

SAFETY AWARENESS AND TRAINING PROCEDURES

Info Panels with Sign Symbols and Meaning Descriptions



The IMO International Safety Management (ISM) Code was developed with the aim of implementing safety practices at sea which would lead to the prevention of human injury or loss of life as well as the prevention of damage to the environment and property.

The ©Everlux® safety procedures are in compliance with the ISM Code and provide you with the necessary training and information requirements that must be displayed on board.

(mm)
300x400
400x600



Know Your Fire Extinguishers

Fire extinguishers and types of fire to which they are suited

	WATER	FOAM SPRAY	CO ₂	ABC POWDER	WET CHEMICAL
Wood fires (A)	Safe for	Safe for	Not safe for	Safe for	Safe for
Flammable liquids (B)	Not safe for	Safe for	Safe for	Safe for	Not safe for
Flammable gases (C)	Not safe for	Not safe for	Not safe for	Safe for	Not safe for
Electrical fires (E)	Not safe for	Not safe for	Safe for	Safe for	Not safe for
Hot oil fires (F)	Not safe for	Not safe for	Not safe for	Not safe for	Safe for

Safety procedures in compliance with the ISM Code

S 60 01

IMO Lifesaving Appliances Safety Signs

Meanings according to IMO Resolution A.760(18) and ISO 17831

Safety procedures in compliance with the ISM Code

S 60 02

IMO Fire Control Signs

According to IMO Resolution A.654 (16)

Safety procedures in compliance with the ISM Code

S 60 03

IMO Fire Control Signs

According to IMO Resolution A.952 (23) and ISO 17831

Safety procedures in compliance with the ISM Code

S 60 04

Info Panels with Sign Symbols and Meaning Descriptions

Pipe Identification

Identification colours for the contents of piping systems
In accordance with ISO 14726: 2009

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S 60 05

Hazardous Substance Pictograms

Globally Harmonized System of Classification and Labelling of Chemicals (GHS)
United Nations Globally Harmonized System symbols are in line with CLP Regulation

Symbol	Meaning	Precautions	Usage
	Explosive	Unstable explosive. Avoid exposure to heat, sparks, flame or fire.	Flammable, non-toxic.
	Flammable	Highly or extremely flammable. Gas, aerosol, liquid and vapour.	Liquid, solid, gas, aerosol, liquid, vapour, gas.
	Oxidizing	May cause fire by oxidizing other materials.	Flammable, non-toxic.
	Corrosive	May severely irritate or burn skin and eyes. May damage metals.	Corrosive, irritant, toxic.
	Acute Toxicity	Can harm or kill by ingestion, inhalation or absorption.	Toxic, irritant, corrosive.
	Health Hazard	May damage fertility or the unborn child. May cause respiratory irritation.	Reproductive, irritant, toxic.
	Environment	May cause damage to the aquatic environment.	Toxic to the environment.
	Hazardous to the ozone layer	May damage the ozone layer.	Depletes the ozone layer.

Safety procedures in compliance with the ISM Code

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S 60 09

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- [mm]
[*]200x300
300x400
400x600

Hazchem Sign Guide

Transportation

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[*] S 60 10

Hazard Signs For the Transport of Dangerous Goods by Sea

Sign meanings according to the IMDG Code

Marking of Packages Containing Dangerous Goods

Safety procedures in compliance with the ISM Code

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S 60 06

[*] Only available in this size

Know Your Signs

Meaning, colours and examples of graphics used for safety signs

Safety signs, meaning:	Examples:
<ul style="list-style-type: none"> Means of escape Safety equipment Safety instruction First aid 	
Fire signs, meaning:	Examples:
<ul style="list-style-type: none"> Location and type of fire fighting equipment 	
Hazard and warning signs, meaning:	Examples:
<ul style="list-style-type: none"> Nature of danger and/or caution 	
Prohibition signs, meaning:	Examples:
<ul style="list-style-type: none"> Stop Not allowed What or who is forbidden 	
Mandatory signs, meaning:	Examples:
<ul style="list-style-type: none"> You are required to carry out/buy an action. 	

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S 60 07

International Code of Signals

Flag Signals

Alphabetical	Flag Signal	Meaning	Precedence
A		Man overboard	1
B		Man overboard	2
C		Man overboard	3
D		Man overboard	4
E		Man overboard	5
F		Man overboard	6
G		Man overboard	7
H		Man overboard	8
I		Man overboard	9
J		Man overboard	10
K		Man overboard	11
L		Man overboard	12
M		Man overboard	13

Substitute pennants

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[*] S 60 08

[*] This panel is only available in white rigid plastic and white self-adhesive vinyl.

SAFETY AWARENESS AND TRAINING PROCEDURES

Info Panels with Sign Symbols and Meaning Descriptions

(mm)
300x400
400x600



Collision Prevention Rules and Aids to Navigation

Excerpt from The International Regulations for Preventing Collisions at Sea (2002/2003)

GENERAL PRINCIPLES

AIDS TO NAVIGATION

LIGHTS AND SHAPES

COLLISION AVOIDANCE

REMARKS

ABBREVIATIONS

SYMBOLS AND SIGNS

S 60 11

Helicopter Marshalling Signals

Safety procedures in compliance with the ISM Code

S 60 12

Evacuation and Life-Saving Safety Procedures

(mm)
300x400
400x600



Abandon Ship

Crucial actions preparing to abandon ship

- On hearing the emergency signal
- Get survival craft ready
- Boarding from deck
- Boarding from water

Safety procedures in compliance with the ISM Code

S 60 51

Man Overboard

Critical procedures on discovery of a man overboard

- Immediate actions from deck
- Immediate actions from bridge
- Initial response when at sea
- Initial response when at anchor or in harbor
- Secondary response if victim not located

Safety procedures in compliance with the ISM Code

S 60 52

Liferaft Launching

Inflatable liferafts launching procedures

- Automatic Release
- Manual Release
- Launch Liferaft
- Inflate Liferaft
- Automatic Release
- Righting Upturned Liferaft

Safety procedures in compliance with the ISM Code

S 60 53

Evacuation and Life-Saving Safety Procedures

[mm]
300x400
400x600



Davit Launched Liferrafts

Instructions for davit launching inflatable liferafts

1 Prepare the launch area

- Remove liferaft from its stowage position
- Remove liferaft from its stowage position
- Remove liferaft from its stowage position
- Remove liferaft from its stowage position
- Remove liferaft from its stowage position

2 Process controller

- Secure liferaft from windblast
- Secure liferaft from windblast
- Secure liferaft from windblast
- Secure liferaft from windblast
- Secure liferaft from windblast

3 Lift raft and turn out davit to present position

- Make sure hook and liferaft are properly secured
- Make sure hook and liferaft are properly secured
- Make sure hook and liferaft are properly secured
- Make sure hook and liferaft are properly secured
- Make sure hook and liferaft are properly secured

4 Embarkation procedure

- After lowering free and secure raft
- After lowering free and secure raft
- After lowering free and secure raft
- After lowering free and secure raft
- After lowering free and secure raft

5 Lower liferaft

- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered

6 Release liferaft

- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered
- Check that liferaft is lowered

Safety procedures in compliance with the ISM Code

S 60 54

Davit Launched Liferaft Procedures

Preparing for launching

1 After moving davit to free securing to ship

2 Start descent procedure

3 Lower to waterline

4 Operate hook release to stow water

5 Steer away from vessel

6 Throw up the hook for the next liferaft

Safety procedures in compliance with the ISM Code

S 60 73

Inflatable Liferrafts

Essential procedures after launching

1 Righting upturned life raft

2 Board quickly

3 Move clear of the ship

4 Stream the sea anchor

5 Close the airmanches

6 Further procedures

Safety procedures in compliance with the ISM Code

S 60 55

Lifeboat Launching

Launching open/semi-enclosed lifeboats safety procedures. Make sure that painter line is fitted.

1 Initial preparations

2 Descend to deck level

3 Secure to embarkation deck

4 Board personnel

5 Descend to water

6 Letting go

Safety procedures in compliance with the ISM Code

S 60 56

Hoisting Hook Directions For Launching Procedures

1 Open stophooks in liftings

2 Lift liferaft lower

3 Embarkation

4 Lower liferaft

5 Lowering

Safety procedures in compliance with the ISM Code

S 60 72

Fully Enclosed Lifeboat Launching From Stowed Position

Procedures for launching (SOLAS consolidated 2004 edition chapter II, regulation 21)

1 Initial preparations

2 Launch actions

3 Lower to water

4 Entering water

5 Letting go

6 Final procedure

Safety procedures in compliance with the ISM Code

S 60 57

Evacuation and Life-Saving Safety Procedures

(mm)
300x400
400x600



Lifeboat Launching in a Dangerous Atmosphere

Safety procedures

- Confirm route to safe area**
Before leaving, take compass bearing of wind direction. Observe ways to safety in case of drift into the sea.
- How to prepare**
Go to the lifeboat, examine seat and before seat out. Prepare to change seat out of lifeboat and ventilators when necessary in a foul atmosphere.
- Begin air supply for passengers and engine**
Open air rubber valve or cover. Clear air rubber valve or cover. **Do not breathe into the air rubber valve.**
- Launch and start engine**
When lifeboat is in water, cut the engine at full speed. Clear the water valve or cover. A pump will operate the engine.
- Need for safety**
Check life air released flow when clear in a complete shelter in a shelter where you will not lose the charge when you stop, open ventilators and shut off the air and when using shelter. Do not stop shelter until out of the water.
- Release information**
Every form of equipment will be identified by an IMO symbol. For further information, refer to the relevant manual or other published information. The use of such information is not recommended unless they are specifically recommended for that purpose. In case of emergency, use the manual. It is recommended that you have a list made in each lifeboat.

Safety procedures in compliance with the ISM Code

S 60 58

Partially and Fully Enclosed Lifeboats

Launching in clear atmosphere conditions

- Preparation**
1. Release seat out of lifeboat.
2. Release safety pins.
- Positioning**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Release information**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Lower lifeboat to water**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.

Safety procedures in compliance with the ISM Code

S 60 74

Free Fall Lifeboat Launching

Procedures

- Muster crew**
1. Turn on lighting (hand lamps).
2. Release lifeboat (when possible) must not be released until after muster.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
4. Clear embarkation area.
- Check before launching**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Check water level in lifeboat.
3. Check water level in lifeboat.
4. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Helmsman's actions**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Entertainment**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Launching**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Further actions**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
3. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.

Safety procedures in compliance with the ISM Code

S 60 59

Evacuation Chutes & Slides

Safety procedures for abandoning ship with vertical chutes or angled slides

- When you hear the emergency signal**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Preparing to use the chute or slide**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Using vertical chutes**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- After descending the chute**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- Using angled slides**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
- After descending the slide**
1. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.
2. Release seat out of lifeboat. If this is not done, then follow these procedures to lower lifeboat to the embarkation deck level.

Safety procedures in compliance with the ISM Code

S 60 60

Life Saving Signals

International search and rescue communication signals

Radio Distress Signals

Visual Distress Signals

Signalling from Shore to Ship

Signalling from Ship to Ship

Signalling from Ship to Shore

Signalling from Ship to Ship

Signalling from Ship to Ship

Safety procedures in compliance with the ISM Code

S 60 61

GMDSS Operating Guidance for Masters of Ships in Distress Situations

GMDSS DISTRESS ALERT

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Distress Alert

Safety procedures in compliance with the ISM Code

S 60 62

Evacuation and Life-Saving Safety Procedures

(mm)
150x200
200x300

Item S 60 71 is a double sided panel
S 60 71

S 61 01
S 61 02
S 61 03
S 61 04
S 61 05
S 61 06

(mm)
150x200
200x300

S 61 07
S 61 08
S 61 09

(mm)
200x150
300x200

S 61 20
S 61 21

(mm)
300x400
400x600

Evacuation and Life-Saving Safety Procedures

(mm)
300x400
400x600



Dedicated Rescue Boat Operations SOLAS Chapter III

SOLAS Chapter III

1 Preparation

The load, origin and loading mechanism must be identified, and the vessel's stability assessed by the calculation of the centre of gravity.

