



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, to prevent such incidents from reoccurring in the future.

During the past half year, incidents related to unsatisfactory safety preparation at new building sites and sub optimal condition of engine room floor plates have highlighted the need for heightened vigilance to ensure required safety standards at work site whilst taking rounds.

Unsatisfactory safety preparation at new building sites:

Following lacunae noted prior *commencement of dry survey of Block Panels:*

- *Wooden planks provided for the purpose of inspection were not tied/secured*
- *Ladder not tied up for entry into the block panel*
- *No guard provided for electrical bulbs at site*
- *Adequate lighting not available in the compartment*

In all instances attending surveyor had to wait for rectification of above safety issues before proceeding for inspection.

Learnings:

- ❖ It is advised to have regular meetings with Shipyard management to review safety procedures & appraise them of lapses in safety related matters to avoid any untoward incident.
- ❖ Surveyors to be always vigilant for unsafe acts/practices.

Sub optimal condition of engine room floor plates

Following noted while taking round of engine room during survey attendance:

- *Some of the Engine room floor plates found wasted/loose*
- *Vessel engine room floor plate elevated by few inches near Oily water separator (OWS) and it was covered by Insulation mat from one side.*

The latter resulting in an accident as same went unnoticed by the surveyor when

descending down a ladder with resulting physical harm & significant loss of man hours.

Learnings:

- ❖ Surveyors should not inspect the engine room concurrently while walking.
- ❖ It is advised ship staff should be always available alongside when carrying out an inspection & lead to be taken by ship staff & surveyors to follow subsequently.
- ❖ Further it is advisable that Surveyors do not rush or walk fast & every care should be taken specially when the vessel is in dry dock and undergoing survey and repairs.

Burn injuries due to fire while doing welding operation inside FWT:

- *Welder got severe burn injuries while doing welding operation inside FWT. The probable cause of fire was accumulation of fumes in the freshly painted FWT which ignited as welding activity commenced. The fire affected two more workers who were working in the vicinity on the tank.*

Learnings:

- ❖ Surveyor while examining any tank/spaces to ensure there is no hot work going on in the tank/spaces & adjoining areas.
- ❖ Special care should be taken while entering tanks which are freshly painted.

