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How to order

When ordering please include the product code. This consists of a four digit number, followed by a one or two letter size reference, followed by a two letter material code.

- **Standard sizes**
  Available standard sizes are shown for each product.

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- **Standard materials**
  - PV: Photoluminescent, self-adhesive vinyl
  - PR: Photoluminescent, rigid PVC
  - W: White, self-adhesive vinyl
  - WR: White, rigid PVC
  - WP: White, laminated paper
  - TV: Transparent vinyl
  - TR: Transparent, rigid plastic
  - CV: Coloured vinyl / polyethylene

Example:

**Danger**  Keep out of children’s reach - Unauthorized access prohibited

**3112KMPV**

**Pricing**

Items marked with a **a** are individually priced. All other items are priced against size reference. While the company will endeavour to honour published prices, it reserves the right not to deliver them at any time should there be an underlying increase in cost or if a pricing error has occurred.

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**Maritime Progress Ltd**

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Email: info@maritimeprogress.com

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**Maritime Progress** has served the marine industry exclusively for more than 25 years and has established itself as a market leader. This has come about by focusing on being legislative compliant, designing and delivering ‘fit for purpose’ quality products at value for money prices. With a comprehensive stock level of more than three thousand products available off the shelf we are able to offer an extremely efficient service to marine management teams.

Sensible investment has been made in plant and modern equipment but most of all – people – Maritimers, chemists, graphics artists, printers and production engineers form our pool of experienced personnel producing the products and services for our customers.

Accredited to BS EN ISO 9001:2008 Quality Assurance standard we aim to provide products that contribute to people’s safety, that conform to our customer’s requirements, to deliver them on time and at a competitive price.

The company is a long standing member of the Photoluminescent Safety Products Association (PSPA) and contributes towards the improvement in the quality and standards of photoluminescent materials.

In recent years we have assisted both ISSA and IMPA in the preparation of the signage sections of their catalogues and participated in the revision process of SOLAS Chapter II. Collectively our staff has many years marine experience resulting in the standard of service and quality of product demanded by today’s shipping industry.

**Maritime Progress Ltd** is an authoritative reference manual for those considering the requirements for all types of signage, safety awareness and training material onboard ship.

Close liaison with regulatory authorities, key ship owners and operators ensure all products meet current international legislation and are relevant for today’s onboard ship management. Specific reference to international regulations, standards, codes and guidelines is made, as required, through the book.

With more than 25 years of production experience, both manufacturing and printing processes are managed under an ISO9001:2008 Quality Assurance System. Production is concentrated purely for the marine industry allowing extensive stock to be maintained. Special signage specific to customer’s own requirements can be produced with state of the art printing techniques on a variety of materials.

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**Posters**

- Safety awareness and training posters
- Posters: Maritime Progress Ltd

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**Contact our Sales Team**

Tel: +44 (0)1737 782818

Email: info@maritimeprogress.com

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**www.maritimeprogress.com**
**Technical information**

- Colour and shape

**Prohibition signs**
- Used to limit access and prohibit activity so as to reduce and control risk.
- A black symbol contained within a red circle with diagonal crossbar, white text on a red background if necessary.

**Hazard signs**
- Used to emphasise identified hazards that cannot be eliminated categorized by the words ‘Danger’, ‘Warning’ and ‘Caution’.
- A black symbol contained within a yellow triangle with black border and black text if necessary.

**Fire equipment signs**
- Each item of fire fighting equipment should be marked so as to be readily identifiable.
- A white symbol within a red square or rectangle with white text if necessary.

**Safe condition - escape route signs**
- Used to indicate an evacuation route, location of safety equipment, safety facility or a safe action.
- A white symbol within a green square or rectangle with white text if necessary.

**Mandatory signs**
- Used to give specific instructions and information so as to ensure the safety of the crew, passengers and vessel.
- A white symbol within a blue circle with white text if necessary.

**Combination signs**
- Used to convey a mixture of Hazard, Prohibition and Mandatory messages they adequately inform without the need for multiple signs.
- A white background in combination with the above specifications.

**Hazard diamond signs**
- Used to identify substances and articles subject to the provisions of the IMDG Code classed 1 to 9 according to the hazard.
- Reproduced as signs reflecting the labels, marks and signs according to the IMDG Code.
### Technical information

#### - Materials

#### Why photoluminescent?

This is an ideal material to use for safety signs because photoluminescent material stores energy from a light source and releases the light energy in darkness. There must always be enough light to activate the material while the brightness and period of glow depends on the grade and thickness of pigment used. Maritime Progress photoluminescent material far exceeds the glow properties required for Low Location Lighting systems and has Marine Equipment Directive certification by Lloyds for this purpose. The same material is used as standard for all photoluminescent signs.

#### Self-Adhesive photoluminescent Vinyl (PV)

Flexible laminated PVC composite material incorporating a photoluminescent layer thermally welded to a white reflective layer, backed with pre-applied adhesive.

#### Photoluminescent Rigid PVC (PR)

Laminated PVC sheet incorporating a photoluminescent layer backed by a rigid white reflective substrate and protected by a tough, clear gloss PVC film. All laminations are thermally welded to form a cohesive sheet.

#### Vynalast engraving laminate (EL)

This is a tough, rigid, PVC product designed for the more technical applications of engraved signage. In addition to excellent chemical resistance, it has high tensile strength, good impact strength and dimensional stability with low thermal conductivity. It excels in outdoor applications where it is resistant to salt water corrosion, ultraviolet light and other environmental factors.

#### Vynalast photoluminescent engraving laminate (EP)

Combining all of the properties featured in standard Vynalast, this has a “glow in the dark” core which incorporates specialist non toxic, non-radioactive luminous pigments that absorb ambient light, releasing it slowly when the light source is removed.

#### Self-Adhesive Vinyl (WV)

Flexible gloss vinyl material, employing an emulsion based, UV resistant, permanent adhesive with high initial tack and adhesion. It is available in a selection of colours and can be specified with a reflective finish if required.