Stowage must be completed and ready for immediate launch.

Check that the stability board is of adequate size for the boat.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

2 Launch

Use the correct launch procedure.

Make sure the boat is under an even keel and that the launch mechanism is in good working order.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

3 Clearing the ship

The speed of the motor ship must be reduced to 10 knots.

Check that the engine is ready to be started and that the launch mechanism is in good working order.

4 Proceeding to casualty

Test communication with the motor ship.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

5 Rescuing Survivors

Approach survivors, heaving to or to windward.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

6 Recovering the boat

Motor ship to make to.

Check that the boat is ready to be launched and that the launch mechanism is in good working order.

Safety procedures in compliance with the ISM Code

S 61 27

Lifejacket donning

Instructions on how to put on a lifejacket

1 Place head through hole and arms through the side loops.

2 Pass the belt around the waist and connect the buckles by pushing the two parts firmly together. Pull the belt as tight as possible.

3 Fasten the top of the lifejacket with a firm knot in the pull straps.

4 Activate the lifejacket lamp.

Safety procedures in compliance with the ISM Code

S 61 22

Immersion Suit Donning

Instructions on how to put on an immersion suit

1 Open storage bag and remove the suit.

2 Step in the suit with legs first.

3 Pull the suit up and place left arm into sleeve of suit. Pull the hood of the suit over your head and zip with right arm into the sleeve.

4 Pull the zipper slowly upwards and secure flap over your face. Ensure that no clothes are in between the 2 sides of the zipper.

5 Pull on lifejacket.

6 Enter the water with feet first and hold both arms up, covering your face.

Safety procedures in compliance with the ISM Code

S 61 23

Immersion, Survival or Anti-exposure Suits

SOLAS 74 Chapter III, SOLAS 1 and MSC/Circ.1947

1 Donning

Remove all items from pockets or equipment.

Take off shoes and remove any other items which would damage the suit.

If you have any, put on additional means of protecting hearing, teeth and gloves.

Put on the hood and the hood must be pulled over the head.

Place arms in all and pull head over top.

Carry out zipper up and secure fastening zone.

Secure with and secure flap.

Use Release.

Proceed to Muster Assembly Station.

Stand Ready to Board.

2 Entering water

DO NOT jump into the water. USE THE PROPER ENTRY PROCEDURE.

Consider using Release mechanism before or moving lower to be more protected in a limited suit.

If you have to jump into the water, make sure to do so over water and not over obstructions.

Do NOT use the hood as a seat.

Once water over chest, hold nose and hold down neck of lifejacket.

Look straight ahead and stay focused.

Closest with legs together and feet pointing downwards.

Swim on your back with arms extended out to the sides and feet close to the water.

Make the lifejacket to support you. Keep calm. Do NOT swim upwards.

Use light and watch to avoid entanglement.

3 Inspections and exits

Make sure the immersion suit meets the requirements of SOLAS 74 Chapter III in accordance with MSC/Circ.1947.

Check condition of storage bag, as well as general condition of bag for signs of wear or damage.

Check condition of storage bag, as well as general condition of bag for signs of wear or damage.

Check condition of storage bag, as well as general condition of bag for signs of wear or damage.

Safety procedures in compliance with the ISM Code

S 61 28

Helicopter Procedures

Winching

Refer to the appropriate flag state and international guidance publications such as the "Guide to Helicopter Ship Operations" by the ICS

1 Preparation

Check the helicopter landing zone (HLZ) is not already identified or marked.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

2 Pre-arrival

Check the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

3 Helicopter communication

Establish communication with the helicopter and provide details of the landing zone.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

4 Helicopter approach

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

5 H-Line Technique

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

6 Recovery

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Safety procedures in compliance with the ISM Code

S 61 24

Helicopter Landing Operations

Refer to the appropriate flag state and international guidance publications such as the "Guide to Helicopter Ship Operations" by the ICS

1 Preparation

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

2 Pre-arrival

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

3 Helicopter communication

Establish communication with the helicopter and provide details of the landing zone.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

4 Helicopter approach

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

5 Landing

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

6 Crew/equipment transfer

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Check that the helicopter is ready to be launched and that the launch mechanism is in good working order.

Safety procedures in compliance with the ISM Code

S 61 29

Evacuation and Life-Saving Safety Procedures

Helicopter Rescue Slings

Safety Instructions

- Rescue sling**
Rescue slings are the most common form of rescue device and equipment. These slings are used at the site of an accident.
- Putting on the rescue sling**
Rescue slings are used to hoist a person from the water.
- Never unhook**
Never unhook the rescue sling from the winch.
- Other means of rescue**
The design of the rescue equipment shown may differ from country to country.

Safety procedures in compliance with the ISM Code

S 61 25

Descender Device

- First person to descend**
Use rescue harness. Attach safety line to winch.
- First rescuer**
Place rescue sling around the victim.
- Next rescuer to descend**
Place rescue sling around the victim.
- Last person to descend**
Use rescue harness. Attach safety line to winch.
- Descender arm**
Check rescue equipment to descender arm.
- Closest rescue arm side of first rescuer**
Check rescue equipment to descender arm.
- One from side of first rescuer**
Check rescue equipment to descender arm.

Safety procedures in compliance with the ISM Code

S 61 26



[mm]
300x400
400x600

Navigation and Harbour Approach Safety Procedures

Required Boarding Arrangements for Pilot

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES

PILOT LADDER WINCH REEL

Safety procedures in compliance with the ISM Code

S 62 00



[mm]
400x300
600x400

Light, Shape & Sound Signals

International communication signals

Rule 24 - Vessels	Port	Ahead	Starboard	Day	Sound
Rule 24 - Vessels					
Rule 25 - Power-driven vessels					
Rule 26 - Sail-driven vessels					
Rule 27 - Fishing vessels					
Rule 28 - Tugs					
Rule 29 - Towed vessels					
Rule 30 - Power-driven vessels at anchor					
Rule 31 - Power-driven vessels at anchor					
Rule 32 - Power-driven vessels at anchor					
Rule 33 - Power-driven vessels at anchor					
Rule 34 - Power-driven vessels at anchor					
Rule 35 - Power-driven vessels at anchor					
Rule 36 - Power-driven vessels at anchor					

Safety procedures in compliance with the ISM Code

S 62 02

Accommodation Ladders

Safe rigging and use of accommodation ladders

- General safety**
Make sure all ladders are clearly marked with the following information:
- MANUFACTURER
- MODEL NO.
- ANGLE OF INCLINATION TO LEVEL
- SWL
- MAX. NO. OF PERSONS
- Get survival craft ready**
Ladders must be kept within their design limits for use. Frequent checks for stability due to wear or tear must be made. Slant ropes and chains must be kept at all times when operations being performed.
- Make sure ladders are set in correct angle, no greater than 65° from the horizontal, when designed for a single angle.
- Substrates with which ladders are used must be securely fixed.
- A ladder with top and tail with support ropes must be present ready for use at all ports of access around the vessel.
- In the event of the ladder being used to access areas from the vessel deck, a suitable form of safety netting must be provided.
- Access**
The ladder and appliances must be stabilised to a minimum of 20% to prevent a sag of 175mm across the length. Under adverse conditions, stabilisation should be increased to a minimum of 50%.
- All equipment used in the vicinity of the ladder must be secured in position or removed from the area.
- Ladders must be secured at all times.
- Stability during the use of ladders, including ladders provided by shore operations, must be continuously monitored and made good where necessary.
- Ladders must be secured at all times.
- Ladders must be secured at all times.

Safety procedures in compliance with the ISM Code

S 62 03



[mm]
300x400
400x600

(mm)
300x400
400x600



Gangways

Safe rigging and use of gangways

1. Make sure the forward end of the gangway is firmly secured on the ground and tied to the correct member.

2. Make sure the aft end of the gangway is firmly secured on the ground and tied to the correct member.

3. Make sure gangway is correctly rigged and secured with gangway end to the right angle.

4. Make sure gangway is sufficiently strengthened from either side or deck.

5. Do not exceed rated working load.

6. Do not use in adverse weather.

7. Do not use on wrong side.

8. Do not use on wrong side.

Safety procedures in compliance with the ISM Code

S 62 04

Towing

Recommended safety procedures for towing operations

TUG ACTIONS

- Making fast**
 - Establish clear communication with tow.
 - All crew must wear full protective clothing.
 - All essential tasks must be to be done.
 - All equipment must be in good order.
 - Use of safety harness.
 - Use of safety glasses.
 - Use of safety boots.
 - Use of safety helmets.
 - Use of safety gloves.
 - Use of safety shoes.
 - Use of safety hats.
- Towing or trailing**
 - Use tow within gear for prevailing weather conditions.
 - Monitor tow being towed.
 - Monitor tow being towed.
 - Monitor tow being towed.
 - Monitor tow being towed.
 - Monitor tow being towed.
- Lifting on**
 - Be alert as the tow may release without warning.
 - Do not stand on the tow.
 - Do not stand on the tow.
 - Do not stand on the tow.
 - Do not stand on the tow.

SHIP ACTIONS

- Making fast**
 - All crew must wear full protective clothing.
 - The ship, tugboat or any other vessel must be seen.
 - Check that the tow is properly secured, adequately braked and that signals are displayed.
 - Establish clear communication.
 - Check that the tow is properly secured.
 - Check that the tow is properly secured.
 - Check that the tow is properly secured.
 - Check that the tow is properly secured.
 - Check that the tow is properly secured.
- Under tow**
 - Do not stand in gaps.
 - Stand in a place of safety, away from the tow.
 - Monitor tow being towed.
 - Monitor tow being towed.
 - Monitor tow being towed.
 - Monitor tow being towed.
- Lifting on**
 - Do not stand on the tow.
 - Do not stand on the tow.
 - Do not stand on the tow.
 - Do not stand on the tow.
 - Do not stand on the tow.

Safety procedures in compliance with the ISM Code

S 62 05

Mooring

Mooring and unmooring safety procedures

- Before mooring**
 - Check that equipment is working and tested.
 - Personnel must be fully familiarised with mooring equipment.
 - Mooring ropes, wires and equipment must be inspected and in good condition.
 - Check that mooring team is familiar with mooring deck.
- On pilot mooring**
 - Establish a clear and safe mooring plan with pilot, including tug and other equipment, if the tug is used and the method of mooring.
 - Check that mooring team is familiar with mooring deck.
 - Check that mooring team is familiar with mooring deck.
 - Check that mooring team is familiar with mooring deck.
 - Check that mooring team is familiar with mooring deck.
- On arrival of tug**
 - Do not stand in gaps.
 - Stand in a place of safety, away from the tow.
 - Use correct mooring technique to take load whenever possible.
 - Supervisor must, being tug in sight but not over the side of the ship at the time of mooring.
 - Check that mooring team is familiar with mooring deck.
- During mooring**
 - Make sure there is a sufficient number of personnel to carry out the mooring in a safe and orderly way.
 - Make sure there is a responsible officer in charge.
 - Monitor tow and other communication with the mooring team.
 - Follow mooring plan.
 - Full possible mooring must be used.
 - Look out for snap back wires.
- Tending to mooring**
 - Mooring must be placed out under power.
 - Ready officer of the watch under mooring.
 - Monitor mooring team.
 - Monitor mooring team.
 - Monitor mooring team.
 - Monitor mooring team.
- Casting off**
 - Agree plan with pilot.
 - Coordinate plan with officers and crew.
 - Establish good and clear communication.
 - All crew must be aware of the mooring plan.
 - Do not use excessive power.
 - Mooring must be placed out under power.
 - Mooring must be placed out under power.
 - Mooring must be placed out under power.

