deliver cargo without presentation of the original bill;
- Discharge cargo against a letter of indemnity without your owner's or manager's or the Club's agreement.

ALWAYS

- Call the P&I correspondent if you have any problem with the condition and/or quantity of cargo or with the bills of lading;
- Advise your owner or manager of any deviation that involves cargo discharge.

If it is agreed to retain one original bill of lading on board against which the cargo may be delivered, the shippers'/charterers' instructions for procedures at the discharge port must be strictly followed. In such a case, to protect the shipowner from a claim for misdelivery of the cargo, all original bills of lading should be endorsed as follows:

'One original bill of lading retained on board against which delivery of cargo may properly be made on instructions received from shippers/charterers.'

COLLISIONS AND PROPERTY DAMAGE

P&I clubs do not cover damage done to the ship itself – that is the responsibility of the hull and machinery underwriters. If a collision only results in damage to your ship, your Club will probably not be involved financially but may still assist the owner.

The damage caused to the other ship in a collision may be insured by the Club or by the hull underwriters or by both of them. P&I clubs, however, always insure liabilities arising from collisions relating to pollution, personal injury, cargo and other property damage.

Clubs usually cover damage to docks and other fixed property, but sometimes this is covered by the hull underwriters.

General Procedures

- Alert your owner or manager, the relevant authority and the P&I correspondent. Advise them of the other ship's name and port of registry, details of the property damaged, and the date, time and location where the incident occurred. Outline the extent of the damage and whether injury or pollution has occurred.
- The Club will invariably investigate the incident to find out the cause and who is to blame. To assist the Club, you should:
 - Instruct those on watch (on the bridge, deck and in the engine room) and any other potential witnesses on board to make personal notes regarding the incident as soon as possible, noting only the facts and timings;
 - Take copies of the navigation charts that detail the courses and positions for a period of at least 60 minutes before the collision, and rough bridge notes;
 - Collect and retain:
 - Printouts, with times, from the GPS, course recorder, engine log, echo sounder;
 - Rough bridge notebook, radar, gyro, radio and weather logs;
- Standing orders/night order book;
- The passage plan and pilot card (if relevant) with details of additional information that may have been exchanged between the Master and the pilot;
- Note the names and the position of tugs that are 'made fast' or 'in attendance', and the time when each tug arrived;
- Verify the synchronisation of bridge, engine room and other clocks;
- Take photographs of any damage to your ship and the other ship or structure. If possible, estimate the angle of blow, the ship's speed, the other ship's speed and both ships' courses;
- Remember not to admit liability when questioned (in most collision cases investigated by the Club, both parties, to a greater or lesser extent, have been found to be at fault), and take special care to prevent unauthorised surveyors and lawyers from boarding the ship;
- Brief crew members to stick to the facts and instruct them not to discuss the incident with anybody;
- Depending upon the damage caused during the collision, a survey of the ship's damage or of the cargo or an accident investigation may be necessary – the P&I correspondent will be able to arrange these surveys;
- If injuries, pollution or cargo damage have resulted from the incident, check the relevant pages of this guide for the recommended actions;
- If the damage has been caused by a ship's wash, make a list of all other ships that passed at or near the time of the incident. If possible, estimate their course, speed and distance from your ship.



COLLISIONS AND PROPERTY DAMAGE

Best practice

A number of accidents and collisions are caused by a failure to follow established procedures, and particularly a failure to abide by the collision avoidance rules. Some basic recommendations are:

- Maintain a safe speed appropriate to the prevailing conditions;
- Slow down in good time when approaching a pilot station, anchorage or berth;
- Maintain a proper lookout, and do not leave the bridge unattended even for short periods;
- Monitor the ship's position at all times, even when under pilotage;
- Maintain regular communication with other ships' staff and local authorities;
- A good Master/pilot exchange is crucial. The pilot should be made aware of any particular ship characteristics, including slow-speed manoeuvring, and the pilot should be queried about the proposed route and details of particular hazards, including strong tidal streams;
- Proper supervision is essential, and a risk assessment performed prior to commencing even routine tasks could prevent an accident;
- Fatigue may also play a part, so it is important to ensure that hours of rest are monitored and that the ship's staff are well briefed and trained.