#### Rigid PVC (WR)

Opaque rigid white gloss PVC material. In addition to excellent chemical resistance, it has high tensile strength, good impact strength and dimensional stability with low thermal conductivity making it ideal for exposed outdoor locations.
Viewing distance

The relative size and shape of the symbol within a sign is dictated by International standard. The viewing distance will vary dependant on the illumination conditions, the angle of viewing and the eyesight of the viewer. International Standards use a formula that compares viewing distance against height of the symbol multiplied by a distance factor when viewed at an incidence angle of 90°. This distance factor varies dependant on the user population and illumination at the surface of the sign. International Standards suggest a general value of 60 can be used for Z₀ and an example of the formula is given here. For calculation of viewing distance given a specific situation please contact your sign supplier.

\[ l = Z_0 h \]

- **l** = Viewing distance (mm)
- **Z₀** = Distance factor taking into account light levels and viewing angle. (ISO:3864-1:2011).
- **h** = Symbol height (mm)

Sign position

Signs should be positioned so that the vertical and horizontal viewing angle is as near to the normal as possible. This will vary depending on the function of the sign but as an example signs placed 1700mm from deck level will be at the same height as the average viewer’s eye level with minimal vertical viewing angle. Positioning a sign at 2000mm from deck level will maintain a small viewing angle but raise the sign above the average person’s height, making it visible from a crowd. Low Location Way Guidance signs should be placed no more than 300mm from deck level.

Installation Procedures - Self-Adhesive products (PV, WV,)

For satisfactory installation of self adhesive signs, posters and tapes, surfaces should be smooth, clean, dust and grease free. Peel off the backing paper, align the item to ensure it is straight, and allow one edge to stick to the mounting surface. Work away from the centre of this edge gently smoothing the product into place with a wad of soft clean cloth, ensuring no air bubbles are trapped. Self-adhesive products are not suitable for applying to emulsion surfaces.

Installation procedures - Rigid products (PR, WR, EL)

Rigid signs can be drilled at each corner for mechanical fixing and suspension from the deck head, or can be fixed in place using applied adhesives, double sided adhesive pads or suspension kits as detailed on page 59. Where adhesives are used the sign should be temporarily fixed in place using adhesive tape along it’s top edge so that a hinge is formed. Once this is done flip the sign up to reveal the back and apply the adhesive. Turn the sign back down allowing it to stick to the bulkhead. Apply pressure with a wad of soft cloth and ensure a good contact by adding additional tape until the adhesive has cured.
IMO Symbols

SOLAS, Chapter III, Regulation 20.10 requires signs to identify the locations of life saving equipment in accordance with recommendations of IMO.

Reference has been made to the symbols related to life saving appliances and arrangements adopted by IMO resolution A.760 (18), MSC82 (70) and A.952 (23).

MSC / Circ. 777 advises that “Assembly station” has the same meaning as “Muster station”.

Experience gained over many years has enabled us to include popular symbols that have as yet not been adopted by IMO.

SOLAS, Chapter III, Regulation 9 requires signs using symbols recommended by IMO illustrating the purpose of controls that are easily seen under emergency lighting conditions.
Standard IMO symbols used without text is a preferred option where English is not the first language of the crew and passengers. The appropriate symbol should be used to identify each item of life saving equipment or the locker in which it is stowed.

The size of these signs is designed to match available direction arrows, numbers and letters. This enables simple attachment of a direction arrow or identification mark as illustrated, international convention is that the arrow is to the right of the symbol.

Example:

Directions to embarkation station A.
Safety signs are required to complement or expand the scope of officially designated signage. Many of these signs will be required by Flag State and Classification Authorities to cover safety and life saving equipment.

For example all first aid points and first aid storage should be marked, as should emergency telephones and emergency stop buttons. In particular chemical carriers and vessels carrying hazardous cargoes should mark emergency showers and eye washes with the appropriate signs.
SOLAS Chapter III, Regulation 11.5 and Chapter II-2, Regulation 13.3.2.5.1 require all escape routes to be marked with photoluminescent signs or signs illuminated by emergency light or both.

IMO publication IMO-981E indicates that exit signs should comprise of a ‘running man’ pictogram, an arrow and the word ‘Exit’.

Primary escape routes should be marked with signs comprising of the ‘running man’ pictogram, a direction arrow and the word ‘Exit’. Secondary escape routes should employ similar signs but with the wording ‘Exit for emergency use only’ and broken lined arrows. This convention is under review by the ISO working group but at present we are unable to offer further guidance until ratification by IMO.

Frequency of marking is almost impossible to define accurately, as the final decision rests with the surveyor accepting the route marking, however, the following points should be adhered to:

1. Every change of direction should be marked with the appropriate sign.
2. Signs in an alleyway or corridor should be spaced at intervals no greater than the maximum viewing distance of the sign employed. See page 3.
3. When in public or communal areas, an ‘Exit’ sign should be within a 360° field of view.

Direction signs

Escape route

Escape to sea

Escape hatch

Escape door

Escape window

Emergency escape

Push to open

Pull to open

Turn to open

Slide to open
Direction signs

Signs should be positioned between 1500 & 2000mm from deck level for normal direction marking and not more than 300mm from deck level for LLL systems. Where possible, signs at doors or hatches should be positioned above the door so that the sign is still visible when the door or hatch cover is open. Direction signs over doors should be limited to either a sign containing an upward pointing arrow, indicating the escape route continues through the door, or to the ‘running man’ pictogram plus the word ‘Exit’ indicating that the door is the final exit.

New Regulations for marine signage are currently being prepared by the ISO working group. Results from this group and subsequent ratification by IMO are not expected for some time. One point under discussion is the use of the word ‘Exit’ and its use in upper and lower case. As a consequence we offer ‘Exit’ signs in both formats.

These compatible sized signs can be combined to allow total flexibility when positioning signage onboard.

Example:

Secondary escape route

Specific local regulation and the passenger ship industry’s primary concern to ensure the safety and comfort of all passengers has lead to this selection of signs indicating areas of safety for less able persons requiring assistance in an emergency.
Where more appropriate (e.g. crew accommodation and machinery spaces), escape routes may be marked with the muster/assembly or embarkation station direction signs. Whatever type of sign is employed to mark the escape route, the route should always lead to either a muster/assembly station or an embarkation station which should be identified by the appropriate sign.
Means of escape
- Low location lighting

**SOLAS, Chapter II-2 Regulation 13.3.2.5.1 to 13.3.2.5.2** refers to the marking of escape routes on passenger ships. The regulation requires ships carrying passengers to be fitted with electric or photoluminescent Low Location Lighting and if carrying more than 36 passengers these regulations also apply to the crew accommodation.

**Maritime Progress Photoluminescent Rigid Strip LLL System** is certified by Lloyds to comply with the Marine Equipment Directive (MED) covering fire resistance and glow properties required for the component parts of Low Location Lighting systems.

The system comprises of an aluminum carrier extrusion and rigid photoluminescent insert panels. It offers a quick and easy installation combined with rugged and durable quality.