Safety procedures in compliance with the ISM Code

S 62 06

Safety Procedures Against Piracy

International Ship and Port Facility - Security Code Chapt. XI-2 SOLAS

- Preparation**
 - Refer to local guidelines such as: UKCA, MCA, etc.
 - Refer to local guidelines such as: UKCA, MCA, etc.
 - Refer to local guidelines such as: UKCA, MCA, etc.
 - Refer to local guidelines such as: UKCA, MCA, etc.
 - Refer to local guidelines such as: UKCA, MCA, etc.
- Prevention**
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
- Implementing safety measures**
 - Review mooring.
 - Review mooring.
 - Review mooring.
 - Review mooring.
 - Review mooring.
- Ship's communications**
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
- Deck security**
 - Review mooring.
 - Review mooring.
 - Review mooring.
 - Review mooring.
 - Review mooring.
- Action if identified**
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.
 - Establish a security plan.

Safety procedures in compliance with the ISM Code

S 62 07

(mm)
400x300

The Everlux® Pilot and Wheelhouse cards are compliant with IMO Res. A601 [15] requirements

Item S 62 52 is a double sided panel

PILOT CARD

Ship's name: _____ Date: _____

Ship's Particulars: _____

STOWAGE PARTICULARS: _____

CHECKED IF AHEAD AND READY: _____

OTHER INFORMATION: _____

S 62 51

WHEELHOUSE POSTER

VESSEL'S NAME: _____

TURNING CIRCLE AT MAX. ALBERTABLE: _____

OTHER INFORMATION: _____

WHEELHOUSE POSTER

VESSEL'S NAME: _____

TURNING CIRCLE AT MAX. ALBERTABLE: _____

OTHER INFORMATION: _____

S 62 52

(mm)
300x400
400x600



Oil Spill Prevention

Procedures to reduce the likelihood of oil spills

Warning: ISM regulations by the International Convention for the Prevention of Pollution from Ships (MARPOL, 1973) to reduce the complex combination of international pollution to the marine environment by oil and other harmful substances are now in force. Following the regulations and observing the common sense and working practices listed here, will reduce damage to the environment. **NEVERHEAVY FUEL OILS AND PENALTYES CAN BE IMPOSED IF THE REGULATIONS ARE IGNORED.**

- Know your ship**
 - Where are the fuel oil receiving points?
 - Make sure they are clearly marked, maintained and properly identified.
 - Remember that oil is highly flammable and toxic.
 - Remember that oil is highly flammable and toxic.
- Plug scuppers**
 - Plug scuppers when not in use.
 - Check scuppers are properly identified.
 - Check scuppers are properly identified.
- Use serviceable equipment**
 - Use only serviceable equipment.
 - Check and repair hoses, valves, and fittings.
 - Check and repair hoses, valves, and fittings.
- Communications and identification**
 - Agree clear signals and hand signals.
 - Agree clear signals and hand signals.
- Control pumping rate**
 - Control the rate of pumping.
 - Control the rate of pumping.
- Use drip trays**
 - Use drip trays to catch any leaks.
 - Use drip trays to catch any leaks.

Safety procedures in compliance with the ISM Code

S 63 01

Post Oil Spill Management

Recommended measures to minimise the effect of an oil spill

Warning: ISM regulations by the International Convention for the Prevention of Pollution from Ships (MARPOL, 1973) to reduce the complex combination of international pollution to the marine environment by oil and other harmful substances are now in force. Following the regulations and observing the common sense and working practices listed here, will reduce damage to the environment. **NEVERHEAVY FUEL OILS AND PENALTYES CAN BE IMPOSED IF THE REGULATIONS ARE IGNORED.**

- When discovering a shipment spill**
 - Stop the pump.
 - Stop the pump.
- Containment**
 - Stop the pump.
 - Stop the pump.
- When discovering an external spill**
 - Stop the pump.
 - Stop the pump.
- Ship actions for external spill**
 - Stop the pump.
 - Stop the pump.

Safety procedures in compliance with the ISM Code

S 63 02

Hot Works

Recommended safety preparations for hot work

Hot work consists of any operation which generates sufficient heat to ignite flammable materials.

- Plan the work**
 - Consider the need for hot work.
 - Consider the need for hot work.
- Minimise fire risks**
 - Consider fire risks.
 - Consider fire risks.
- Prepare work area**
 - Clear work area.
 - Clear work area.
- Safety during and after work**
 - Use safety equipment.
 - Use safety equipment.

Safety procedures in compliance with the ISM Code

S 63 03

Welding & Flamecutting

Safety procedures during welding operations

- General**
 - Use safety equipment.
 - Use safety equipment.
- Precautions against fire & explosions**
 - Clear work area.
 - Clear work area.
- Precautions during arc welding**
 - Use safety equipment.
 - Use safety equipment.
- Precautions during gas welding & cutting**
 - Use safety equipment.
 - Use safety equipment.

Safety procedures in compliance with the ISM Code

S 63 04

Personal Protective Equipment

Choosing the correct personal safety equipment

- Head protection**
 - Use safety helmets.
 - Use safety helmets.
- Eye protection**
 - Use safety glasses.
 - Use safety glasses.
- Hand protection**
 - Use safety gloves.
 - Use safety gloves.
- Foot protection**
 - Use safety shoes.
 - Use safety shoes.
- Respiratory protection**
 - Use safety masks.
 - Use safety masks.
- Ear protection**
 - Use safety earplugs.
 - Use safety earplugs.
- Fall protection**
 - Use safety harnesses.
 - Use safety harnesses.
- Specialised Equipment**
 - Use safety equipment.
 - Use safety equipment.

Safety procedures in compliance with the ISM Code

S 63 05

Self Contained Breathing Apparatus

Safety measures of use in hazardous conditions

Where recycling facilities are not available, empty and low charged cylinders should be labelled and store elsewhere. Confirm that all certificates are valid. Read and learn the manufacturer's instructions.

- Check weekly and before using**
 - Check air supply.
 - Check air supply.
- Donning the breathing apparatus**
 - Put the set on.
 - Put the set on.
- Preparation and verifying the functions**
 - Check air supply.
 - Check air supply.
- Getting ready to enter compartment**
 - Check air supply.
 - Check air supply.
- Initial operation**
 - Use safety equipment.
 - Use safety equipment.
- After operational use**
 - Check air supply.
 - Check air supply.

Safety procedures in compliance with the ISM Code

S 63 06



Enclosed Space Entry

Safety procedures for entering enclosed spaces

- Enclosed spaces are dangerous
 - Due to HAZARDOUS, only TRAINED and COMPETENT PERSONNEL should be permitted to enter enclosed spaces only.
- Prepare space for entry
 - Use AIR supply hoses and lines to withdraw air from end of ducts as possible.
 - VENTILATE thoroughly and CONTINUOUSLY before and during operations. Purge first with U.S. if necessary.
 - TEST ATMOSPHERE before and during operation at various levels and locations. Oxygen to be 21%, test and normalize gas concentrations as per company regulations.
- Prepare equipment
 - TOOLS are to be quarantined at entrance and removed by job. (Check back when completing the job).
 - ILLUMINATION must be adequate and certified for hazardous areas.
 - ACCESS must be adequate. Ladders and safety nets must be in good condition.
- Prepare safety equipment
 - COMMUNICATIONS must be tested and a good radio between spaces at entrance and those entering. Rescue procedure to be prepared and understood.
 - SAFETY EQUIPMENT must be worn. Head lamps, fall, rescue, gas, rescue and personal air monitors must be worn and adjusted and in good condition.
 - RESCUE EQUIPMENT must be at entrance and tested including generator, recovery gear and ladders. Personal must be properly tested in the use of safety equipment.
- Avoid additional hazards
 - ADDITIONAL SPACES may be in a hazard and look for the operator only. Closure of such spaces are written into procedural the contract.
 - NO HOT WORKS. Hot work procedures is not adequate for hot work. Company regulations must be strictly followed if hot work operations are to be done in any space that has enclosed hazardous materials.
- Communications and procedures
 - COMPETENT PERSONS at entrance responsible for all operations.
 - CRACK LIST and entry permit must be completed and signed by the Master or a Senior Officer.
 - VALUITY PERIOD must not be exceeded. Otherwise, another entry permit must be issued.

Safety procedures in compliance with the ISM Code

S 63 07

Enclosed Space and Tank Rescue

Safety procedures for recovering a casualty from a dangerous atmosphere

- Raise the alarm
 - CALL for assistance and give details of the problem.
 - Do not attempt to perform a rescue without the appropriate equipment on the spot (rescue gear only).
 - Rescue at container within 2 min. Cleanse immediately. Contact emergency team.
- Commence rescue
 - Rescue team must use rescue and communication equipment. Check if all rescuers are prepared, personal equipment, Check if all rescuers are prepared, personal equipment, Check if all rescuers are prepared, personal equipment, Check if all rescuers are prepared, personal equipment.
- Emergency first aid and rescue
 - Resuscitate the victim and stop external bleeding.
 - Perform rescue resuscitating using contact with safe air.
- First aid and after care
 - Carry out first aid in safe area.
 - Move casualty to medical room when safe. Consider resuscitation team if at all necessary.
 - After helping casualty, check rescue equipment and procedure starting with first aid and resuscitating experience as necessary.

Safety procedures in compliance with the ISM Code

S 63 08

Safety Signs for Enclosed Space Entry

Safety signs used to mark hazardous areas

Test the atmosphere of any space before entering. Some enclosed spaces on this vessel may contain a hazardous atmosphere that will not support life.

All enclosed of these spaces shall be marked with the following signs: **NOT TO BE CONSIDERED**

- Danger Low oxygen level**: Even a small decrease in the oxygen level can kill you at alarming speed without notice. Rusty tanks and some cargoes absorb oxygen from the air.
- Danger Flammable atmospheres**: The risk of explosion is of critical importance. Remember that even small pockets of gas displace the air you need. Suffocation and backdraft is fast with no possibility of escape.
- No smoking or naked lights**: Some cargoes in all trades may release poisonous vapour into the air. You may not see or smell it. A drunken feeling followed by blackout and death is the likely conclusion.
- Danger Toxic vapours**: Some cargoes in all trades may release poisonous vapour into the air. You may not see or smell it. A drunken feeling followed by blackout and death is the likely conclusion.
- No access Authorized personnel only**: One space can contain all these dangers.

Proper safety procedures for entering enclosed spaces must be carried out before allowing entrance. If in doubt check with someone in authority. DO NOT endanger your life to save time or someone in difficulty. Follow the ENCLOSED SPACE ENTRY SAFETY PROCEDURES.

Safety procedures in compliance with the ISM Code

S 63 09

Engine & Machinery Room Safety

Safe working procedures

- General
 - Be aware you're in an engine, control and machinery room.
 - Before entering a machinery space, verify there are no hidden obstructions, oil, gas, hot surfaces, high voltage cables and live wires.
 - Always be aware of your surroundings. If you are working in a confined space, always have a communication system in place. Do not use mobile phones in the engine room.
 - Never use mobile phones in the engine room.
 - Never use mobile phones in the engine room.
 - Never use mobile phones in the engine room.
- Unattended machinery spaces - (UMS)
 - Do not leave the engine room unattended.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
- Main engines and auxiliaries
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
- Beliefs
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
- Intelligent machine
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
- Workshops and stores
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.
 - Check that all machinery is running normally.