POLLUTION

Pollution includes accidental or operational discharges involving oils, chemicals, packages containing marine pollutants, sewage, garbage and vapour. The most common type of pollution is by oil; however any pollution that originates from or is caused by the ship can be covered under P&I rules.

If you see or suspect pollution in the vicinity of your ship, no matter how small the pollution may be, the golden rule is to take action even if you are unsure whether the pollution originated from your ship.

Pollution can occur when a legal discharge is made through an apparently correctly operating oily water separator. It is essential that care is taken before and during any discharge and that the discharge is correctly planned and documented.

Bunker spills are a major source of oil pollution, and proper monitoring of all bunkering operations is essential.



General Procedures

- If pollution by liquid is suspected from your ship, immediately suspend all pumping operations and close all bilge, ballast, bunkering and cargo valves;
- Proactively investigate every allegation of pollution;
- Identify the source and cause of the pollution, if possible;
- Inform port control, your owner or manager and the P&I correspondent, and ask for a surveyor (if the local authority is carrying out an investigation, ask for a lawyer as well);
- Always follow the ship's pollution response plan (tankers), otherwise follow the SOPEP guidelines;
- Identify other ships and underwater pipelines in the vicinity;
- Take photographs of the pollution;
- Collect samples and seal and date them. If the pollution is not from your ship, take individual samples from the ship's tanks for comparison;
- Co-operate fully with the authorities in all cases;
- If in any doubt about your rights, seek professional advice through your P&I correspondent before making any statements.



CARGO LOSS OR DAMAGE

P&I clubs do not directly insure the cargo itself, but they do insure shipowners or managers for their liability to cargo owners for loss or damage arising while the cargo is in the custody of the ship.

Many cargo claims can be prevented by good maintenance and careful handling, stowage and transportation.

General Procedures

At the loading port

Cargo is often damaged before shipment.

If the damage goes unnoticed before the cargo is loaded and clean bills of lading are issued, receivers will be able to claim against the shipowner for pre-existing damage.

There are different causes of pre-shipment damage and you should look out for the following:

- Cargo loaded with debris or foreign bodies;
- Cargo damaged or in substandard condition when loaded;
- Cargo exposed on the quayside prior to loading.
- If cargo is being loaded that shows signs of damage, stop loading and call the P&I correspondent. The mate's receipts and bills of lading may have to be clausured;
- If water-sensitive cargoes are carried, note in the ship's cargo log the storage conditions prior to loading and method of delivery to the ship;
- If the cargo is finished steel products, always arrange (with the local P&I correspondent) a preloading survey.

Cargo can also be damaged during loading:

- By rain;
- By stevedores;

or

- Because the cargo hold or tank has not been cleaned properly or prepared for the cargo;
- Because cargo has been stowed improperly or in the wrong location inside the ship.

The last two causes are usually your responsibility. As such:

- Make sure cargo holds or tanks are clean and ready to receive the cargo and, where possible, inspect the spaces before loading. The fact that holds are passed by surveyors representing charterers or shippers is not enough to relieve the ship of liability if the holds are not in fact suitable for the cargo;
- Stop loading and close the hatch covers during rain. Record the periods when the hatch covers were open in the rain. It may be necessary to discharge wet cargo;
- If cargo is roughly handled by stevedores, protest and make a note of the damage;
- Check stowage before loading (ask for a stowage plan and find out the proposed location for stowage of heavy, hazardous or sensitive cargoes);
- If loading oil products or chemicals, witness any sampling, review the results of any tests on the samples, store the samples in a secure location and check for contamination.

CARGO LOSS OR DAMAGE

Cargo can be damaged during the ocean voyage because it has been stowed badly.

- Always supervise stowage and insist upon changes if stowage is inappropriate, unsafe or likely to damage cargo. If in doubt, call the local P&I correspondent and ask for a surveyor to examine the stow.

During the voyage

Damage often occurs during the voyage because of moisture or because the stow shifts.

- Check lashings before departure and during the voyage;
- Check with charterers for ventilation and carriage temperature requirements (only ventilate when you are sure the conditions are correct).

