

## **PRESS RELEASE**

### **Britannia Sponsors translation of CHIRP Maritime Feedback into Tagalog and Launches New Loss Prevention Video**

Britannia P&I Club has sponsored the translation of the CHIRP (Confidential Hazardous Incident Reporting Programme) Maritime Feedback into Tagalog, the national language of the Philippines.

One of the aims of CHIRP is to contribute to the enhancement of global maritime safety by providing a totally independent confidential reporting system for anyone employed in or associated with the industry to use.

Individuals can report on safety breaches, environmental issues, sexual harassment, bullying and health concerns.

“The decision was taken to translate the reports into Tagalog as Filipinos account for about a third of the total population of seafarers,” said Neale Rodrigues, Divisional Director of Loss Prevention, Britannia P&I.

“Being able to read the reports in their own language should improve our Filipino colleagues’ understanding of the work that CHIRP Maritime does and encourage them to report incidents, in the knowledge that they will be treated in total confidence,” he continued.

About 47,000 paper copies of the CHIRP Maritime feedback reports are sent to ships, offices and seafarer centres and are read by an estimated 200,000 seafarers and members of the maritime community. Now, with the help of Britannia P&I’s sponsorship, 6,000 Tagalog copies will also be sent every quarter.

“As a responsible insurer, we felt it was important to support our Members with information to help them reduce claims,” said Andrew Cutler, CEO, Britannia P&I.

“CHIRP maritime provides an invaluable service by reviewing and investigating reports of hazardous incidents and near misses for the benefit of the industry. With this information, our Members can be better informed on how to reduce their risk and keep claims to a minimum.”

In another move to help encourage best practice and reduce claims, Britannia P&I Club has launched a loss prevention video concentrating on the perils of an over reliance on and a lack of appropriate knowledge of ECDIS.

Set on the bridge of a medium-sized tanker, the video goes through a series of scenarios highlighting the actions of the ship’s Master, First Officer, Third Officer and Lookout.

The film demonstrates how a series of small errors in judgment and a few assumptions, without reviewing all the facts, can lead to a vessel grounding and all the implications that this could entail.

**ENDS**

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