Safety procedures in compliance with the ISM Code

S 63 10

Craneage Safety

Craneage hand signals and safe working practices

Signal with one hand and the other on head

Signal with both hands

Crane and unblock fingers to signal "hold the crane" or "hold the load"

All jobs must have a competent person to be B.W.

Operation must have had adequate testing

Do not work with, from or over

Locking steel rope

Blockade must have one person on all sides

No lifting or unloading for new jobs

Do not lift over people or across ways.

Safety check of hoist and all run.

Safety procedures in compliance with the ISM Code

S 63 11

Working Aloft or Outboard

Be aware of the risks when working outboard and aloft

- Preparation
 - All equipment must be checked in advance to ensure it is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
- Risk awareness
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.
- Lifting
 - One must be fitted on job and emergency action.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
- Working aloft
 - When working aloft, the area below of the work must be clear.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
- Use of portable equipment
 - When using a cutting fire, ensure that the area below of the work must be clear.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
 - Check that all equipment is suitable for the task.
- Working outboard
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.
 - Be aware of the risks when working outboard and aloft.

Safety procedures in compliance with the ISM Code

S 63 12

Health and Safety Operational Procedures

(mm)
300x400
400x600



Bunkering

Safety procedures

Procedures before bunkering

Action:

- Establish communication between crew and bunkering equipment.
- Prepare the lighting equipment.
- Set any traps and sensors to operate.
- Plug system.
- Post the watchstander to the nearest lighted alarm.
- Take off work to prevent alarm or any thing.
- Close valves, isolates and air conditioning.

Check:

- Flow and traps are fully opened.
- Isolates, sensors and air bunker traps are open.
- Emergency shut down procedure is discussed and agreed.
- Traps, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.

Procedures during bunkering

Action:

- Take regular wheelstand of sensors.
- Eliminate leakage and reduce dripping of fuel.
- Close valves when tank is full.
- Notify bunker manufacturer when fuel tank is being filled.
- Allow sufficient edge to drain hoses and traps.

Check:

- Supply the pressure and temperature.
- Trap traps and the relevant tanks are set and that loading is.
- Isolates, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.
- Isolates, valves and all other equipment are fit for bunkering use.

Procedures after bunkering

Action:

- Close and lock off manifold.
- Check off from bunker trap to the sea side.
- Verify equipment and open traps.
- Check and open any traps.
- Check and open any traps.
- Check and open any traps.

Check:

- No thing is open or closed.
- No trap and sensor have been closed and tested.
- All bunker tank traps, loading coils, etc., are closed.
- Isolates are free from oil of equipment's excess capacity.

Safety procedures in compliance with the ISM Code

S 63 13

Fire & Explosion

Crucial procedures

1 Sound the alarm

1 Press the alarm and ensure it sounds.

2 Fight fire.

3 Remove all personnel from the area and isolate the fire.

DO NOT PUT YOUR OWN LIFE AT RISK TO FIGHT A FIRE OR PREVENT A CASUALTY.

2 Immediate response

1 Close all emergency shuttles. Passengers should have a chance of egressing to safety or to other sheltered areas.

2 Emergency teams will be sent to the scene.

3 Establish communication between the bridge and other relevant areas.

3 Limit the damage

1 Close off electrical and other services.

2 Shut down ventilation systems and close off vents and hatches.

3 Remove all flammable materials.

4 Establish and maintain emergency lighting.

4 Evaluate the situation

1 Start bunkering watch.

2 Assess the situation and the extent of the fire, amount of fuel, amount of equipment.

3 Report to relevant areas.

5 Communicate

1 Send distress signal and provide information.

2 Turn on fire lighting.

3 Control ship movement (stabilize and port authority). Notify the port authority if possible.

6 Further actions in port

1 Start fire activities.

2 Communicate with the search. Transfer the search and rescue.

3 Consider the situation and the extent of the fire, amount of fuel, amount of equipment.

4 Consider the situation and the extent of the fire, amount of fuel, amount of equipment.

Safety procedures in compliance with the ISM Code

S 63 14

Gas Bottle Safety

Safe handling, storage and working practices

Common gases used on vessels

Propane (colorless, odorless, non-toxic, dangerous in high concentrations, non-flammable, will explode under certain conditions. Asphyxiant, colorless and odorless but turned off several parts per million, lighter than air, non-toxic, highly flammable, requires minimum energy to ignite, asphyxiant in high concentrations).

Acetylene (colorless, odorless, non-toxic, dangerous in high concentrations, non-flammable, will explode under certain conditions. Asphyxiant, colorless and odorless but turned off several parts per million, lighter than air, non-toxic, highly flammable, requires minimum energy to ignite, asphyxiant in high concentrations).

Carbon Dioxide (colorless, odorless, non-toxic, dangerous in high concentrations, heavier than air, non-flammable, asphyxiant in high concentrations, heavier than air, non-flammable).

Argon (colorless, odorless, non-toxic, asphyxiant in high concentrations, heavier than air, non-flammable).

Helium (colorless, odorless, non-toxic, asphyxiant in high concentrations, lighter than air, non-flammable, asphyxiant in high concentrations, lighter than air, non-flammable).

Hydrogen (colorless, odorless, non-toxic, asphyxiant in high concentrations, lighter than air, non-flammable, asphyxiant in high concentrations, lighter than air, non-flammable).

Ammonia (colorless, pungent odor, toxic, irritant of parts of the respiratory system, heavier than air, non-flammable).

Freon 121, R134 and R22 (colorless, odorless, non-toxic, but irritant to the respiratory system, toxic and asphyxiant in high concentrations, heavier than air, non-flammable. They all decompose when heated, forming toxic gas).

Medical Oxygen (colorless, odorless, non-toxic, non-flammable).

Medical Air (colorless, odorless, non-toxic, non-flammable).

Handling safety procedures

Before use, check the gas cylinder for damage and ensure it is safe for use.

When an empty gas cylinder is to be used, it should be checked for damage and ensure it is safe for use.

When a gas cylinder is to be used, it should be checked for damage and ensure it is safe for use.

When a gas cylinder is to be used, it should be checked for damage and ensure it is safe for use.

When a gas cylinder is to be used, it should be checked for damage and ensure it is safe for use.

Storage safety procedures

Gas cylinders should be stored in a safe, dry, well-ventilated area, away from heat, open flames, and other sources of ignition.

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Safety procedures in compliance with the ISM Code

S 63 15

Drowning and Hypothermia

Actions to undertake when discovering a drowning or hypothermic casualty

Drowning

When a person is drowning, immediately remove them from the water and start first aid. If you are unable to do this, call for help and get a lifebuoy or other flotation device. If you are unable to do this, call for help and get a lifebuoy or other flotation device.

Hypothermia

Hypothermia is a serious condition, especially when the water is cold. It is caused by the body losing heat faster than it can produce it. Hypothermia should always be treated as a medical emergency.

Basic Life Support (BLS) (CoSTRA 2015)
Shout for help: remove from danger if safe to do so

1 Check response

Check for a response by shouting and gently shaking the person.

2 Open the airway

Place your hand on the forehead and gently lift the head.

3 If breathing is not normal START CHEST COMPRESSIONS RIGHT AWAY

Push down hard and fast in the center of the chest.

4 Check breathing

Check for a response by shouting and gently shaking the person.

5 If breathing is normal

Place your hand on the forehead and gently lift the head.

6 Unconscious casualties who are breathing normally must be turned into the Recovery Position

Push and breathe normally must be checked regularly.

7 Hypothermia

Remove the casualty from the water and get them to a warm, dry place.

8 To prevent the BLS Support

Check for a response by shouting and gently shaking the person.

Safety procedures in compliance with the ISM Code

S 63 16

Electric Shock & Serious Injury

During the first few minutes after a non-respiratory cardiac arrest the blood oxygen level remains high. Ventilation is, therefore initially less important than chest compressions

Electric shock

The severity of a person being electrically shocked is related to the voltage, higher voltage tends to cause greater damage to the body and is more likely to cause cardiac arrest. The severity of a person being electrically shocked is related to the voltage, higher voltage tends to cause greater damage to the body and is more likely to cause cardiac arrest.

Basic Life Support (BLS) (CoSTRA 2015)
Shout for help: remove from danger if safe to do so

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Push down hard and fast in the center of the chest.

4 Check breathing

Check for a response by shouting and gently shaking the person.

5 If breathing is normal

Place your hand on the forehead and gently lift the head.

6 Unconscious casualties who are breathing normally must be turned into the Recovery Position

Push and breathe normally must be checked regularly.

Safety procedures in compliance with the ISM Code

S 63 17

Electric Shock, Drowning or Serious Injury

Actions to take when discovering an electric shock, drowning or serious injury casualty

Electric shock

The severity of a person being electrically shocked is related to the voltage, higher voltage tends to cause greater damage to the body and is more likely to cause cardiac arrest. The severity of a person being electrically shocked is related to the voltage, higher voltage tends to cause greater damage to the body and is more likely to cause cardiac arrest.

The ABC of resuscitation Airway-Breathing-Circulation
Remember to shout for help: remove from danger if safe to do so

A Check response

Check for a response by shouting and gently shaking the person.

B Check breathing

Check for a response by shouting and gently shaking the person.

C Check pulse

Check for a response by shouting and gently shaking the person.

1 Check response

Check for a response by shouting and gently shaking the person.

2 Open the airway

Place your hand on the forehead and gently lift the head.

3 If breathing is not normal START CHEST COMPRESSIONS RIGHT AWAY

Push down hard and fast in the center of the chest.

4 Check breathing

Check for a response by shouting and gently shaking the person.

5 If breathing is normal

Place your hand on the forehead and gently lift the head.

6 Unconscious casualties who are breathing normally must be turned into the Recovery Position

Push and breathe normally must be checked regularly.

Safety procedures in compliance with the ISM Code

S 63 18

Health and Safety Operational Procedures

Use the correct colour cutting board and knife to prevent bacteria cross contamination

- Raw meat** [Red cutting board and knife]
- Cooked meat** [Yellow cutting board and knife]
- Raw fish** [Blue cutting board and knife]
- Salad & fruit** [Green cutting board and knife]
- Vegetables** [Brown cutting board and knife]
- Bakery & dairy** [White cutting board and knife]

[*] S 63 30

Shipboard Food Hygiene

Health and safety recommended procedures in pantries, galleys and freezers

- Health and Hygiene**
 - Hands and forearms must be kept clean at all times. Use hot water and soap.
 - Use hand sanitiser if no hot water is available.
 - Cloak, boots and shoes must be cleaned with a suitable detergent before use.
 - All persons must be medically examined.
 - Personnel with diarrhoea, vomiting, sore throat, fever, or other symptoms must not be allowed to work in the galley.
 - Do not smoke, eat or drink in food handling areas.
 - Clear protruding wiring and heat insulation from the galley.
 - Do not touch or breathe hot fumes.
- Food preparation**
 - Do not use the same knife, chopping board or preparation surface for raw meat, fish, seafood, fruit, vegetables and other food items.
 - Use separate knives, chopping boards and preparation surfaces for raw meat, fish, seafood, fruit, vegetables and other food items.
 - Use separate knives, chopping boards and preparation surfaces for raw meat, fish, seafood, fruit, vegetables and other food items.
 - Use separate knives, chopping boards and preparation surfaces for raw meat, fish, seafood, fruit, vegetables and other food items.
- Galley and pantry equipment**
 - Galley and pantry equipment must be kept clean and free from clutter.
 - Change grease traps and filters regularly.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
- Temperature control**
 - A safe temperature of the food and hot oil is the responsibility of the galley and pantry staff.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
 - Personnel must not use equipment in unsuitable conditions.
- Slips, falls and trip hazards**
 - Slips, falls and trip hazards must be reported immediately to the responsible officer.
 - Slips, falls and trip hazards must be reported immediately to the responsible officer.
 - Slips, falls and trip hazards must be reported immediately to the responsible officer.
 - Slips, falls and trip hazards must be reported immediately to the responsible officer.
- Refrigeration, freezer and stove rooms**
 - All stoves must be shut off when not in use.
 - All stoves must be shut off when not in use.
 - All stoves must be shut off when not in use.
 - All stoves must be shut off when not in use.

