NINA NO INJURIES NO ACCIDENTS AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | NOVEMBER 2016

HOW FAR DO YOU GO?

Mijke Lievens, Fallpipe vessel operations

"If equipment needs to be modified for a project I am the link between the different departments and the vessel. We think about every change with a lot of people, but still you miss details; it never completely fits the way you planned it.

Take the modification of the Rockpiper for the Veja Mate project. Prior to the installation of the monopiles we had to install a filter layer of small rock, followed directly by an armor layer of large rock. The problem, however, was that the rock required did not fit through the fallpipe. We came up with the solution to use a string of bottomless buckets. We could pile them up above the moon pool and, after installing the fine rock, attach them via a suspension piece to the upper part of the fallpipe.

When we tested this in the sheltered surroundings of the Norwegian fjords it turned out we could not clench the fallpipe wires with the regular equipment (gallows) to the smaller diameter of the fallpipe. How far do you then go to make it work? A bit too far sometimes, I think. At a certain moment a man climbed onto the top of the pipe, of course with required PPE and fall protection, but still not as planned and described. In practice, however, we all do our utmost to make it work. That is the atmosphere on board, and it is great, but it reveals a huge dilemma: when do you conclude 'this is not acceptable'? Luckily we decided in time to stop the work and find another solution. We chose to switch between the loads: first install the filter layer, then go back and attach the buckets to the pipe during the loading operation of the large rock. At that moment there is no tension on the wires and it can be done safely. Should we have made this decision earlier? Maybe, but you also want to investigate the possibilities. Most important lesson is: stop the work when necessary. That is the only way to safely test new equipment or work methods."

NINA START-UP AT ASTICAN SHIPYARD, SPAIN

"THIS IS NO 'STANDARD' SAFETY MEETING."

Yard projects are challenging. A NINA Start-up meeting enables the Boskalis repair team and the yard personnel to discuss the work scope and their mutual expectations with regard to safety. At the Astican Shipyard in Spain, where the SMIT Nicobar is being repaired, this turned out very well.

For the Start-up meeting the entire repair team of the ship and the Astican Project Manager and his team were invited. After introducing NINA, all participants talked in small mixed groups about key risks for this project and related them to the NINA goals, in order to get a clear view on the actions needed.

Edgar van Oers, Deputy Fleet Director Boskalis Offshore, attended the meeting and is enthusiastic about the atmosphere and the results: "As far as I am concerned a NINA Start-up meeting conducted by a SHE-Q engineer is the standard practice for all major repairs. Our goal is not telling the yard how to act; our goal is interaction with the yard so we can help each other create a safe working environment."

Juan Banot Navarro, Project Manager at the Astican yard, has been involved in many Start-up meetings on board ships of several offshore companies. "They look like a 'standard' meeting. In your case it was very different; there was much more cooperation between ship's crew, yard staff and managers. It was useful to learn from different points of view how the NINA procedure works. We have relayed some of these points to our Safety Department and are planning to set up our own observation card system."

| Discussion in small, mixed groups

| NINA Start up meeting SMIT Nicobar

Antonio Giuliano, Senior SHE-Q engineer, who conducted the NINA Start-up is happy with the positive feedback. "I see that the NINA session helps to create more awareness. You realize that safety on board our ship during repairs is the result of a joint effort."