**ISO:15370 Ships and marine technology - Low location lighting on passenger ships** requires all escape routes, including stairs, to be marked by LLL. Where a photoluminescent material is used this should be a minimum of 75mm wide, unless the photoluminescent performance is increased to allow a narrower width. The superior glow properties of the material manufactured by Maritime Progress allow systems narrower than 75mm to be used.

The standard system uses a material with glow properties within the PSPA class ‘B’ range. It has a carrier with a 50mm visible width of photoluminescent material and is angled away from vertical to allow the photoluminescent panel to catch more ambient light.

The slim line system uses a similar angled carrier but by using photoluminescent material within the PSPA class ‘C’ range visible width is reduced to just 35mm.

When fitting LLL systems reference is to be made to **IMO Resolution A.752 (18)** for the evaluation, testing and application of Low Location Lighting.

This range of signs, printed on heavy duty transparent vinyl (TV), is designed specifically to use with our standard photoluminescent LLL material and tape. Available in packs of ten they are placed on photoluminescent material so that the printed symbol is highlighted when ordinary lighting fails.
The carrier is fixed to the bulkhead by countersunk screws, the heads being covered by the photoluminescent panels which are simply slipped into the extrusion.

Internal and external corners, and drops up and down stairways, are easily made by mitering the extrusion and cutting the photoluminescent panels to suit. The LLL signs shown opposite, should be used to give direction indication. End caps are available to neatly terminate the extrusion where required.

The LLL strip should be positioned no higher than 300mm from deck level. Where stairs or corridors are more than 2m wide, LLL strips should be provided on both sides. Stairs should have the top and bottom clearly identified with signs 2384 or 2385 applied to the strip. 'Dead end' passages should be marked with arrows signs 2382 or 2383 spaced no more than 1m apart to direct people away from the dead end.

The photoluminescent strip should be run up vertically to the handle of each door which forms part of the escape route. 'Exit' signs 2386 or 2387 should be provided at each exit, located on the same side as the door handle. Fire and watertight doors should be marked to show how the door opens. All photoluminescent material must produce at least 15 mcd/m² after 10 minutes following removal of external light sources and at least 2 mcd/m² after 60 minutes when tested in situ. The installer should ensure that sufficient light is available to activate the photoluminescent material to attain this performance. Systems should have their luminescence tested at least once every 5 years.

SOLAS Regulation 13 - Means of Escape. The purpose of this regulation is to provide means of escape so that persons on board every type of vessel can safely and swiftly escape to the lifeboat and liferaft embarkation deck. In a fire situation with associated smoke the use of a photoluminescent material and signs at low level will provide clear guidance, enabling crew and passengers to escape to the embarkation deck.

Way finding tape PV2024 and PV2028 are ideal when considering way guidance providing sufficient light is available to activate the photoluminescent material.

Supplied with 10 left & 10 right handed decals to allow tape to indicate either direction.
Means of escape

- Stair safety guidance

**SOLAS, Chapter II-2 Regulation 13, Means of Escape.** This regulation ensures that means of escape are provided so that persons on board can safely and swiftly escape to the lifeboat and liferaft embarkation deck.

Stairs represent a slip and trip hazard and a serious obstacle when part of a means of escape. Photoluminescent stair nosing provides an excellent method of highlighting stairs along an escape route.

We offer three versions constructed in mill finished aluminium alloy with slip resistant photoluminescent treads.

Installed with capping plugs to conceal screw heads after fixing.

A fourth option is a PVC extrusion which once installed using an acrylic or similar adhesive offers a permanent and durable non-slip finish.

Non-slip self adhesive vinyl tapes.

- Photoluminescent - **NS 2009** - 50mm wide x 18m
- Black - **NS 2001** - 50mm wide x 18m
- Black - **NS 2002** - 100mm wide x 18m

Rigid photoluminescent directional deck marking discs. Sold in packs of 10.

- **PR 2086** - 60mm diameter
- **PR 2088** - 80mm diameter
Although not required by regulations out of convenience and for crew familiarity, many vessels use signs depicting Fire Control Plan symbols to identify equipment onboard.

Due to demand from the marine industry we are offering two series of signs based on ISO 17631 and IMO Resolution A.654 (16). The signs on these pages use symbols in accordance with Resolution A.654(16).
SOLAS Consolidated edition 2001 Chapter II-2, Regulation 20 requires the use of fire control symbols on Fire Plans in accordance with IMO Resolution A.654(16). These symbols can continue to be used by vessels constructed before January 2004 until such time as the Fire Plans require major modification or replacement. When this occurs, symbols to ISO 17631 should be used to compile the new plans regardless of the age of the vessel. If signs have been used to identify Fire Control Equipment, then these too should be changed to conform to ISO 17631.
The symbols reproduced here, in accordance with IMO Resolution A.952(23), are intended for use on ships’ fire plans. Although not initially required by regulation, out of convenience and to assist crew familiarity, many vessels use signs depicting Fire Control Plan symbols to identify equipment onboard. ISO:24409 - Design, location and use of shipboard safety signs is likely to be adopted soon and this standard will include these symbols as signs.

SOLAS Chapter II-2 regulation 15 requires the use of fire control symbols in accordance with IMO Resolution A.952(23) which in turn refers to ISO:17631 and applies to vessels constructed on or after 1st January 2004.
IMO Fire control symbols
- ISO 17631 & IMO Resolution A.952(23)
The fire extinguishing media is to be colour coded in the lower part of the symbol. For Halon equivalent media this colour is brown with the type of media used indicated on the sign.

ISO 17631 & IMO Resolution A.952(23)
ISO 17631 Annex A depicts each fire extinguisher with either a weight or a capacity. Manufacturers produce many different sized extinguishers therefore the symbols are shown with this information omitted. Customers can request the size to be inserted at no extra cost. As an alternative product code 2607MMTV can be used to mark the capacity of the fire extinguisher on the sign.

30x30mm black characters on transparent vinyl.
Currently ISO have a working group drawing up a marine signage standard. **ISO:24409 - Design, location and use of shipboard safety signs.** Part 1 of the standard contains sign design principles part 2 is a catalogue of signs which will include fire control symbols whilst their use will be defined in part 3 of the standard.

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<td>Fire alarm push button / switch</td>
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<td>Fire blanket</td>
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<td>6878</td>
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<td>6715</td>
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<td>4132</td>
<td>Safety plan</td>
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Following vessel modification or risk assessment the location of fire fighting and life saving appliances can change. The **SOLAS 1974 Regulations** require that alterations to the Fire Control Plan are recorded as soon as possible. These “stick-on” pictograms offer an ideal, cost effective solution for the modification to Fire and Life-saving Plans.

Pictos are available complying with **ISO 17631:2002** and **IMO Resolution A654(16)**.