Safety procedures in compliance with the ISM Code

S 63 19

[mm]
[*] 200x300
300x400
400x600

[*] Only available in this size

Ro-Ro Vessels, Vehicle Deck Operations

All operations on Ro-Ro vehicle decks should be in accordance with the MCA Code of Safe Working Practices for Merchant Seamen, Chapt. 22 and the MSC Code for Cargo Stowage (CS Code)

- Before Loading**
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
- Loading**
 - Use the correct colour cutting board and knife to prevent bacteria cross contamination.
 - Use the correct colour cutting board and knife to prevent bacteria cross contamination.
 - Use the correct colour cutting board and knife to prevent bacteria cross contamination.
 - Use the correct colour cutting board and knife to prevent bacteria cross contamination.
- At Sea**
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
- Unloading**
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.
 - Check that the vehicle deck is clear of any obstructions.

Safety procedures in compliance with the ISM Code

S 63 28

Control of Noise

Reference IMO Code on Noise Levels on Board Ships
Exceptions may be applicable

- Employers responsibilities**
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
 - A hearing risk assessment with noise and supplementary test should be carried out at intervals where the noise level exceeds 85 dB(A).
 - Every crew member whose noise levels exceed 85 dB(A) must be notified by the master and senior officers.
 - Warning signs and soundings signs for the use of the appropriate protective equipment must be displayed in crew areas, hold tops, galley and other suitable equipment production areas above 85 dB(A).
 - Suitable and sufficient hearing protective equipment must be provided for all personnel.
 - Warning hearing and information must be provided by means of an appropriate, on-board, on the hearing communication plan.
- Noise survey report**
 - Control measures shall reduce noise and improve first relief and reduce the noise level and the noise level.
 - Control who is exposed to the noise and what their daily and weekly exposure is.
 - Identify the noise sources and the hearing protection measures.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
- Seafarers responsibilities**
 - Ensure that they adhere to all noise control measures.
 - Use of hearing protective equipment is essential to reduce the noise level and the noise level.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
- General**
 - Limit noise exposure to 4 continuous hours or to a total of 8 hours in a 24-hour period if noise control measures are not implemented.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.
 - Personnel should be notified of noise levels and periodically monitored in the vicinity of noise sources and the risk of hearing loss.

Safety procedures in compliance with the ISM Code

S 63 29

Food Preparation & Storage

- ESSENTIAL FOOD PREPARATION TIPS**
 - Wash hands and forearms before and after handling food.
 - Wash hands and forearms before and after handling food.
 - Wash hands and forearms before and after handling food.
 - Wash hands and forearms before and after handling food.
- PREPARING FOOD FROM FROZEN**
 - Thaw frozen food in a refrigerator or in cold water.
 - Thaw frozen food in a refrigerator or in cold water.
 - Thaw frozen food in a refrigerator or in cold water.
 - Thaw frozen food in a refrigerator or in cold water.
- FOOD STORAGE**
 - Store food in a refrigerator or freezer.
 - Store food in a refrigerator or freezer.
 - Store food in a refrigerator or freezer.
 - Store food in a refrigerator or freezer.
- COOKING AND HEATING**
 - Cook food thoroughly to kill any bacteria.
 - Cook food thoroughly to kill any bacteria.
 - Cook food thoroughly to kill any bacteria.
 - Cook food thoroughly to kill any bacteria.

S 63 23

[mm]
400x300
600x400

Health and Safety Operational Procedures

(mm)
400x300
600x400



Kitchen Hygiene

INTRODUCTION

Food safety and hygiene is a critical part of any food service operation. It is essential to ensure that the food is safe to eat and that the kitchen is clean and hygienic.

1. WASHING UP

Washing up is a crucial part of kitchen hygiene. It is essential to ensure that all dishes, glasses, and utensils are thoroughly cleaned and sanitized.

2. CLEANING MATERIALS

Cleaning materials are essential for maintaining a clean and hygienic kitchen. It is important to use the correct cleaning materials and techniques for each surface.

3. WASTE DISPOSAL

Waste disposal is a critical part of kitchen hygiene. It is essential to ensure that all waste is disposed of correctly and safely.

4. PEST CONTROL

Pest control is a critical part of kitchen hygiene. It is essential to ensure that the kitchen is free from pests and that any infestations are dealt with promptly.

KEEPING YOUR KITCHEN CLEAN

Keeping your kitchen clean is essential for food safety and hygiene. It is important to establish a regular cleaning schedule and to ensure that all surfaces are kept clean and hygienic.

S 63 24

Preventing Slips, Trips & Falls

KNOW THE RISKS

Identify the risks of slips, trips and falls in your workplace. Common risks include wet floors, cluttered walkways, and poor lighting.

1. HAZARD | SPILLAGES

Spillages are a major cause of slips, trips and falls. Ensure that spills are cleaned up immediately and that floors are kept dry.

2. HAZARD | CABLES

Cables and wires can create tripping hazards. Bundle cables together and use mats to cover them.

3. HAZARD | OBSTRUCTIONS

Obstructions on walkways can cause trips and falls. Keep walkways clear of clutter and ensure that exits are unobstructed.

4. HAZARD | FLOORING

Worn or damaged flooring can be a slip and trip hazard. Inspect floors regularly and replace damaged sections.

5. HAZARD | FOOTWEAR

Wearing appropriate footwear is essential for preventing slips, trips and falls. Use slip-resistant shoes in the workplace.

6. HAZARD | LIGHTING

Poor lighting can create shadows and make it difficult to see hazards. Ensure that all work areas are well-lit.

7. PREVENTING ACCIDENTS

Implementing safety measures can help prevent slips, trips and falls. This includes training employees, conducting regular safety audits, and maintaining a clean and safe workplace.

S 63 25

Safe Manual Handling

INTRODUCTION

Safe manual handling is essential for preventing musculoskeletal injuries in the workplace. It involves using correct techniques to lift, move, and handle loads.

RISK ASSESSMENT

Conducting a risk assessment is crucial for identifying and controlling the risks of manual handling. Consider factors such as load weight, frequency, and duration.

EMPLOYERS & EMPLOYEES

Both employers and employees have responsibilities for ensuring safe manual handling. Employers should provide training and resources, while employees should follow safe practices.

HANDLING TECHNIQUES

Using correct handling techniques can significantly reduce the risk of injury. Key techniques include keeping the back straight, using the legs, and avoiding twisting.

S 63 26

Stress Management

3. WHAT IS STRESS?

Stress is a natural response to pressure or demands. It can be both positive and negative, depending on how it is managed.

4. REACTIONS TO STRESS

Stress can affect your physical and mental health. Common reactions include fatigue, irritability, and difficulty concentrating.

5. COPING WITH STRESS

There are many ways to cope with stress, including exercise, relaxation techniques, and seeking support from others.

6. THINK POSITIVELY

Positive thinking can help you manage stress more effectively. Focus on the things you can control and avoid dwelling on negative thoughts.

7. TIME MANAGEMENT

Effective time management can help reduce stress by ensuring that you have enough time to complete your tasks.

8. BALANCE WORK & FAMILY

Striking a balance between work and family life is essential for managing stress. Set boundaries and prioritize your time.

9. COMMUNICATION

Open communication with colleagues and supervisors can help you manage stress. Don't be afraid to ask for help when you need it.

10. BREAKING THE CYCLE

Stress can create a cycle of negative thoughts and feelings. Breaking this cycle requires conscious effort and the use of coping strategies.

S 63 27

(mm)
300x400
400x600



Do Not Discharge Garbage Overboard

You could be violating the law
Any garbage discharge is to be recorded

Garbage type	MARPOL Anti-Pollution Regulations			
	Highly polluting	Polluting	Not polluting	Not polluting
Food waste	Permitted	Permitted	Permitted	Permitted
Plastic waste	Prohibited	Prohibited	Prohibited	Prohibited
Oil waste	Prohibited	Prohibited	Prohibited	Prohibited
Other waste	Prohibited	Prohibited	Prohibited	Prohibited

If uncertain choose not to throw anything overboard

S 63 21

(mm)
150x150[*]
200x200[*]
400x300
600x400



Shipboard Handling and Disposal of Garbage

S 63 22

Metal waste

[*] S 63 31

General waste

[*] S 63 32

Food waste

[*] S 63 33

Plastic waste

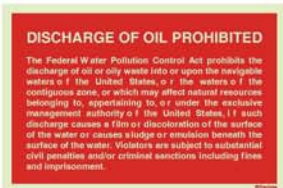
[*] S 63 34

Oily waste

[*] S 63 35

[*] Only available in this size

Health and Safety Operational Procedures



(*) S 63 71



S 63 72

[mm]
[*]300x200
400x200
[*] Only available in this size



S 63 62



S 63 63



S 63 64



S 63 74

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150x200
200x300

Safety Awareness and Training Procedures - Spanish Speaking Crews

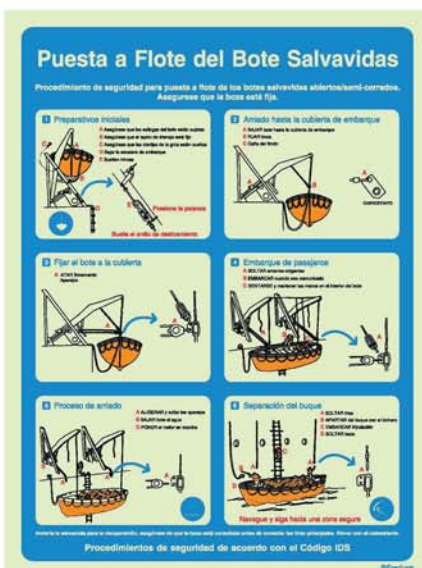


S 64 01



S 64 02

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400x600



S 64 03



S 64 04

(mm)
300x400
400x600



Puesta a Flote de un Bote Salvavidas de Caída Libre

Consignas de seguridad para el lanzamiento de un bote salvavidas de caída libre

- Punto de reunión**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Apuntarse con el ojo salvavidas está bien para tener con los amigos y estar preparados.
 - Nada la parte del bote salvavidas.
- Preparación antes del lanzamiento**
 - Prepararse de la bota de lanzamiento en la zona de lanzamiento en la zona.
 - Combinar que el agua tiene potencialmente para ser un obstáculo.
 - El bote debe estar en la zona de lanzamiento de lanzamiento.
- Operaciones del bote**
 - Intenta de controlar la parte de bote del momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Cargar el agua salvavidas de lanzamiento.
 - Comenzar con todo lo necesario antes de lanzar.
- Embarrac**
 - Las ordenes salvavidas en las ordenes salvavidas.
 - Las ordenes y las ordenes deben estar combinadas.
 - El bote de la parte debe estar combinado.
 - Atención en las ordenes salvavidas de lanzamiento.
 - El bote salvavidas en la zona de lanzamiento.
- Medidas posteriores**
 - Después de la activación, recibir el mensaje del momento.
 - Aplicar la prioridad y seguir el mensaje de lanzamiento de lanzamiento.
 - Salir de la zona salvavidas y utilizar la zona de lanzamiento.