At the discharge port

If cargo is found damaged on arrival at the discharge port, you should:

- Notify your owner or manager;
- Immediately call the P&I correspondent and arrange for the attendance of a surveyor;
- Delay discharge until the nature and extent of the damage is found;
- If short delivery or contamination is alleged, contact the P&I correspondent: you will need a surveyor to witness any sampling or to calculate the shortage.



MANY CARGO CLAIMS ARE PREVENTED BY GOOD MAINTENANCE, CAREFUL HANDLING, STOWAGE AND TRANSPORTATION.



STOWAWAYS AND SHIP SECURITY

The costs of repatriating stowaways (as well as sick crew members) are covered by the Club. Repatriation of stowaways can be difficult, time-consuming and expensive, and may result in unnecessary delays and diversions.

Stowaways

What to do when stowaways are found:

- Confine them to a secure area, particularly when in port or coastal waters (in port, it may be necessary to arrange for security guards);
- Search them and their place of concealment for identification papers, weapons or drugs;
- If no identification papers are found, interview the stowaways and endeavour to ascertain the following information:
 - Name of stowaway;
 - Date and place of birth;
 - Nationality;
 - Name, date and place of birth of either or both parents;
 - Postal and residential address of the stowaway and either or both parents;
 - Passport number, together with date of and place of issue;
 - Next of kin, if different from above.
- Advise your owner or manager immediately and the P&I correspondent at the next port as soon as possible, providing all available details and the ship's future itinerary;
- Try and ascertain how they boarded the ship, and find out details of any shore personnel assisting them and the total

number of persons originally attempting to board (this will assist in the search for additional stowaways)

- Treat them firmly, but humanely, allowing adequate sustenance;
- Do not become too familiar or friendly with them;
- Do not add them to the crew list.
- Make a note of any pre-existing illness or injury.

Drugs

Fines for drugs discovered on board may be covered by the Club, depending on the circumstances.

If drugs are discovered:

- If your owner or manager is a signatory to either the UK Anti-Drug Alliance or US Sea Carrier Initiative Agreement, follow the guidelines set out in those agreements;
- In any event:
 - Inform your owner or manager, the appropriate authorities and the P&I correspondent at the next port immediately;
 - Photograph the drugs in their place of concealment;
 - Ensure that retrieval of the drugs and stowage in a secure place, preferably in the ship's safe, is witnessed;
 - Minimise all contact with the substances and DO NOT attempt to taste or smell them;
 - Record full details of the discovery and subsequent procedures in the log book, and follow this up with a full written report.

STOWAWAYS AND SHIP SECURITY

Ship Security

The International Maritime Organisation's International Ship and Port Facility Security (ISPS) Code came into effect in July 2004. The code requires ships and ports to have appropriate security systems in place to prevent unauthorised persons and cargoes from coming on board the ship.

The ISPS Code is in the process of being updated and will require that seagoing ships have a Ship Security Plan (SSP) and a trained Ship Security Officer (SSO). Ship's staff are also expected to have appropriate security training prior to joining.

You should be aware of the current IMO regulations in relation to the ISPS Code and ensure that your ship complies with these regulations.

Best Practice

Unauthorised boarding can be prevented by the following actions:

- Maintain a proper gangway/access watch at all times;
- Raise up pilot and overboard ladders and gangways if not in use;
- Keep a record of all visitors on and off (including stevedores wherever possible);
- Conduct deck watches at night, especially at anchor or when cargo operations are suspended;
- Monitor any underwater activity around or near the ship;
- Monitor the activities of small boats operating in the vicinity of the ship;

- Conduct pre and post departure stowaway searches;
- Ensure that all holds and spaces that have been searched or are not in use are closed and sealed;
- Restrict access to the accommodation and engine room through a single entrance (ensure however that people inside can get out in an emergency);
- Secure deck store rooms and accesses when not in use;
- Check and seal empty containers.

The actions to be taken depend on the type of ship and the number and availability of ship's staff.

ALWAYS CONDUCT
PRE & POST DEPARTURE
STOWAWAY SEARCHES.