These sheets were introduced following the change in regulations requiring vessels to carry extra EEBD’s and Immersion suits. Individual sets of pictograms are available upon request.
such plans shall be in the language or languages required by the Administration. If the language is neither English or French, a translation into one of these languages shall be included.

**IMO Resolution A.952(23)** - Graphical symbols for shipboard fire control plans refers to the International Standard *ISO 17631:2002*. The Maritime Progress fire and safety plan design department uses symbols from this standard to assist customers develop suitable fire control plans. When an item of equipment is not covered by the ISO standard reference is made to the large library of symbols that have been created to match some customer’s specific needs.

All work is carried out using the latest internationally recognized IMO/ISO graphical symbols. Drawings are produced as originals working from prints of the ship’s general arrangement or by importing existing CAD files held by the customer. This allows us to offer complete, full colour, laminated drawings to A0+ size to cover most ship board requirements. If required, plans can be securely archived for the customer, thereafter retrieval and modification can be quick and cost effectively made.

**SOLAS Chapter II-2, Regulation 15.2.4** requires general arrangement plans to be permanently exhibited for the guidance of the ship’s officers. These plans are to show the structural fire prevention measures, the location of fire fighting equipment and the means of access to different compartments. Description in such plans shall be in the language or languages required by the Administration. If the language is neither English or French, a translation into one of these languages shall be included.

**SOLAS Chapter II-2, Regulation 13.7.2.2** requires Ro-Ro passenger ships to display simple mimic plans showing the "you are here" position and escape routes prominently displayed on the inside of cabin doors and in public spaces.

Plans printed on PSPA Class C photoluminescent vinyl will considerably improve the effectiveness of this safety application.
SOLAS, Chapter II-2, Regulation 13.3.2.5.1 refers to the location markings of fire equipment when marking escape routes and requires that they must be photoluminescent or illuminated by emergency lighting.
Elevator entrances should be marked with an appropriate safety sign such as 6300.

Fire fighting equipment may be further identified as to its use with the correctly chosen locating sign.

Example:

When equipment in an alleyway or corridor is stowed in a recess or locker, then a panoramic sign, mounted well above head height should be used to enable equipment to be identified from a distance.

Fire hose location
The **ISM Code** requires owners and managers to provide a safe environment for all persons onboard. Prohibition signs are used to restrict entry and onboard practices providing a control measure where a hazard cannot otherwise be removed.

Following risk assessment these signs assist the ships officer’s when implementing company procedures and the findings of the assessment.

---

**Prohibition signs**

- **No smoking**
  - 8530 EJ, GF, GM & KJ
  - 8533 EJ, GF, GM & KJ
  - 8536 EJ, GF, GM & KJ
  - 8539 EJ, GF, GM & KJ
  - 8540 EJ, GF, GM & KJ
  - 8544 EJ, GF, GM & KJ
  - 8547 EJ, GF, GM & KJ
  - 8550 EE, GG & JJ

- **No smoking beyond this point**
  - 8532 EJ, GF, GM & KJ
  - 8537 EJ, GF, GM & KJ
  - 8541 EJ, GF, GM & KJ

- **No naked lights**
  - 8531 EJ, GF, GM & KJ
  - 8538 EJ, GF, GM & KJ

- **No work**
  - 8534 EJ, GF, GM & KJ
  - 8542 EJ, GF, GM & KJ

- **No entry**
  - 8543 EJ, GF, GM & KJ

- **Keep out**
  - 8548 EJ, GF, GM & KJ

- **Do not enter**
  - 8551 EJ, GF, GM & KJ

- **Restricted area no unauthorised entry**
  - 8552 KM

- **No admittance**
  - 8553 EJ, GF, GM & KJ

- **Do not touch**
  - 8554 EJ, GF, GM & KJ

- **No access**
  - 8555 EJ, GF, GM & KJ

- **Crew only**
  - 8556 EJ, GF, GM & KJ

- **Do not touch men working**
  - 8557 EJ, GF, GM & KJ

- **This is a no smoking area**
  - 8558 EJ, GF, GM & KJ

- **No smoking area**
  - 8559 EJ, GF, GM & KJ

- **No smoking**
  - 8560 EJ, GF, GM & KJ
Prohibition signs

- **Do not switch off**
  - 8551 EJ, GF, GM & KJ
- **Do not switch on**
  - 8552 EJ, GF, GM & KJ
- **Do not drink**
  - 8550 EJ, GF, GM & KJ
- **Do not operate**
  - 8553 EJ, GF, GM & KJ
- **Do not eat**
  - 8506 EE, GG & JJ
- **No mobile phones**
  - 8514 EE, GG & JJ
- **No mobile phones beyond this point**
  - 8558 EJ, GF, GM & KJ
- **No mobile devices beyond this point**
  - 8570 EJ, GF, GM & KJ
- **Fork lift trucks prohibited beyond this point**
  - 8511 EE, GG & JJ
- **Fork lift trucks prohibited in pedestrian area**
  - 8587 EJ, GF, GM & KJ
- **Do not remove guards**
  - 8585 EJ, GF, GM & KJ
- **Do not open**
  - 8560 EJ, GF, GM & KJ
- **Do not close**
  - 8561 EJ, GF, GM & KJ
- **Do not watch the arc**
  - 8565 EJ, GF, GM & KJ
- **No smoking, drinking or eating within this area**
  - 8566 EJ, GF, GM & KJ
- **Do not throw garbage overboard**
  - 8567 EJ, GF, GM & KJ
- **No persons to ride in the elevator**
  - 8543 EJ, GF, GM & KJ
- **No unauthorised person may operate this machine**
  - 8559 EJ, GF, GM & KJ
- **No unauthorised persons may not service machines**
  - 8555 EJ, GF, GM & KJ
- **Do not oil or clean this machine whilst in motion**
  - 8560 EJ, GF, GM & KJ
- **No photography**
  - 8561 EJ, GF, GM & KJ
- **Cameras and camera phones prohibited**
  - 8562 EJ, GF, GM & KJ
- **Do not enter**
  - 8563 EJ, GF, GM & KJ
- **Do not enter under any circumstances**
  - 8564 EJ, GF, GM & KJ
- **Do not enter**
  - 8565 EJ, GF, GM & KJ
- **Do not enter**
  - 8566 EJ, GF, GM & KJ
- **Do not enter**
  - 8567 EJ, GF, GM & KJ
- **Do not enter**
  - 8568 EJ, GF, GM & KJ
- **Do not enter**
  - 8569 EJ, GF, GM & KJ
International standards require sign makers to ensure, as far as possible, that the seriousness of the hazard is represented on a sign by using the correct terminology.

