



Code of Safe Working Practices for Merchant Seafarers: Amendment 2016

Notice to all Shipowners, ship operators and managers, masters and seafarers

*This notice replaces Marine Information Note MIN 512 (M+F)
This MIN expires 31 October 2017*

Summary

This Marine Information Note provides information about the 2016 revision to the Code of Safe Working Practices for Merchant Seafarers ("the Code"). The Code provides best practice guidance for health and safety on board ship. It deals with the regulatory framework for health and safety on board ship, safety management and identifies statutory duties underlying the advice in the Code, and includes the areas that should be covered when introducing a new recruit to the safety procedures on board.

Main points

Changes from the previous Code of Safe Working Practices for Merchant Seafarers (2015 edition) include:

1. New chapter on Ships serving offshore renewables installations
2. New illustrations on PPE for painting and hotwork.
3. Other changes are listed in Section 2.6.

1. Introduction

- 1.1 An amendment to the Code of Safe Working Practices for Merchant Seafarers ("the Code") was issued on 24 October 2016 after consultation with industry.
- 1.2 The Code is an authoritative guidance on best practice in health and safety on board ships and is endorsed by the National Maritime Occupational Health and Safety Committee (NMOHSC). It deals with the regulatory framework for health and safety on board ship, safety management and statutory duties underlying the advice.



2. Amendments to the 2015 Edition of the Code

- 2.1 Chapter 32: Ships serving offshore renewable installations is now included and contains guidance for Vessels serving offshore renewables installations
- 2.2 Chapter 23: Food Preparation and Handling in the Catering Department: The advice on deep fat frying has been updated and now also includes the guidance published in SOLAS II-2 Reg 10; 6.4.3.
- 2.3 There are new illustrations depicting the recommended Personal Protective Equipment for Hot Work, general painting and spray painting and these have been inserted into Chapter 24 and Chapter 25 respectively.
- 2.4 Chapter 24, Hot Work: The introduction is now more general and there is now sub-section on Welding and gas cutting.
- 2.5 New links to provide information and advice on mental health awareness, stress and fatigue are now included in Appendix 2.
- 2.6 The table below summarises the amendments in this edition of the Code. Changes are shown in *italics*. Where appropriate, the reason for the change is shown in brackets.

Chapter and title	Number	Paragraph number or title	Summary of amended text and reason
Contents			Amend (typographical): Migration: whole body vibration to <i>Mitigation: whole body vibration</i>
Chapter 9: Safety Signs		Annex 9.1	Title amended to <i>Safety signs in accordance with the Merchant Shipping and Fishing Vessels (Safety Signs and Signals) Regulations 2001 and MGN 556 (M+F)</i> to clarify the differences between the mandatory and non-mandatory signs that are in common usage.
Chapter 10: Manual Handling		Annex 10.1: sub-section 3	Amend (typographical)... of the deck to read <i>....of the vessel</i>
Chapter 10: Manual Handling		Annex 10.1 Illustration of safe weights for manual handling	Amend (typographical)..... below to read <i>.....above</i>
Chapter 11: Safe Movement on board ship		Lighting: 11.5.7	Amend to read: (typographical) <i>any slack in the leads should be stowed so as to not create a trip hazard</i>
Chapter 11: Safe Movement on board ship		Watertight doors: 11.7.1	Insert: <i>Training records should be kept.</i>
Chapter 12: Noise, vibration and other physical agents		Annex 12.3; Paragraph 2; Earmuffs and Earplugs bullet points	Insert: <i>See section 8.6.4 and See section 8.6.3</i>
Chapter 13: Safety Officials		Company duties; 13.3.2.2	Amend to read: (typographical)... to individual employers to read <i>all on board</i>
Chapter 13: Safety Officials		Company duties; 13.3.6.1	Amend to read: (typographical) <i>The company and master have a duty to facilitate the work of a safety official, providing them with access to a</i>