SALVAGE AND GENERAL AVERAGE

Whenever the ship is in imminent danger following a casualty or catastrophic failure, it will be necessary to make quick and positive decisions under pressure. The following should be borne in mind:

Salvage

You are most likely to be faced with a demand to sign a salvage contract when least prepared to deal with it. The Lloyd's Open Form (LOF) 2000 is the salvage contract that is most widely known, and has the advantage of being on a 'no cure no pay' basis. This means that the salvage award payable to a successful salvor will be determined at a later stage, and you do not have to negotiate it. The LOF contract may incorporate a SCOPIC clause, which provides a financial safety net to the salvor, and encourages them to 'have a go' at difficult or environmentally sensitive cases.

A LOF contract is suitable where the dangers facing the ship are both serious and immediate. However some salvors may prefer to be paid a lump sum for the salvage. If possible, we would recommend that, prior to signing any salvage contract, you contact your owners, the club or hull underwriters with a view to getting pertinent advice. However, if necessary to safeguard the ship or the crew, you may have to accept the contract on offer.

Minimising the risk of pollution, especially from bunkers or oil cargo tanks, will be a key element of any salvage, and you should ensure that, as far as practical, a record of bunkers, oils or any cargo that is likely to pollute the area is made available to salvors.

Salvage may not always be economic for the salvors. However, if the ship is aground, sunk in shallow waters or in an environmentally sensitive area, local authorities may issue a wreck removal order. This can be expensive. The decision to remove a wreck will therefore be based on its location and the requirements of local authorities. The risk of pollution can be significant and the club will need to be involved.

General Average

The decision to declare General Average will not normally fall on the Master, but will be dealt with by your owners or managers. However, for General Average to be declared, a collective risk must be present, both to the ship and the cargo.

Conditions that could lead to General Average being declared include grounding, fire, engine failure, putting into a safe port to re-lash or stabilise the ship, or jettisoning part of the cargo in order to safeguard the ship and the remaining cargo.

AND REMEMBER

IN THE EVENT OF AN ACCIDENT OR INCIDENT ABOARD OR IN THE VICINITY OF YOUR SHIP:

- INFORM your owner and/or manager
- NOTIFY the local correspondent
- INVESTIGATE the accident or incident
- COLLECT and retain any evidence or documentation
- ASK witnesses to write down what happened
- KEEP detailed records of all relevant facts
- TAKE photographs wherever possible

FOR FURTHER INFORMATION CONTACT THE
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MASTER'S GUIDES

The Standard Club produces a range of Master's Guides. If you would like a copy of any of these Guides, please contact the Club's Managers or visit the website www.standard-club.com



Master's Guide to Container Securing

- Basic Advice
- Do's and Don'ts
- Lashing Systems
- Safe Working
- Ships and Containers
- Container Construction
- Lashing Components
- Principles of Stowage
- Ships' Behaviour



Master's Guide to Berthing

- Golden Rules of Berthing
- Dock Damage and P&I Claims
- Ship Factors that Affect Manoeuvring
- Berthing in Wind
- Effect of Current
- Hydrodynamic Effects
- Berthing without Tugs
- Berthing with Tugs
- Berthing with Anchors
- Tugs and Pilots – Legal Issues
- Master/Pilot Relationship
(Incorporating the ICS/Intertanko/OCIMF Guide)



Master's Guide to Ships' Piping

- Pipes and P&I Claims
- Basic Information
- Pipes and ship classification societies
- Ships' piping systems
- Pipe design
- Causes of pipe failure
- Dealing with pipe failure
- Pipe Maintenance
- Pipe repair
- Do's and Don'ts
- Mechanical joints in common use
- Pressure test procedure



Master's Guide to Hatch Cover Maintenance

- Basic Advice
- Common False Beliefs about Hatch Covers
- Leakage Problems
- Leak Detection Tests
- Monitoring and Inspection
- Maintenance and Repair
- Heavy Weather Precautions
- Safety when Working with Hatch Covers
- Procedures to Open and Close Hatch Covers
- Hatch Cover Condition Assessment Forms

The Standard P&I Club's loss prevention programme focuses on best practice to avert those claims that are generally described as avoidable, and that often result from crew error or equipment failure. In its continuing commitment to safety at sea and the prevention of accidents, casualties and pollution, the Club issues a variety of publications on safety-related subjects, of which this is one. For more information about these publications, please contact either the Managers' London agents or any Charles Taylor office listed in this guide.

Alternatively visit the Club's website – www.standard-club.com

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