It is counterproductive to categorize every hazard at the highest consequence therefore risk assessment is critical when choosing the correct level of hazard identification sign. These signs use the following key words to represent the seriousness of the hazard:

- **Caution**
  - To indicate a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury.

- **Warning**
  - To indicate a potentially hazardous situation, which, if not avoided, may result in death or serious injury.

- **Danger**
  - To indicate an immediately hazardous situation, which, if not avoided, will result in death or serious injury.
  - To be limited to the most extreme situations.

---

**Hazard signs**

![Hazard signs](image-url)

To indicate a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury.

To indicate a potentially hazardous situation, which, if not avoided, may result in death or serious injury.

To indicate an immediately hazardous situation, which, if not avoided, will result in death or serious injury.

To be limited to the most extreme situations.
Hazard signs
Vessel managers and captains are obliged to identify hazards onboard. It is important to ensure that crew members are warned of actual hazards and the realistic consequence of ignoring them. Once identification is complete and the location of hazards is accomplished a good risk assessment will include measures to reduce and control risk.

Hazard signs

- Caution Acid
- Warning Corrosive substance
- Warning Corrosion risk
- Warning Dangerous chemicals
- Warning Toxic
- Danger Toxic
- Danger Chlorine
- Warning Harmful exposure
- Warning Harmful chemicals
- Danger Cyanide
- Warning Chemical locker
- Warning Cleaning chemicals
- Danger High voltage
- Danger Electric hazard
- Danger Electric shock risk
- Danger electrocution
- Danger 110 volts
- Danger 115 volts
- Danger 240 volts
- Danger 230 volts
- Danger 240 volts
- Danger 380 volts
- Danger 440 volts
- Danger 3300 volts
- Danger 6600 volts
- Danger Live terminal
- Danger Live wires
- Danger of death
- Warning Radio equipment in use without proper synchronization

28
The ISM Code places an obligation on owners and managers to provide a safe environment onboard. This necessitates risk assessment to identify the hazards associated with operations and life onboard ship. Once hazards have been identified mandatory signs are used to give specific instruction to crew and passengers, to reduce identified risks.
Mandatory signs
Certain Mandatory actions are required during emergency situations, these products have been produced using experience gained over many years. Specific ship instructions can be reproduced upon request, see page 21.
Many spaces have recognised hazards which require messages of warning, prohibition and mandatory instruction prior to entry. These signs are used to convey a combination of messages onto one sign rather than having a number of different signs.
SOLAS, Chapter II-2, Regulation 13.7.2.1 requires decks on Ro-Ro passenger ships to be sequentially numbered starting with 1 at the tank top or lowest deck. The numbers shall be prominently displayed at stair landings and lift lobbies. Decks may also be named, but the deck number shall always be displayed with the name.

‘A’ frames provide the perfect solution for temporary signage during cleaning and maintenance tasks.

- Double sided
- Lightweight
- Folds flat when not in use
- Message area: 375 x 205mm
- Overall size: 660 x 305mm

Use product code 2749Z adding the text of your choice and we will include the most appropriate safety symbol to accompany your message.
Galley signs
Food hygiene requires that food must be protected from the risk of contamination and the instruction in this range of signs reinforces these requirements.

MARPOL 73/78 Annex V prohibits the discharge of all garbage into the sea unless expressly provided for otherwise. The vessel Garbage Management Plan stresses the importance of reusing and recycling ship generated waste.
Signage specifically designed with deck and machinery room operations in mind are reproduced here for ease of reference.

Any space protected by a fixed gas 'blanketing' fire extinguishing system must have all entrance doors and hatches marked by the appropriate sign.

Part B, Section 9 requires the identification of restricted areas, access notices and forms of declaration for ships.

Part B, Section 16 requires similar identification for port facilities.

Security seal manufactured from a special plastic which tears when attempts to peel it off are made. Ideal for securing bonds etc.

A rigid PVC sign with printed insert which allows the level of security to be changed and shown through a window in the front face.

The signs on the left (2890-93) can be placed beside the lock on a door to indicate the correct status at specific security levels.

(sold in sheets of 10)
The collection of signs and posters displayed in the Maritime Progress book has been developed over many years and will meet the majority of vessel requirements. Occasionally signs and instructions that are specific to a particular ship or group of ships are required. In order to provide a timely cost effective service these special low volume products are produced using digital equipment.

Investment in specific high quality digital equipment has enabled the production of these ‘one off’ products to be economically viable. Quality prints can be produced on numerous different materials including brass, stainless steel, Perspex, etc.

Colour matching to existing signage and corporate colours is easily achieved.

Reproduction of operating instructions to customers own designs or providing advice by making reference to our extensive library of previous work can be achieved on a number of different materials.

Selected ISM Safety Works posters have been translated into languages other than English, contact your supplier for an up to date list.

SOLAS regulations and many IMO resolutions make reference to the requirements for providing information in the working language of the vessel. Internationally recognized symbols assist with this task however certain situations require the written word.

An increasing number of signs and ISM Safety Works posters are now available in languages other than English ensuring important messages are understood by crew members whose first language is not English.
Vinyl cut lettering / Engraved signs

Life Saving Appliance marking is easily achieved using vinyl cut lettering stencils.

SOLAS Chapter III Regulation 7.1.4 requires lifebuoys to be marked with the name and port of registry of the ship on which it is carried.

LSA Code Chapter 4.4.9.3 requires that the ship to which the lifeboat belongs and the number of the lifeboat is marked and visible from above.

LSA markings are supplied in black upper case Aerial font unless requested otherwise. When ordering for a lifebuoy please provide both the inside and outside diameter so that an accurate stencil can be produced.

Our state of the art vinyl cutter produces letters in any font and to a maximum size of 1600mm. Vinyl is available in many different colours, therefore vinyl cut letters can fulfill a number of different bespoke functions. Reflective vinyl is used when a message is required to be read in limited light conditions.

Vynalast engraving laminate (EL) has been specifically developed for use in harsh marine environments. The material is particularly suitable for use on exposed decks due to its superior ultraviolet performance and resistance to salt water.

Vynalast engraved signs can be formed and bent to allow fixing to a variety of different shaped objects such as pipes and curved bulkheads. Easily guillotined and sawn it can be cut to size and drilled onboard if necessary. The signs are available in either gloss or satin finish.

Vynalast photoluminescent engraving laminate (EP) combines all of the properties featured in standard Vynalast, this has a glow in the dark core that absorbs ambient light, releasing it slowly when the light source is removed.