Procedimientos de seguridad de acuerdo con el Código ISB

S 64 05

Prevención de Derrames de Petrleo

Procedimientos para reducir la probabilidad de derrames de hidrocarburos

AVISO: El cumplimiento de la Convención Internacional para la Prevención de Contaminación por los Buques (MARPOL 73/78) para lograr la eliminación total de la contaminación del medio marino por hidrocarburos y otros sustancias nocivas son de obligado cumplimiento. Siguiendo estos procedimientos y observando las prácticas de trabajo que siguen así, se reduce el riesgo de contaminación ambiental.

NECESARIA LA FUEDEIMPOSICIÓN FUERTES MULTAS O SANCIONES EN CASO DE INCUMPLIMIENTO.

- Conozca su buque**
 - Conozca todos los procedimientos y las zonas de lanzamiento.
 - Combinar que el agua tiene potencialmente para ser un obstáculo.
 - Repasar las zonas de lanzamiento, zonas de lanzamiento y zonas de lanzamiento.
 - Repasar las zonas de lanzamiento, zonas de lanzamiento y zonas de lanzamiento.
- Tape los embornados**
 - Tapar los embornados.
 - Tapar los embornados.
 - Tapar los embornados.
 - Tapar los embornados.
- Utilice los equipos adecuados**
 - Utilice los equipos adecuados.
 - Utilice los equipos adecuados.
 - Utilice los equipos adecuados.
 - Utilice los equipos adecuados.
- Comunicaciones e identificación**
 - Comunicaciones e identificación.
 - Comunicaciones e identificación.
 - Comunicaciones e identificación.
 - Comunicaciones e identificación.
- Control pumping rate**
 - Control pumping rate.
 - Control pumping rate.
 - Control pumping rate.
 - Control pumping rate.
- Use bandejas de goteo**
 - Use bandejas de goteo.
 - Use bandejas de goteo.
 - Use bandejas de goteo.
 - Use bandejas de goteo.

Procedimientos de seguridad de acuerdo con el Código ISB

S 64 06

Señalización de Seguridad Según la Resolución OMI A.760(18) e ISO 17631

Procedimientos de seguridad, en conformidad con el Código ISM

S 64 81

Señalización de Control de Incendios

Símbolos gráficos de control de incendios según la Resolución OMI A.654(16)

Procedimientos de seguridad, en conformidad con el Código ISM

S 64 82

¡Hombre al Agua!

Procedimientos esenciales al descubrir un naufragio

- Medidas inmediatas - Cubierta**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.
- Medidas inmediatas - Puerto de mando**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.
- Soluciones inmediatas - en el mar**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.
- Soluciones inmediatas - cuando está fondeado o en el puerto**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.
- Soluciones secundarias - si el naufragio no ha sido descubierto**
 - Alta la prioridad al momento.
 - Las órdenes salvavidas dadas en el momento de activación deben ser escuchadas con atención.
 - Evitar el peligro de lanzamiento en punto de reunión.
 - Evitar el peligro de lanzamiento en punto de reunión.

Procedimientos de seguridad, en conformidad con el Código ISB

S 64 83

Luz, Forma y Señales Sonoras

Señales de comunicación internacionales

Precedencia y duración	Babor	Puza	Estribor	Forma	Señales
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Procedimientos de seguridad, en conformidad con el Código ISM

S 64 85

Safety Awareness and Training Procedures - Spanish Speaking Crews

Disposición Requerida para el Embarque del Práctico

Según el Convenio SOLAS V/23 y la Resolución de IMO A.1045(27)

S 64 84

CARTEL DE LA PUENTE DE MANDO

[*]S 64 86

(mm)
[*]400x300
600x400

[*] Only available in this size

Item S 64 86 is a double sided panel

Abastecimiento de Combustible

Procedimientos de seguridad

Procedimientos antes de abastecer

Acciones: Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida.

Comprobación: Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida.

Procedimientos durante el abastecimiento.

Acciones: Mantener una comunicación constante con el personal de la embarcación abastecedora. Mantener una comunicación constante con el personal de la embarcación abastecedora. Mantener una comunicación constante con el personal de la embarcación abastecedora.

Comprobación: Mantener una comunicación constante con el personal de la embarcación abastecedora. Mantener una comunicación constante con el personal de la embarcación abastecedora. Mantener una comunicación constante con el personal de la embarcación abastecedora.

Procedimientos después de abastecer

Acciones: Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida.

Comprobación: Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida. Verificar que el combustible sea el correcto y la cantidad requerida.

Procedimientos de seguridad, en conformidad con el Código ISM

S 64 87

Choque Eléctrico, Ahogamiento o Lesiones Graves

Acciones a tomar en cuenta al atender a una víctima de choque eléctrico, ahogamiento o accidente grave.

Choque eléctrico

Acciones: Desconectar a la víctima de la fuente de energía eléctrica. Desconectar a la víctima de la fuente de energía eléctrica. Desconectar a la víctima de la fuente de energía eléctrica.

Ahogamiento

Acciones: Realizar la reanimación de la víctima. Realizar la reanimación de la víctima. Realizar la reanimación de la víctima.

Lesiones graves

Acciones: Realizar la atención médica de emergencia. Realizar la atención médica de emergencia. Realizar la atención médica de emergencia.

ABC de la reanimación Vías respiratorias-Respiración-Circulación

A Compruebe la consciencia

B Compruebe la respiración

C Compruebe el pulso

Procedimientos de seguridad, en conformidad con el Código ISM

S 64 88

(mm)
300x400
400x600

[*] Only available in this size

Item S 64 86 is a double sided panel

No Echar Basura al Agua

Usted podría estar violando la ley
Cualquier descarga de basura tiene de ser registrada

MARPOL - Convenio Internacional para prevenir la contaminación por los buques

Tipo de basura	Plástico	Papel y cartón	Comida	Medicamentos	Residuos peligrosos	Residuos de hidrocarburos	Residuos de metales	Residuos de vidrio	Residuos de otros materiales
Basura plástica	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Basura de papel y cartón	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Basura de comida	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Medicamentos	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Residuos peligrosos	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Residuos de hidrocarburos	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Residuos de metales	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Residuos de vidrio	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido
Residuos de otros materiales	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido	Prohibido

Si no está seguro no tirar la basura fuera de bordo

S 64 89

(mm)
300x400
400x600
[*]150x200
[*]200x300

[*] Only available in these sizes

ADVERTENCIA AL USO O POSESIÓN DE DROGAS & ALCOHOL

El uso o posesión de alcohol, drogas o otras sustancias ilegales está estrictamente prohibido a bordo de este buque.

Las violaciones serán castigadas severamente con todas las facultades en la jurisdicción penal del país. El uso de drogas o alcohol a bordo de este buque.

IHA SIDO AVISADO!

[*] S 64 89

Safety Awareness and Training Procedures - French Speaking Crews

[mm]
300x400
400x600

Opération rapide de sauvetage de bateau

SOLAS Chapitre III / MSC Circulaire 1161

1 Préparation

Le sauvetage de bateau doit être conduit par les équipages d'au moins 2 membres de l'équipage.

Les systèmes de sauvetage doivent être maintenus propres et entretenus conformément aux procédures de maintenance et d'entretien de bord.

Chaque membre de l'équipage doit être capable de lancer et de récupérer le bateau.

Le bateau doit être prêt à être lancé à tout moment.

Les membres de l'équipage doivent être entraînés à lancer et à récupérer le bateau.

2 Lancement

Utiliser des appareils SMI conformes et des lignes de sécurité de secours.

Commander et Capitaine doivent s'assurer que les conditions météorologiques et le profil du lancement sont favorables.

Le personnel, objet et équipement doivent être correctement fixés et sécurisés.

Le bateau doit être lancé à l'aide d'un appareil SMI approprié.

Le lancement doit être effectué par deux membres de l'équipage.

Le lancement doit être effectué par deux membres de l'équipage.

3 Récupération du bateau

La récupération du bateau doit être effectuée par deux membres de l'équipage.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

4 Procédure d'urgence

Toutes les communications avec le commandant du navire doivent être effectuées à l'aide de l'appareil SMI.

Le personnel doit être correctement fixé et sécurisé.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

5 Retourner sur le bateau

Les membres de l'équipage doivent être correctement fixés et sécurisés.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

Le bateau doit être récupéré à l'aide d'un appareil SMI approprié.

Procédures de sécurité en conformité avec le Code ISM

S 64 36

Ravitaillement

Procédures de sécurité

Procédures avant le ravitaillement

Actions: Assurer une communication avec le navire et assurer le ravitaillement.

Précautions: Éviter de laisser des objets à bord.

Précautions: Éviter de laisser des objets à bord.

Précautions: Éviter de laisser des objets à bord.

Procédures durant le ravitaillement

Actions: Assurer l'équipement des structures d'échelle.

Précautions: Éviter de laisser des objets à bord.

Précautions: Éviter de laisser des objets à bord.

Procédures après le ravitaillement

Actions: Assurer le retour des équipements et des structures d'échelle.

Précautions: Éviter de laisser des objets à bord.

Précautions: Éviter de laisser des objets à bord.

Procédures de sécurité en conformité avec le Code ISM

S 64 37

Mise à L'eau de L'embarcation de Sauvetage "FREE FALL"

Procédures

1 Rassemblement de l'équipage

Assurer les procédures de sécurité.

Les plans de sauvetage performants doivent être maintenus à jour et prêts à être utilisés.

Assurer que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

2 Vérifier avant le lancement

Vérifier que l'équipage est prêt à être lancé.

Vérifier que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

3 Actions du Tyrolier

Assurer la sécurité de l'équipage et de l'embarcation.

Assurer que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

4 Embarquement

Assurer la sécurité de l'équipage et de l'embarcation.

Assurer que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

5 Lancement

Assurer la sécurité de l'équipage et de l'embarcation.

Assurer que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

6 Autres actions

Assurer la sécurité de l'équipage et de l'embarcation.

Assurer que les procédures de sauvetage sont connues et comprises par tous les membres de l'équipage.

Procédures de sécurité en conformité avec le Code ISM

S 64 70

Signaux Lumineux, de Formes & Auditifs

Signaux de communication internationale

Signal et description	Port	En avant	Tourent	Forme de jour	Forme de nuit
Signal A1	Un feu rouge	Un feu rouge	Un feu rouge	Un rectangle noir	Un cercle rouge
Signal A2	Un feu vert	Un feu vert	Un feu vert	Un rectangle blanc	Un cercle vert
Signal A3	Un feu blanc	Un feu blanc	Un feu blanc	Un rectangle noir	Un cercle blanc
Signal A4	Un feu rouge et blanc	Un feu rouge et blanc	Un feu rouge et blanc	Un rectangle noir	Un cercle rouge et blanc
Signal A5	Un feu rouge et vert	Un feu rouge et vert	Un feu rouge et vert	Un rectangle noir	Un cercle rouge et vert
Signal A6	Un feu rouge, vert et blanc	Un feu rouge, vert et blanc	Un feu rouge, vert et blanc	Un rectangle noir	Un cercle rouge, vert et blanc
Signal A7	Un feu blanc et rouge	Un feu blanc et rouge	Un feu blanc et rouge	Un rectangle noir	Un cercle blanc et rouge
Signal A8	Un feu blanc et vert	Un feu blanc et vert	Un feu blanc et vert	Un rectangle noir	Un cercle blanc et vert
Signal A9	Un feu blanc, rouge et vert	Un feu blanc, rouge et vert	Un feu blanc, rouge et vert	Un rectangle noir	Un cercle blanc, rouge et vert
Signal A10	Un feu blanc et rouge et vert	Un feu blanc et rouge et vert	Un feu blanc et rouge et vert	Un rectangle noir	Un cercle blanc, rouge et vert
Signal A11	Un feu blanc et rouge et vert et blanc	Un feu blanc et rouge et vert et blanc	Un feu blanc et rouge et vert et blanc	Un rectangle noir	Un cercle blanc, rouge et vert et blanc
Signal A12	Un feu blanc et rouge et vert et blanc et rouge	Un feu blanc et rouge et vert et blanc et rouge	Un feu blanc et rouge et vert et blanc et rouge	Un rectangle noir	Un cercle blanc, rouge et vert et blanc et rouge

Procédures de sécurité en conformité avec le Code ISM

S 64 72

Passerelles de Débarquement

Sécurisez le gréement et utilisez les passerelles

1

Assurer la sécurité de l'équipage et de l'embarcation.

