



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.

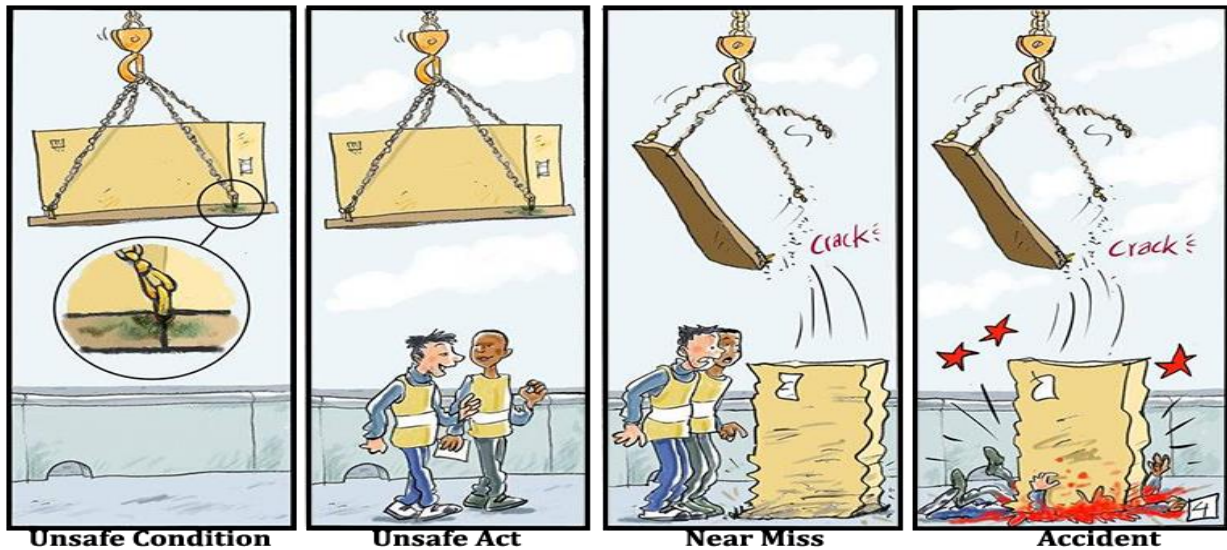
During the past half year, incident involving crane brake failure during load testing & recurrent incidents related to unsatisfactory safety preparation at new building sites and sub optimal condition of engine room including floor plates have highlighted the need for heightened vigilance to ensure required safety standards at work site whilst taking rounds.

1. Crane brake failure during load testing:

While Surveyor was witnessing the load testing of midship crane (hose handling) with use of a water balloon & when the crane was being tried out at test load, crane brake did not hold and the water balloon fell down. All the Ship staff, yard workers & Surveyor were away from the place when the incident happened on main deck. Fortunately, no casualties were reported.

Learnings:

- ❖ All personnel witnessing any load test should be positioned at a safe distance from the equipment.
- ❖ Additionally, it should be ensured that the area is well cordoned off to ensure that any other personnel may not accidentally come in the vicinity of the equipment being tested.



2. Unsatisfactory safety preparation at new building sites:

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

- *Wooden planks provided for working at height not properly secured*
- *No proper lighting provided inside the tank*

In all instances attending surveyor had to wait for rectification of above safety issues before proceeding for inspection. Noted the lapses are of a recurrent nature at some yards.

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

3. Sub optimal condition of engine room including floor plates

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

- *Engine room kept full of old/spare machinery.*
- *Floor plates found removed at various places.*
- *No safe access available for survey.*

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.





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During the past half year, naval IRB accident, & recurrent incidents related to improper securing/condition of ladders and sub optimal condition of engine room have highlighted the need for heightened vigilance to ensure required safety standards at work site whilst undertaking surveys.

1. **Accident during sea trials of Rigid Inflatable Boat:**

During the sea trials of 4.7 Mts Rigid Inflatable Boat, IRS surveyor along with boat master & Shipwright were on board. When the boat was plying at above 25 Knots, the engine part hit an unknown object. The driver lost control and IRS surveyor and boat master were thrown overboard due to this impact. All personnel on the boat were wearing life jackets and were trying to keep afloat. The boat then started coming towards IRS surveyor, who tried to evade it by diving into water. Unfortunately, the propeller hit the calf of right leg tearing off the skin and muscles, which resulted in a major injury. The survivors spent about 10 – 15 minutes in water and were finally rescued by a fishing boat and brought ashore. The other two personnel sustained only minor injuries. IRS surveyor was brought ashore and admitted to hospital & required over four months to recover & resume work.

Learnings:

- ❖ An advisory towards the "Safe Working Procedure - High Speed Boat during Sea Trials" has been issued by the concerned Survey Station on 20th Sep 2024. Some salient learning points which need highlighting are summarized below:
 1. There should be a standby boat for rescue in case of any emergencies.
 2. Constant Communication with shore should be established and ensured during the course of trials.
 3. Port authority permission for conducting trials for the speed mentioned is to be taken.

4. Charts should be available with master for the relevant area of trials.
5. Surveyors should be wearing the life jacket and other prescribed LSA during the trials.
6. Such boats should be having an emergency stopping arrangement / dead man pedal, which should stop the engine if driver loses control.
7. Surveyor should not sit on FWD collar of Boat (Try to sit at aft end).
8. Safety belt/straps should be used (for FAST RESCUE BOAT - RIGID FRP).
9. Extra precaution to be taken during turning at high speed, Boat Driver should take long turn instead of short radius at high speed.
10. Internal trial report to be submitted beforehand.
11. Trial to be undertaken only in daylight hours.

❖ ***Above points are to be agreed beforehand & only then proceed for trial in accordance with the conditions stipulated by Port authority.***

2. Improper securing/condition of ladders:

Following incidents noted while utilizing ladders during survey attendance:

- *Cable tray was provided as ladder for climbing.*
- *The access ladder of the tank was found improperly fitted; ladder could not sustain the weight.*
- *Ladder not secured & without any sufficient support.*
- *Due to poor visibility/lighting, last rung of the vertical ladder missed out.*

Learnings:

- ❖ Surveyors to ensure that permanent means of access and temporary means of access to structures either in tank/hold/space, at elevated levels or any other place are safe and sound. Surveyors should refuse the surveys if access to any structure is not considered safe.
- ❖ Maintaining a continuous three-point contact could have possibly obviated/mitigated the consequences.
- ❖ 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.

3. Sub optimal condition of engine room:

Following incidents noted while taking rounds of engine room during survey attendance:

- *It was observed that the floor plate was not in place.*
- *No barricade was provided near the opening.*
- *Improper coating of paint on the stairs, as well as wet conditions.*

Learnings:

- ❖ Surveyors should be cautious while walking/moving in the engine room and advised not to rush or walk fast & every care should be taken specially when the vessel is in dry dock and undergoing survey and repairs.

4. Burn injury while operating coffee vending machine:

While heating the coffee by using the steam dispenser:

- *Due to a possible software glitch in the coffee vending machine, there was uncontrolled flow of steam inside the coffee cup, which resulted in momentary overflow of hot liquid from the cup leading to second degree burns on the index and middle fingers of right hand.*

Learnings:

- ❖ While utilizing the vending machine the cup has to be placed below the dispensing head in the designated place & not held in the hand while dispensing.

5. Additional Learnings:

- ❖ *Surveyors should avoid proactive involvement in any activity on board which is to be performed by vessel's Crew/Service suppliers.*
- ❖ *Also, Surveyors are to use their own judgment and situational awareness during surveys rather than accepting crew testimonials/servicing report with respect to assuring the safety aspects.*