		<i>copy of this Code, and any relevant legislation, merchant shipping notices and other information including:....</i>
Chapter 15: Entering Dangerous (Enclosed Spaces)	Training, Instruction and Information: 15.12.2	Amend to read: (update) <i>It is recommended that all seafarers whose duties may involve entry into enclosed spaces should attend a dedicated course for entry into enclosed spaces.</i>
Chapter 17: Work at Height	Scaffolding: 17.7	Amend sub-title to read: (update) <i>Scaffolding including scaffolding towers</i>
Chapter 22: Boarding Arrangements	Portable and rope ladders; 22.6.6	Amend to read: (update) <i>Where the freeboard is 9 metres or more, a rope ladder should only be used in conjunction with an accommodation ladder, leading aft and positioned in such a way as to provide safe and easy access from the rope ladder to the bottom platform.</i>
Chapter 22: Boarding Arrangements	Annex 22.1 Section 4	Amend to read: (update) <i>Pilot ladders and combine with section 5.</i>
Chapter 23: Food Preparation and handling food in the catering department	Deep fat frying: 23.5.3	Amend to read: (update) <i>Reference should be made to the manufacturer's SDS to establish the flash point of the cooking medium, and thermostat(s) used to monitor temperature to ensure that this is not reached.</i>
Chapter 23: Food Preparation and handling food in the catering department	Deep fat frying: 23.5.5	Amend to read: (update) <i>To minimise the risk of fire from failure of the control thermostat, all deep fat fryers should be fitted with a primary and a backup thermostat with an alarm to alert the operator in the event of failure of either thermostat. The thermostats should be maintained and checked in accordance with the manufacturer's instructions.</i>
Chapter 26: Anchoring, mooring and towing operations	Introduction: 26.1.2	Amend to read: (update) <i>Based on the risk assessment, appropriate control measures should be put in place. It is particularly important that the risk assessment considers the consequences of the failure of any equipment. This chapter identifies some areas that require attention when anchoring, mooring or conducting towing operations.</i> Insert at end of paragraph: (update) <i>The risk assessment and control measures should be reviewed for each mooring operation, taking into account of the expected mooring configuration with particular attention to potential risk of snap-back.</i>
Chapter 26: Anchoring, mooring and towing operations	Anchoring and weighing anchor: 26.1.3	Amend to read: (update) <i>When anchoring, mooring or towing operations are taking place all seafarers should be adequately briefed on the mooring configurations, and correctly dressed in appropriate personal protective equipment. .</i>
Chapter 26: Anchoring, mooring and towing operations	Anchoring and weighing anchor: 26.2.1	Amend to read: (update) <i>Where noise levels generated may be harmful, hearing protection may be considered – however taking account of the time exposure and the greater risk from impaired communication. During anchoring, they should stand aft of or a safe distance from the</i>



		<i>windlass/capstan and be mindful of the potential risk of snap-back.</i>
Chapter 26: Anchoring, mooring and towing operations	Anchoring and weighing anchor: 26.2.5	Amend to read: (typographical) enclosed space
Chapter 27: Roll-on-Roll off Ferries	Specialised vehicles: 27.12	Update References to M Notices MGN 545 and MGN 552
Chapter 28: Dry Cargo	General Precautions for personnel: 28.6.1	Amend to read: (update) <i>Where crew are working alongside shore-side personnel in cargo operations, the same level of safety should be provided to both shore and ship-side personnel. Each should be aware of the others' risk assessment and procedures to ensure common understanding.</i>
Chapter 31: Ships serving offshore oil and gas installations	General precautions: 31.3.4	Amend to read: (update) <i>Lighting should be placed so that it does not dazzle the navigational watch, interfere with the prescribed navigational lights nor dazzle the deck crew when carrying out cargo operations.</i>
Chapter 31: Ships serving offshore oil and gas installations	Personal Protective Equipment: 31.4.3	Insert: after safety boots safety eyewear as appropriate.
Chapter 31: Ships serving offshore oil and gas installations	Personal Protective Equipment: 31.4.4	Amend to read: (update) <i>The Company should assess the working areas of working decks to ensure that the noise levels generated from both the vessel and the neighbouring platform, are within an acceptable range. If not, suitable hearing protection should be provided that does not restrict or inhibit communication on the installation or between the installation and the bridge.</i>
Chapter 31: Ships serving offshore oil and gas installations	Bulk Cargo Operation: 31.7.2, 4 th bullet point	Amend to read: (update) <i>The pumping rate should start off very slowly, to check that all connections are secure and the produce is going into the agreed tank(s). Once this has been confirmed pumping can be increased to the agreed rate. Further checks of connections should be made once the final pumping rate has been reached.</i>

2.7 This amendment to the Code also corrects other typographical and formatting errors identified since the last update.

2.8 Please note the following changes to references, which have occurred since the amendments were finalised.

Chapter Number and title	Paragraph number or title	Amendment
Chapter 4 Emergency drills and procedures	4.4.10 and Appendix 1	Marginal reference: MSN 1803 (M) replaced by MGN 560 (M)



3. Availability of the Code

- 3.1 Printed copies of the latest edition are available by writing to The Stationery Office (TSO), Customer Services, PO Box 29, Norwich NR3 1GN; or by telephoning +(0) 333 22 5070; or fax +44 (0) 333 202 5080; or by emailing customer.services@tso.co.uk. Alternatively, the latest edition can be ordered online at www.tsoshop.co.uk where a list of all TSO Agents can be found; or from any reputable book seller.
- 3.2 Companies may subscribe to a standing order for the issue of amendments. TSO will provide details of the system when copies of the Code are purchased.

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