2

Assurer la sécurité de l'équipage et de l'embarcation.

3

Assurer la sécurité de l'équipage et de l'embarcation.

4

Assurer la sécurité de l'équipage et de l'embarcation.

5

Assurer la sécurité de l'équipage et de l'embarcation.

6

Assurer la sécurité de l'équipage et de l'embarcation.

Procédures de sécurité en conformité avec le Code ISM

S 64 73

Amarrage

Procédures de sécurité d'amarrage et de largage

1 Avant d'arriver

Assurer la sécurité de l'équipage et de l'embarcation.

2 Embarquement du pilote

Assurer la sécurité de l'équipage et de l'embarcation.

3 À l'arrivée des remorqueurs

Assurer la sécurité de l'équipage et de l'embarcation.

4 Pendant l'amarrage

Assurer la sécurité de l'équipage et de l'embarcation.

5 Surveiller les amarrages

Assurer la sécurité de l'équipage et de l'embarcation.

6 Larguer les amarrages

Assurer la sécurité de l'équipage et de l'embarcation.

Procédures de sécurité en conformité avec le Code ISM

S 64 75

(mm)
300x400
400x600
400x300[*]
600x400[*]



Dispositifs D'embarquement Requis pour le Pilote

Conformément au Règlement SOLAS V/53 et à la Résolution IMO A.1040(27)

[*] S 64 71

Remorquage

Procédures de sécurité recommandées pour les opérations de remorquage

ACTIONS de REMORQUAGE	ACTIONS du NAVIRE
1. A faire rapidement <ul style="list-style-type: none"> Effectuer une communication claire avec le remorqué. Ne pas dépasser la vitesse prescrite par le remorqué. Tous les postes doivent être tenus alertes. Tous les équipements doivent être en état de marche. Ne pas fumer sur le pont. Ne pas effectuer de travaux de soudage ou de réparation pendant le remorquage. Ne pas effectuer de travaux de réparation pendant le remorquage. 	1. A faire rapidement <ul style="list-style-type: none"> Tous les équipages doivent être alertes de manière continue. Le capitaine doit être tenu au courant de toutes les manœuvres effectuées. Le capitaine doit être tenu au courant de toutes les manœuvres effectuées. Le capitaine doit être tenu au courant de toutes les manœuvres effectuées.
2. Remorquage au brin <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer l'absence de tout obstacle. Assurer l'absence de tout obstacle. Assurer l'absence de tout obstacle. 	2. En remorque <ul style="list-style-type: none"> Ne pas aller dans les zones dangereuses. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
3. Lâcher-prise <ul style="list-style-type: none"> Ne pas aller dans les zones dangereuses. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	3. Lâcher-prise <ul style="list-style-type: none"> Ne pas aller dans les zones dangereuses. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.

Procédures de sécurité en conformité avec le Code ISM

S 64 74

Prévention des Déversements D'hydrocarbures

Procédures pour réduire les risques de déversements d'hydrocarbures

Attention réglementation stricte de la Convention internationale pour la prévention de la pollution par les navires (MARPOL 73/78) pour prévenir à l'échelle mondiale de la pollution causée par les hydrocarbures et autres substances nocives soit directement en liquidité, soit sous forme de solides, soit sous forme de boues.

1. Apprenez à connaître votre navire <ul style="list-style-type: none"> Connaître les zones de danger. Connaître les zones de danger. Connaître les zones de danger. 	2. Boucliers de protection <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
3. Utiliser un équipement adéquat <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	4. Communications et identifications <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
5. Contrôler le débit de pompage <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	6. Utiliser des bacs de rétention <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.

Procédures de sécurité en conformité avec le Code ISM

S 64 76

Soudage & Oxycoupage

Procédures de sécurité lors des opérations de soudage

1. Général <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	2. Équipement de protection <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
3. Précautions contre les incendies et explosions <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	4. Matériel de soudage électrique <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
5. Précautions à prendre pendant le soudage à l'arc <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	6. Précautions à prendre pendant le soudage et le découpage au gaz <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.

Procédures de sécurité en conformité avec le Code ISM

S 64 77

Équipement de Protection Individuelle

Choisir le bon équipement de sécurité individuel

1. Protection de la tête <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	2. Protection des yeux <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
3. Protection respiratoire <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	4. Protection des mains <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.
5. Protection des pieds <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. 	6. Protection des vêtements <ul style="list-style-type: none"> Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres. Assurer une bonne tenue des amarres.

Procédures de sécurité en conformité avec le Code ISM

S 64 78

Safety Awareness and Training Procedures - French Speaking Crews

[mm]
300x400
400x600



Appareil Respiratoire Isolant

Mesures de sécurité d'utilisation dans des conditions dangereuses

Lorsque les installations de recharge ne sont pas disponibles, les cylindres vides et lâchement chargés doivent être étiquetés et stockés ailleurs. Assurez-vous que tous les certificats sont valides. Lisez et apprenez les instructions d'utilisation.

1 Vérifier chaque semaine et avant utilisation

- Regarder le manomètre, type d'air, type de valve et vérifier l'état du système de sécurité, les alarmes, les indicateurs et les autres fonctions de sécurité.
- Vérifier tout état des cylindres de formation et sur les conditions de stockage.
- Ne pas utiliser les cylindres vides ou chargés lâchement.
- Assurer le bon état des certificats de conformité.
- Vérifier l'état des cylindres de formation et sur les conditions de stockage.
- Vérifier l'état des certificats de conformité.

2 Enfilier l'appareil respiratoire

- S'assurer que l'appareil respiratoire est en parfait état.
- Placer les bras dans les bretelles.
- Régler le système tout sur le dos.
- Vérifier les alarmes.
- Vérifier les indicateurs.

3 Régénération et vérification des fonctions

- Vérifier la régénération, avec le système de pression.
- Vérifier les niveaux de base en air.
- Tester l'étanchéité à l'air de fuite.
- Vérifier l'étanchéité à l'air de fuite.
- Vérifier l'étanchéité à l'air de fuite.

4 Se préparer pour entrer dans le compartiment

- Adapter le système de ventilation.
- Vérifier l'étanchéité avant d'entrer.
- Assurer une ventilation adéquate.
- Vérifier l'étanchéité avant d'entrer.
- Assurer une ventilation adéquate.

5 Démarrer l'opération

- S'assurer que l'appareil respiratoire est en parfait état.
- Vérifier l'étanchéité à l'air de fuite.
- Vérifier l'étanchéité à l'air de fuite.
- Assurer une ventilation adéquate.
- Vérifier l'étanchéité à l'air de fuite.

6 Après l'utilisation opérationnelle

- Décontaminer l'appareil.
- Vérifier l'étanchéité à l'air de fuite.
- Assurer une ventilation adéquate.
- Vérifier l'étanchéité à l'air de fuite.
- Assurer une ventilation adéquate.

Procédures de sécurité en conformité avec le Code ISM

S 64 79

Hygiène Alimentaire à Bord du Navire

Procédures de santé et sécurité recommandées dans les garde-manger, cuisines et congélateurs

1 Santé et Hygiène

Les personnes travaillant dans les cuisines doivent être en parfaite santé et ne pas présenter de symptômes de maladies infectieuses, telles que la grippe, la gastro-entérite, les infections cutanées, la diarrhée, la dysenterie, les infections respiratoires, les infections oculaires, etc.

Les personnes travaillant dans les cuisines doivent être en parfaite santé et ne pas présenter de symptômes de maladies infectieuses, telles que la grippe, la gastro-entérite, les infections cutanées, la diarrhée, la dysenterie, les infections respiratoires, les infections oculaires, etc.

2 La préparation des aliments

Les aliments doivent être stockés, préparés et servis à bord du navire conformément aux règles d'hygiène alimentaire recommandées.

Les aliments doivent être stockés, préparés et servis à bord du navire conformément aux règles d'hygiène alimentaire recommandées.

3 Equipement de cuisine de garde-manger

Le système de cuisine de garde-manger doit être en parfait état et conforme aux règles d'hygiène alimentaire recommandées.

Le système de cuisine de garde-manger doit être en parfait état et conforme aux règles d'hygiène alimentaire recommandées.

4 Contrôle de la température

La température des aliments doit être contrôlée régulièrement et enregistrée.

La température des aliments doit être contrôlée régulièrement et enregistrée.

5 Les glissades, les chutes et les risques de chute

Les personnes travaillant dans les cuisines doivent être en parfaite santé et ne pas présenter de symptômes de maladies infectieuses, telles que la grippe, la gastro-entérite, les infections cutanées, la diarrhée, la dysenterie, les infections respiratoires, les infections oculaires, etc.

Les personnes travaillant dans les cuisines doivent être en parfaite santé et ne pas présenter de symptômes de maladies infectieuses, telles que la grippe, la gastro-entérite, les infections cutanées, la diarrhée, la dysenterie, les infections respiratoires, les infections oculaires, etc.

6 Réfrigération, congélation et réserves

Les aliments doivent être stockés, préparés et servis à bord du navire conformément aux règles d'hygiène alimentaire recommandées.

Les aliments doivent être stockés, préparés et servis à bord du navire conformément aux règles d'hygiène alimentaire recommandées.

Procédures de sécurité en conformité avec le Code ISM

S 64 80

Ne Pas Jeter D'ordures Dans L'eau

**Vous pouvez être en train d'enfreindre la loi
Toute élimination de déchets doit être enregistrée**

MARPOL Réglementations anti-pollution

Type de déchets	A	B	C	D
Les déchets alimentaires (sauf le poisson)	Prohibé	Prohibé	Autorisé	Prohibé
Les déchets pharmaceutiques	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets médicaux	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets dangereux	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets inflammables	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets corrosifs	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets toxiques	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets infectieux	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets radioactifs	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets solides	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets liquides	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets gazeux	Prohibé	Prohibé	Prohibé	Prohibé
Les déchets radioactifs	Prohibé	Prohibé	Prohibé	Prohibé

Si vous n'êtes pas sûr, ne jetez pas d'ordures par-dessus le bord.

S 64 90

Code International des Signaux Signalisation des Drapeaux

Alphabet	Signes
A	[Bande bleue, bande blanche]
B	[Bande blanche, bande bleue]
C	[Bande rouge, bande blanche]
D	[Bande blanche, bande rouge]
E	[Bande bleue]
F	[Bande rouge]
G	[Bande verte]
H	[Bande bleue]
I	[Bande rouge]
J	[Bande bleue]
K	[Bande rouge]
L	[Bande bleue]
M	[Bande rouge]
N	[Bande blanche]
O	[Bande rouge]
P	[Bande blanche]
Q	[Bande bleue]
R	[Bande rouge]
S	[Bande bleue]
T	[Bande rouge]
U	[Bande bleue]
V	[Bande rouge]
W	[Bande bleue]
X	[Bande rouge]
Y	[Bande bleue]
Z	[Bande rouge]

Nombres	Signes
1	[Bande blanche]
2	[Bande bleue]
3	[Bande rouge]
4	[Bande bleue]
5	[Bande rouge]
6	[Bande bleue]
7	[Bande rouge]
8	[Bande bleue]
9	[Bande rouge]
0	[Bande bleue]

Parties de substitution

S 64 61

Signaux de Sauvetage

Signaux de communication internationale de recherche et de sauvetage selon les réglementations SOLAS

Signaux de Sécurité Radiophonique

Les signaux de sécurité radiophonique sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

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- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Procédures de sécurité en conformité avec le Code ISM

S 64 62

CODE MARIN

Signalisation internationale des drapeaux de sauvetage et de secours

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Signaux de Sécurité à l'Aide de la Batterie

Les signaux de sécurité à l'aide de la batterie sont les suivants :

- Messagerie de sécurité (M) - Trois coups de cloche, répétée trois fois.
- Alerte de sécurité (S) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (D) - Cinq coups de cloche, répétée trois fois.
- Alerte de détresse (N) - Cinq coups de cloche, répétée trois fois.