To order please provide the content of the stencil, the colour and finish of the vinyl, preferred font and size of the lettering. For example lifebuoy lettering for the MV Maritime Progress:

- Vessel - MV MARITIME PROGRESS
- Port of registry - LONDON
- Colour/finish of vinyl - Black gloss
- Font and size - 50mm Arial UPPER CASE
- Lifebuoy - Outside diameter 800mm
- Inside diameter 400mm.

Signs can be engraved on virtually any substrate, often used for decoration as well as being informative they provide a tough and durable alternative to printed signs. If you have other requirements please contact us to discuss.
SOLAS Chapter III, Regulation 9 requires posters or signs to be provided on or in the vicinity of survival craft and their launching controls.

These posters illustrate the purpose of controls and the procedures for operating the appliance and give relevant instructions or warnings.

Selected ISM Safety Works posters have been translated into languages other than English please enquire with regard to availability.
SOLAS Chapter III, Regulation 19 requires every crew member to participate in at least one abandon ship drill and one fire drill every month.

SOLAS Chapter III, Regulation 30 states that on passenger ships an abandon ship drill and fire drill shall take place weekly.

SOLAS Chapter V, Regulation 29 requires an illustrated table describing the life saving signals to be readily available to the Officer of the Watch.

Our double sided SOLAS card – 1059Z and poster 1058W has been confirmed as accurate in the UK by MCA and free of copyright issues by HMSO. MPL holds the right to reproduce these designs.

SOLAS Chapter III contains regulations for Life Saving Appliances. In particular Regulation 8 requires the display of a Muster list – 1012X on the bridge, in crew accommodation spaces and in the engine room.
MARPOL Annex V. Regulation 10 requires certain ships and offshore units to use placards and plans to advise passengers and crew of the garbage disposal regulations.

USA Navigable Waters CFR, Title 33 - Part 155 Oil or hazardous materials pollution prevention requires a Discharge of Oil Prohibited placard - 1043Y to be displayed.
IMO Resolution A601(15) requires the use of a Pilot card - 1011X, and a Wheelhouse poster - 1010X.

SOLAS Chapter V, Regulation 23 details the requirements for pilot transfer. Poster 1026X gives guidance to the crew in accordance with the recommendations on pilot transfer adopted by IMO resolution A.1045(27).

Poster 1065X - Williamson Turn provides clear information for the Officer of the Watch for when this manoeuvre may be required.
Fully researched in line with industry best practice these posters are designed as a training aid in compliance with the ISM Code. They assist the ship owner/operator to fulfill his obligation by providing practical information on common shipboard tasks. The posters reinforce training and promote discussion among the crew.
The ISM SafetyWorks series of posters and manuals are covered by copyright and may not be reproduced without the written permission of Maritime Progress Ltd.
Posters

- Health & safety awareness

Designed to give essential safety advice and information to crew members with regard to tasks not normally associated with the day to day running of the vessel. These posters are used as aids during training sessions and useful reminders long after the training has been completed.

These posters give clear indication to the meaning of internationally recognised signs and symbols. They are invaluable as part of the onboard system to provide clear guidance to crew and passengers.

The important warning message on posters 1037 and 1039 is reproduced on smaller posters 150 x 105mm specifically designed for the cabin.
SOLAS Chapter II-2, Regulation 15 requires crew members to receive instruction on fire safety and be familiar with the arrangements of the ship as well as the location and operation of fire-fighting systems and appliances.

The “Think Safety” range of posters have been designed to reinforce the requirement of the ISM code for safety awareness training focusing attention on the most common health and safety issues found onboard.

- Eye protection
- Prevent fire
- Workshop house keeping
- Hazardous materials
- Lifting
- Slips and falls
- Correct procedures
- Medical attention
- Confined spaces
- Personal protective equipment
- Electrical safety
- Noise awareness
The Safety WORKS series of manuals and record books produced by Maritime Progress complement existing ISM Management Systems and are used in conjunction with ISM SafetyWORKS posters. Publications and posters are written in the easily understood Safety WORKS format which is ideal for seafarers whose first language may not be English.

**Fire Training Manual - PB1258Z**
Complies with SOLAS, Chapter II-2, Regulation 15.2.3. This generic illustrated manual covers the basic fire fighting training requirements of SOLAS in easily understood terms. Supplied as a ring binder it has sections arranged for inclusion of ship specific information allowing the manual to be tailored to the specific vessel and easily updated by ships’ staff.

- Fire prevention
- Fire extinction
- Fire equipment

**SOLAS Manual - 1250Z**
Complies with SOLAS, Chapter III, Part B, Regulation 35. This generic illustrated manual covers the basic life saving appliance training requirements of SOLAS in easily understood terms. Again supplied as a ring binder it has sections arranged for inclusion of ship specific information allowing the manual to be tailored to the specific vessel and easily updated by ships’ staff.

- Emergency instructions
- Personal safety
- Life saving appliances

**SOPEP Manual - PB1254Z**
Complies with MARPOL 73/78, Annex 1, Regulation 37 requiring every oil tanker of 150 tons gross and above, and every ship of 400 tons gross and above to carry a shipboard oil pollution emergency plan, approved by the Administration. This generic manual, supplied as a ring binder, satisfies the above MARPOL regulations once basic ship specific information has been inserted by ships’ staff. It contains useful check lists covering various oil spill scenarios.

**SMPEP Manual - PB1252Z**
Complies with MARPOL 73/78, Annex II, Regulation 17 in addition to the SOPEP requirement this regulation requires any ship of 150 tons gross and above, certified for the carriage of noxious liquid substances in bulk to have a shipboard marine pollution emergency plan approved by the Administration. This generic manual, supplied as a ring binder, satisfies the above MARPOL regulations once basic ship specific information has been inserted by ships’ staff. It contains useful check lists covering various oil and chemical spill scenarios.
Record books & booklets

Garbage Management Plan & Record Book - PB1256Z

Complies with MARPOL 73/78, Annex V, Regulation 10. This plan, supplied as a ring binder, is generic in nature with provision made for inclusion of ship specific information thereby customising the plan to individual vessels as required by the above regulations.

Garbage Record Book - PB1203Y

Complies with MARPOL 73/78, Annex V, Regulation 10. A record is to be kept of each discharge operation or completed incineration. This includes discharges into the sea, to reception facilities or to other ships, as well as the accidental loss of garbage.

Water Ballast Record Book - PB1204Y

Complies with IMO Resolution A.868(20). A record is to be kept of each water ballast operation. This includes loading, exchanging and discharging ballast. The completed ballast water reporting form is to be provided to Port State Authority upon request.

