

Standard Safety

The Standard



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Introduction

In this issue of *Standard Safety*, we are privileged to have collaborated with the Belfast Pilots to produce guidance on the rigging of pilot ladders. The correct and safe rigging of pilot ladders is not only a matter of safety for pilots but also for boarding surveyors, crew members and port officials. We supply useful information sheets to promote the correct rigging of pilot ladders.

We report on the findings of the club's Member Risk Reviews. We have, in general, been encouraged with our findings, which have shown that most members use many of the techniques of a modern safety management system. However, there have been a number of surprising findings, particularly in the segments outside of the tanker/gas and offshore markets. These companies certainly have the certification indicating their compliance with ISM but are surprisingly not carrying out certain management practices that in the tanker industry, for example, would be considered normal practice. Some of these findings, it could be argued, are possibly contrary to compliance of the ISM Code. (Hence, the comment later that Flag States are not applying the ISM Code consistently).

The sample size is relatively small and so cannot be taken as an indicator of the whole industry; however, it provides an interesting snapshot.

The Standard Club has good-quality members and consequently good-quality ships are entered into the club. This quality is monitored by the rigorous loss prevention survey and Member Risk Review programme; however, the fact that large and small claims still keep occurring in significant numbers is objective evidence that there is more that can be improved. The continued rate of claims from all ship segments indicates that the ISM Code is not being implemented as effectively as it should be.

From various Member Risk Reviews and condition surveys, we have noticed that there are some companies, albeit few in number, that do not carry out main engine fuel oil analysis.

We highlight disturbing evidence that there are still ships operating whose officers and crew have little appreciation of the dangers associated with tank entry. It is quite extraordinary that seafarers in the 21st century are not aware of the considerable personal danger present

when entering an enclosed space. We would urge all members immediately to ensure that their safety management system includes robust tank and enclosed space entry procedures consistent with good industry practice.

Again, we put the spotlight on a technical aspect; the failure of controllable pitch propellers (CPP). There have been a number of incidents causing considerable damage as a result of the failure of the CPP units and/or the fact that the watchkeepers do not know what the CPP default position is and do not know what to do when there is a CPP failure.

In the Surveyor's notes section, we outline that unlagged hot exhausts present a considerable risk of fire. We continue to see ships with poorly lagged main engines, and generator exhausts and turbo charger inlets and outlets. Not having the exhausts properly lagged is contrary to the SOLAS requirements. The risk of an engine room fire is substantial. It also shows a failed safety management system. It is an important matter to ensure that hot exhausts are lagged.

As part of the Surveyor's notes, we also highlight what we consider to be good housekeeping. We present some photos that show how not carrying out good housekeeping can present a considerable risk to the ship, passengers, cargo and crew. This is also a sign of a failed Safety Management System, a ship and company failure, and also a failure of Class and Flag State.

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