Procédures de sécurité en conformité avec le Code ISM

S 64 63

(mm)
300x400
400x600



Trabalho em Altura ou Fora de Bordo

Esteja ciente dos riscos ao trabalhar fora de bordo e em altura

1 Preparação
 Todos os equipamentos em conformidade com o Código ISM, com a seguinte especificação:
 - Equipamento de proteção em altura, incluindo, mas não limitado a:
 - Cordão de segurança
 - Capacete de segurança
 - Luvas de proteção
 - Cinto de segurança
 - Capacete de segurança
 - Luvas de proteção
 - Cinto de segurança

2 Sensibilização do risco
 - Estado do mar
 - Condições de vento
 - Profundidade da água
 - Estado de visibilidade
 - Estado de saúde
 - Estado de cansaço

3 Instruções
 - Trabalho deve ser realizado sob a direção de um supervisor qualificado.
 - O supervisor deve estar em todo momento disponível para prestar assistência.
 - Não se deve trabalhar em condições de mau tempo.
 - Não se deve trabalhar em condições de baixa visibilidade.
 - Não se deve trabalhar em condições de baixa temperatura.
 - Não se deve trabalhar em condições de baixa pressão atmosférica.
 - Não se deve trabalhar em condições de baixa oxigenação do ar.

4 Trabalho em altura
 - Não se deve trabalhar em altura sem a devida preparação.
 - Não se deve trabalhar em altura sem a devida supervisão.
 - Não se deve trabalhar em altura sem a devida proteção.
 - Não se deve trabalhar em altura sem a devida comunicação.
 - Não se deve trabalhar em altura sem a devida sinalização.

5 Trabalho fora de bordo
 - Não se deve trabalhar fora de bordo sem a devida preparação.
 - Não se deve trabalhar fora de bordo sem a devida supervisão.
 - Não se deve trabalhar fora de bordo sem a devida proteção.
 - Não se deve trabalhar fora de bordo sem a devida comunicação.
 - Não se deve trabalhar fora de bordo sem a devida sinalização.

Procedimentos de segurança em conformidade com o Código ISM

S 64 50

Segurança com Garrafas de Gás

Manuseamento seguro, armazenamento e práticas operacionais

1 Manuseamento seguro
 - Não se deve manusear garrafas de gás sem a devida preparação.
 - Não se deve manusear garrafas de gás sem a devida supervisão.
 - Não se deve manusear garrafas de gás sem a devida proteção.
 - Não se deve manusear garrafas de gás sem a devida comunicação.
 - Não se deve manusear garrafas de gás sem a devida sinalização.

2 Armazenamento
 - Não se deve armazenar garrafas de gás em locais não autorizados.
 - Não se deve armazenar garrafas de gás em locais não ventilados.
 - Não se deve armazenar garrafas de gás em locais não protegidos contra incêndios.
 - Não se deve armazenar garrafas de gás em locais não protegidos contra quedas.

3 Práticas operacionais
 - Não se deve utilizar garrafas de gás sem a devida preparação.
 - Não se deve utilizar garrafas de gás sem a devida supervisão.
 - Não se deve utilizar garrafas de gás sem a devida proteção.
 - Não se deve utilizar garrafas de gás sem a devida comunicação.
 - Não se deve utilizar garrafas de gás sem a devida sinalização.

Procedimentos de segurança em conformidade com o Código ISM

S 64 51

Afogamento e Hipotermia

Ações a desenvolver ao descobrir uma vítima de afogamento ou hipotermia

1 Suporte Básico de Vida (SBV) (CoSTRA 2015)
 - Verificar a respiração
 - Verificar a circulação
 - Verificar a temperatura
 - Verificar a consciência

2 Afogamento
 - Não se deve entrar na água sem a devida preparação.
 - Não se deve entrar na água sem a devida supervisão.
 - Não se deve entrar na água sem a devida proteção.
 - Não se deve entrar na água sem a devida comunicação.
 - Não se deve entrar na água sem a devida sinalização.

3 Hipotermia
 - Não se deve permanecer em locais não aquecidos.
 - Não se deve permanecer em locais não protegidos contra o vento.
 - Não se deve permanecer em locais não protegidos contra a chuva.

Procedimentos de segurança em conformidade com o Código ISM

S 64 52

Choques Elétricos e Lesões Graves

Quando se primária intuição de um perigo recorrente que não seja possível por outras, o nível de atenção ao navegar mantém-se elevado.

1 Choques elétricos
 - Não se deve trabalhar em áreas com equipamentos elétricos sem a devida preparação.
 - Não se deve trabalhar em áreas com equipamentos elétricos sem a devida supervisão.
 - Não se deve trabalhar em áreas com equipamentos elétricos sem a devida proteção.
 - Não se deve trabalhar em áreas com equipamentos elétricos sem a devida comunicação.
 - Não se deve trabalhar em áreas com equipamentos elétricos sem a devida sinalização.

2 Lesões graves
 - Não se deve trabalhar em áreas com equipamentos pesados sem a devida preparação.
 - Não se deve trabalhar em áreas com equipamentos pesados sem a devida supervisão.
 - Não se deve trabalhar em áreas com equipamentos pesados sem a devida proteção.
 - Não se deve trabalhar em áreas com equipamentos pesados sem a devida comunicação.
 - Não se deve trabalhar em áreas com equipamentos pesados sem a devida sinalização.

3 Suporte Básico de Vida (SBV) (CoSTRA 2005)
 - Verificar a respiração
 - Verificar a circulação
 - Verificar a temperatura
 - Verificar a consciência

Procedimentos de segurança em conformidade com o Código ISM

S 64 60

Lançamento de balsa salva-vidas

Procedimentos para o lançamento de balsas salva-vidas infláveis

1 Lançamento automático
 - Não se deve utilizar a balsa sem a devida preparação.
 - Não se deve utilizar a balsa sem a devida supervisão.
 - Não se deve utilizar a balsa sem a devida proteção.
 - Não se deve utilizar a balsa sem a devida comunicação.
 - Não se deve utilizar a balsa sem a devida sinalização.

2 Lançamento manual
 - Não se deve utilizar a balsa sem a devida preparação.
 - Não se deve utilizar a balsa sem a devida supervisão.
 - Não se deve utilizar a balsa sem a devida proteção.
 - Não se deve utilizar a balsa sem a devida comunicação.
 - Não se deve utilizar a balsa sem a devida sinalização.

3 Lançamento de balsa salvavidas
 - Não se deve utilizar a balsa sem a devida preparação.
 - Não se deve utilizar a balsa sem a devida supervisão.
 - Não se deve utilizar a balsa sem a devida proteção.
 - Não se deve utilizar a balsa sem a devida comunicação.
 - Não se deve utilizar a balsa sem a devida sinalização.

4 Inverter a balsa salvavidas para cima
 - Não se deve utilizar a balsa sem a devida preparação.
 - Não se deve utilizar a balsa sem a devida supervisão.
 - Não se deve utilizar a balsa sem a devida proteção.
 - Não se deve utilizar a balsa sem a devida comunicação.
 - Não se deve utilizar a balsa sem a devida sinalização.

Procedimentos de segurança em conformidade com o Código ISM

S 64 53

Safety Awareness and Training Procedures - Portuguese Speaking Crews

[mm]
300x400
400x600



Balsas Salva-vidas Infláveis

Procedimentos essenciais após o lançamento à água

- Inverter a balsa salva-vidas para cima**
- Embarracar rapidamente**
- Abastecer do navio**
- Lançar à água**
- Fechar as entradas**
- Medidas posteriores**

Procedimento de segurança em conformidade com o Código ISM

S 64 54

Lançamento da Baleeira em Condições Atmosféricas Perigosas

Procedimentos de segurança

- Confirmação de rumo para área segura**
- Controlo de pressão**
- Início do abastecimento de ar para passageiros e motor**
- Lançamento a bordo do sistema de ventilação**
- Controlo de nível para zona segura**
- Informação relevante**

Procedimento de segurança de acordo ao código ISM

S 64 55

Higiene dos Alimentos a Bordo

Recomendações de saúde e segurança em copas, cozinhas e frigoríficos

- Saldo e Vigor**
- Prevenção dos alimentos**
- Equipamentos de cozinha e limpeza**
- Controlo de temperatura**
- Prevenção de escorregões, quedas e tropeços**
- Partilha, higiene e estado de conservação**

Procedimento de segurança de acordo ao código ISM

S 64 56

Sinais de Salvamento

Sinais de comunicação internacional de busca e salvamento de acordo com os requerimentos SOLAS

Table of international search and rescue communication signals (SOLAS).

Procedimento de segurança em conformidade com o Código ISM

S 64 57

Colocação do Colete Salva-vidas

Instruções para colocar o colete salva-vidas

- Coloque a cabeça dentro da abertura central e na bregua nas aberturas laterais**
- Abra a parte superior do colete salva-vidas com um só braço nas cordas**
- Chaque o cinto à volta da cintura e crossete a frente juntando as duas partes com firmeza. Puxe o cinto para que fique o mais apertado possível**
- Active a luz do colete salva-vidas**

Procedimento de segurança em conformidade com o Código ISM

S 64 58

Sinais de Luzes, Formatos e Sons

Sinais de comunicação internacional

Table of international communication signals (lights, shapes, and sounds).

Procedimento de segurança em conformidade com o Código ISM

S 64 59

Safety Awareness

(mm)
300x400
400x600



Safety First
Confined Spaces

Unless you know, avoid down below
Use the correct PPE & procedures!

S 65 01

Safety First
Electrical Safety

Be the only bright spark around
Think electrical safety!

S 65 02

Safety First
Eye Protection

To see or not to see, that is the question
Use eye protection!

S 65 03

Safety First
Fire Prevention

Play your part
Be fire smart!

S 65 04

Safety First
Follow Correct Procedures

Informed is better than deformed!

S 65 05

Safety First
Hazardous Materials

Safety is as simple as ABC
Always Be Careful and follow the instructions

S 65 06

Safety First
Housekeeping

Avoid a scene
Keep it clean!

S 65 07

Safety First
Lift Correctly

Keep safety on track
Look after your back!

S 65 08

Safety First
Noise

Hear today, gone tomorrow
Use hearing protection!

S 65 09

Safety First
Personal Protective Equipment (PPE)

No safety know pain, know safety no pain
Use the correct PPE!

S 65 10

Safety First
Seek Medical Attention

A wound neglected is a wound infected
Seek medical attention!

S 65 11

Safety First
Slips and Falls

A spill, a slip
A hospital trip!

S 65 12

The **Everlux**[®] general awareness safety notices can be used to remind the crew of the basic safety principles in order to create a safe environment on board.

When used together with the **Everlux**[®] safety awareness training procedures they will help you to comply with the ISM Code requirements