ISPS Code Declaration of Security Record Book - PB1205Y

Complies with International Ship and Port Facility Security Code, Part A, Section 5. Each page provides the framework for a declaration of security to be made between the ship and a port facility or other ship.

Survival Booklet - PB1201Z

Complies with IMO Resolution A.657(16) and LSA Code, Chapter IV, Regulation 4.1.5.1.22 and 4.4.8.4. Printed on water proof card and suitable for both lifeboats and liferafts.

Welcome on Board Booklet - PB1280Z

The booklet offers basic safety information to personnel joining a vessel and requires that they fill in ship specific information that can be retained for future reference. A detachable slip in each booklet provides the Safety Officer with a signed record that basic safety training has been received by each crew member.
IMO Publications

Maritime Progress is appointed as an IMO publication distributor. All IMO publications can be sourced if required. Lead time for these publications is normally 5-10 days.

SOLAS, Consolidated Edition 2009
- Arabic IE110A
- Chinese IE110C
- English IE110E
- French IE110F
- Russian IE110R
- Spanish IE110S

MARPOL, Consolidated edition 2011
- Arabic ID520A
- English ID520E
- French ID520F
- Spanish ID520S

- Arabic IA116A
- Chinese IA116C
- English IA116E
- French IA116F
- Spanish IA116S

ISM Code & Guidelines, 2010 Edition
- Arabic IB117E
- English IB117E
- French IB117F
- Spanish IB117S

Life-Saving Appliances LSA Code, 2010 Edition
- Arabic ID982E
- English ID982E
- French ID982F
- Spanish ID982S

- Arabic IA155E
- English IA155E
- French IA155F
- Spanish IA155S

IMDG Code (including Amendment 36-12), 2012 Edition
- English II200E

Collision Regulations Convention (COLREGS), 2003 Edition
- English IB904E
- French IB904F
- Spanish IB904S

- English IA994E
- French IA994F
- Spanish IA994S

STCW including 2010 Manila Amendments, 2011 Edition
- Arabic IC938A
- Chinese IC938C
- English IC938E
- French IC938F
- Spanish IC938S

International Conference on Load Lines, 2005 Edition
- Chinese IB701C
- English IB701E
- French IB701F
- Spanish IB701S

Ships' Routeing, 2010 Edition
- English ID927E
Temporary tie tags provide a way to mark items of machinery and areas for safety reasons. The tags are traceable so are ideal when used during maintenance and in connection with the vessel permit to work system. They can form an important element within any ISM system.

These tags are printed on a semi-rigid PVC with a matt finish to allow an authorisation signature and the date to be added in pen. The tags are supplied in packs of ten and come complete with cable ties for easy fixing.

Fine point permanent marker pen for use when marking on tie tags.
Generally photoluminescent tape is used for two main duties, marking means of escape (see pages 10 to 12) and area identification in the event of a ‘black out’. Area identification will assist crew and passengers locate emergency equipment in the event of a ‘black out’.

Installers must ensure adequate light is available to activate the photoluminescent material to attain the required performance.

The vinyl tape is a laminated PVC composite material incorporating a photoluminescent layer thermally welded to a white reflective layer, backed with pre-applied adhesive. Luminance performance in excess of 46mcd/m² @ 10 minutes and 4mcd/m² @ 60 minutes when tested in accordance with DIN 67510-1 Part 1.

- PV 2014 - 40mm wide x 10m
- PV 2018 - 80mm wide x 10m

Photoluminescent self adhesive vinyl tape for marking safe areas (Green), marking danger zones (Black) and highlighting fire fighting equipment (Red).

- PV 2034, 2044, 2054 - 40mm wide x 10m
- PV 2038, 2048, 2058 - 80mm wide x 10m

ST2000 · Self adhesive SOLAS tape, a retro-reflective tape used for marking of Life Saving Appliances (LSA) as required by SOLAS and IMO Resolution A.658(16)

- ST 2000 - 50mm wide x 45m

Reflective self-adhesive tapes supplied for use in limited light conditions. Used for hazardous area marking (Black/Yellow) and no entry (Red/White).

- Red and White - CV 2059 - 50mm wide x 10m
- Black and Yellow - CV 2011 - 50mm wide x 10m
- CV 2012 - 100mm wide x 10m
- CV 2013 - 150mm wide x 10m

Non self adhesive polyethylene supplied for marking hazardous areas (Black/Yellow) and no entry marking (Red/White)

- Red and White - CV 2005 - 70mm wide x 500m
- Black and Yellow - CV 2006 - 70mm wide x 500m
Pipelines should be marked at least once in each space; at each penetration point in bulheads and decks, close to each valve and within a distance of 3-5m along the length of the pipeline. Local conditions may require more marking due to pipe bends or the close proximity of pipes for different services.

Prior to application, pipes should be dust and oil free. The tape should overlap by at least 20mm on the ‘blind side’ of the pipe, however on pipes with an external circumference of over 200mm the tape only needs to cover half the circumference of the pipe.

Protects engine pipeline installations against leakage in accordance with SOLAS Chapter II-2, Regulation 4.2.2.5.3. The anti-spray tape directs any potential leakage to areas where flammable substance will not be dangerous. Enhanced with a fire retardant (self extinguishing) adhesive layer which is also water resistant. The tape has a temperature range of up to 150°C.

Pipe identification tape
- ISO 14726

Decontamination water
ISO:14726 Ships and marine technology - Identification colours for the content of piping systems.

This International standard provides identification colours for the content of piping systems. All the current permutations are shown on these two pages.

This system is not intended to identify medical or industrial gasses or ships cargo.

