



SAFETY BULLETIN

Safety at Survey Sites



Our Safety Bulletins are outcomes of investigations into specific incidents or near misses occurred during the course of survey within the ship/ shipyard or port/ workshop and aim to provide recommendations to our surveyors, in specific and to marine industry, in general to prevent such incidents from reoccurring in the future.

Case 1

While carrying out inspection and moving around Oily Water Separator (OWS) in the engine room, one of our surveyors had reached to the edge of floor plate, without realising that the same was not secured. Floor plate had shifted from its supporting frame due to the vibration of the working Wilden Pump kept nearby. As a result of floor plate shift, surveyor got tripped and his foot got struck with the framing. At the same time, the Wilden Pump, which was kept on this floor plate, also toppled resulting in a cut on his right lower leg and swelling on left leg ankle.

Engine rooms by their very design are hazard areas to the unwary or unfamiliar sorts of reasons, like poorly indicated or signposted escape routes, 'blind' areas with no exit, loose floor plates etc. In many cases, it is not a direct source of danger, but ship staff or yard personnel's incorrect actions intensify the dangerous development of events, which can have tragic consequences- same as happened in this reported accident. Poor housekeeping and many other safety issues that can easily be resolved by ship staff would help improve the overall safety culture of a ship. Surveyors need to be extra vigilant in E/R and must ensure that all floor plates are not only properly secured with countersunk bolts to avoid tripping but also free from oil or grease as well.

Case 2

After concluding the survey onboard vessel, attending IRS and corresponding society surveyor were coming down from the Nav. Bridge to main deck and Master was escorting the surveyors towards the gangway. Upon reaching boat deck, the surveyors saw an unsafe crane lifting operation in progress. Crane was lifting a bundle of welding gas cylinders using a single lifting sling. Both surveyors decided to stop at the boat deck itself, well clear of the suspended weight and asked the Master to immediately stop the unsafe act. By the time he could intervene, one/two gas cylinders slipped from the bundle and banged on the boat deck causing release of pressurised gas through broken neck valves. In the ensuing panic and helter-skelter running situation, our surveyor got badly tripped, sustaining multiple bruises, and hurting his knee.



A tipped, dropped or mishandled load can directly injure any person onboard or potentially damage ship's structural parts. There are numerous different parties responsible for the safe crane operations: Crane Operator, Rigger, Signalman, Deck Crew etc. Careful operation of the hoist is very important safety factor and the crew member responsible for managing the hoist should be well trained and crane operator needs to be well competent. Alertness exhibited by our surveyor in pointing out the unsafe act is appreciated and stopping any unsafe conduct is to be promoted. Surveyors, being at the front lines of daily operations, are to be aware of hazards and risks that can lead to workplace injuries.



IRS/QHSE/SB/23/01



IRCLASS
Indian Register of Shipping

Head Office
52A, Adi Shankaracharya Marg, Opp. Powal Lake,
Powal, Mumbai - 400 072, India
Email: ho@irclass.org
Web: www.irclass.org
Tel: +91 22 3051 9400 / +91 22 7119 9400