### Pipe identification tape

- to ISO 14726

<table>
<thead>
<tr>
<th>Waste media</th>
<th>Flow arrows</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black water</td>
<td>Flow arrows</td>
</tr>
<tr>
<td>Waste Oil/Used oil</td>
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</tr>
<tr>
<td>Bilge water</td>
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<tr>
<td>Exhaust gas</td>
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<td>Grey water</td>
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<td>Sewage-contaminated</td>
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<tr>
<td>Fresh water, sanitary</td>
<td>21300</td>
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<tr>
<td>Potable water</td>
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<tr>
<td>Distillate</td>
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<td>Gas turbine fresh water</td>
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<tr>
<td>Feed water</td>
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<tr>
<td>Cooling fresh water</td>
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<td>Decontamination water</td>
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<tr>
<td>Sea water, sanitary</td>
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<tr>
<td>Ballast water</td>
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<td>Cooling sea water</td>
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<td>Heavy fuel oil (H.F.O.)</td>
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<tr>
<td>Aviation fuel</td>
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<tr>
<td>Biological fuel</td>
<td></td>
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<tr>
<td>Gas turbine fuel</td>
<td></td>
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<tr>
<td>Marine diesel fuel (M.D.O.)</td>
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<tr>
<td>Oxygen</td>
<td>21410</td>
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<tr>
<td>Inert gas</td>
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<tr>
<td>Nitrogen</td>
<td></td>
</tr>
<tr>
<td>Refrigerant</td>
<td></td>
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<tr>
<td>Compressed air-low pressure</td>
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</tr>
<tr>
<td>Compressed air-high pressure</td>
<td></td>
</tr>
<tr>
<td>Control air/Regulating air</td>
<td></td>
</tr>
<tr>
<td>Breathing air*</td>
<td></td>
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<td>Breathing gas*</td>
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<tbody>
<tr>
<td>Thermal fluid</td>
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<tr>
<td>Lubrication oil for gas turbines</td>
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<tr>
<td>Hydraulic fluid</td>
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<tr>
<td>Lubrication oil for steam turbines</td>
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<tr>
<td>Lubrication oil for gears</td>
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<tr>
<td>Lubrication oil for combustion engines</td>
<td></td>
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</tbody>
</table>

* Intended for use in submarines for distribution systems used for breathing from air cylinders
Pipe identification tape
- to ISO 14726

Air in ventilation systems
- Discharge air
- Mechanical supply air-cold
- Natural exhaust air
- Atmospheric air
- Mechanical exhaust air
- Decontaminated supply air
- Mechanical recirculated air
- Mechanical supply air-warm
- Smoke clearances
- Conditioned supply air
- Natural supply air

Fire fighting / fire protection
- Fire fighting water
- Fire fighting gas
- Sprinkler water
- Spray water
- Fire fighting powder
- Fire fighting foam

Air and sounding pipes
- Waste media
- Fresh water
- Fuel
- Sea water
- Non-flammable gases
- Oil other than fuels
- Steam
- Fire fighting
- Acids and Alkalies
- Ventilation systems
- Flammable gases

Flammable gases
- Hydrogen
- Acetylene
- Liquid gas

Steam
- Steam for heating
- Exhaust steam
- Supply steam

Acids, Alkalies
- Acids, Alkalies

Ref. Nos.
- Flammable gases: 2151-2141-2151, 2151-2144-2151, 2151-2149-2151
- Steam: 2147-2140-2147, 2147-2150-2147, 2147-2151-2147
- Acids, Alkalies: 2149
Pipe identification tape to BS 1710:1984 is offered on this page. The identification banding is at least 400mm wide; therefore tapes of 150mm wide (CV2101 to CV2108) are available in compliance with this standard. Sub-category identification of content is done using 50mm tape (CV2111 to CV2121). All tapes are 30m long.

Identification should be fitted either side of valves, at bulkhead penetrations, T-joints, etc. and at regular intervals along the pipe.

Prior to application, pipes should be dust and oil free. The tape should overlap by at least 20mm on the ‘blind side’ of the pipe.

Ref. Nos.
2104-2120-2120-2104
2106-2117-2117-2106
2104-2115-2115-2104
2104-2118-2118-2104
2104-2112-2112-2104
2104-2119-2119-2104
2102-2102-2102-2102
2104-2115-2115-2104
2104-2116-2116-2104
2104-2117-2117-2104
2104-2118-2118-2104
2104-2119-2119-2104
2104-2120-2120-2104
2104-2121-2121-2104
2104-2122-2122-2104
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2104-2126-2126-2104
2104-2127-2127-2104
2104-2128-2128-2104
2104-2129-2129-2104
2104-2130-2130-2104

Heating water over 100°C

Water
Sea, river or untreated
Fire mains
Drinking
Cooling (primary)
Hydraulic power
Boiler feed
Condensate
Chilled
Heating over 100°C
Heating under 100°C
Hot
Cold

Oils
Furnace
Diesel
Lubricating
Hydraulic power
Transformer

Gases
Compressed air
Vacuum
Steam
Refrigerant 12
Refrigerant 22
Refrigerant 502
Anhydrous ammonia
Other refrigerants
Natural gas

Others
Drainage
Elec. conduits & ventilation ducts
Acids and alkalis
Flow direction arrows
Fixings and frames

Magnetic sticky strips - 2800Z

For fixing signs to metal doors and bulkheads. Useful where signs need only be temporarily displayed. Sold in packs of 10 they are 300mm long and can be cut to length.

Double sided sticky pads - 2801Z

An acrylic adhesive pad offers a strong permanent bond for fixing signs to all surfaces. Sold in sheets of 50 pads.

Poster display unit

Interchangeable acrylic poster display units enable a selection of posters to be displayed in a permanent position and changed on a regular basis.

1098Z◆ - W sized
1099Z◆ - Y sized

SupaSlim Frames

These frames are manufactured from an aluminum extrusion and finished in a smart silver anodised coating, available in a variety of sizes to suit our standard sign range. Suspended versions are supplied complete with hooks and suspension wires.

2820◆ - To suit sign size GM (100x300mm)
2821◆ - To suit sign size JP (150x400mm)
2822◆ - To suit sign size JM (150x300mm)
2823◆ - To suit sign size KP (200x400mm)
2824◆ - To suit sign size KR (200x600mm)
2825◆ - To suit sign size LK (250x200mm)

Sign adhesive - 2802Z

A solvent based gunning adhesive offering the strongest fixing to all types of surface.

Applicator gun - 2803Z

Fire & Safety Plan Holder

SOLAS Chapter II-2, Regulation 15.2.4.2 requires a duplicate set of fire plans be permanently stored in a weather tight enclosure for the assistance of shore-side fire fighting personnel.

Two UPVC holders with weatherproof screw end caps have been specifically designed to comply with these requirements. The larger holder (2613Z◆) has a length of 1m and diameter of 110mm enabling fire plans up to size A0 to be accommodated without the need to fold the plan. Vessels with fire plans that are not as large or have plans that can be folded can make use of the smaller holder (2610Z◆) which has a length of 345mm and diameter of 125mm.
SOLAS Chapter VII, Regulation 4 requires all dangerous goods in packaged form to be properly packaged, marked, labeled or placarded, as appropriate. These signs produced on self-adhesive vinyl are available in two sizes and designed in accordance with the requirements of the International Maritime Dangerous Goods Code (IMDG Code).

**IMDG Hazardous substance signs**

- With class numbers

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IMDG Hazardous substance signs
- With panel for UN numbers

IMDG Code markings to be used on packages as appropriate.
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