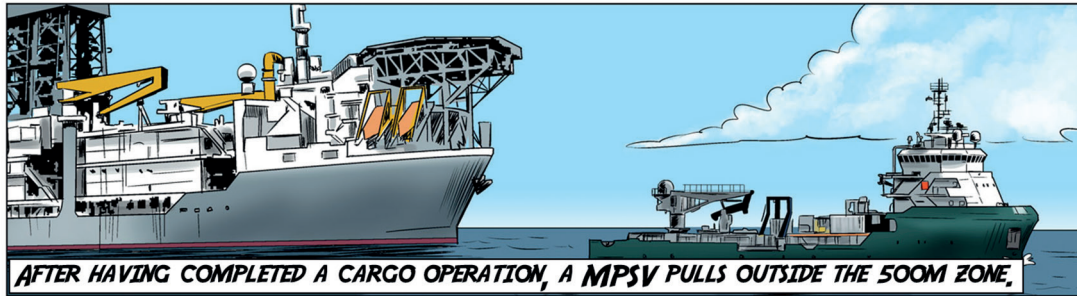




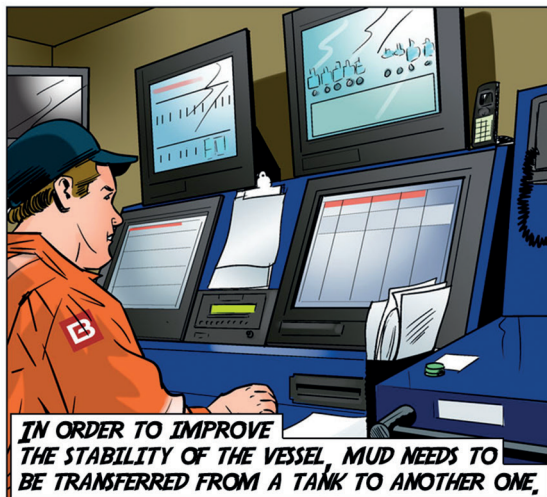
## SIGNIFICANT CHANGES ONBOARD SHALL BE CHECKED AND TESTED

An incident recently occurred on board one of our supply vessels during an internal mud transfer from Portside tank to Starboard side tank. This resulted in minor injury but could have been more severe. The sequence of the incident is described below. The vessel worked several years with ROV on deck and the mud tank system was partially dismantled. The tank air vent was fitted back on deck during the last Planned Maintenance, but the shipyard fitted the air vent on the wrong tank and the system has not been fully tested after the PMP. Therefore during the internal transfer, the pressure built up in the system and the inspection cover flew off when Chief Engineer was next to it (due to weather condition the inspection cover was maintained closed). The wrong fitting of the air vent was not spotted during the PMP, and was not seen either during the visual inspections of air vents and checks of the mud system carried out once the vessel was back in operation.

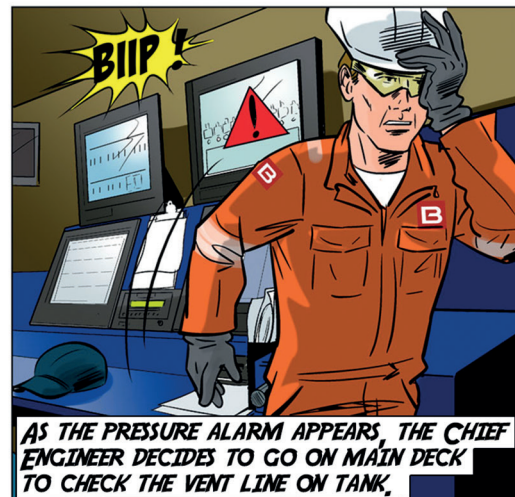
**THE SAFETY POST IS BASED ON REAL EVENTS - PLEASE PRINT, POST AND DISCUSS THIS ISSUE!**



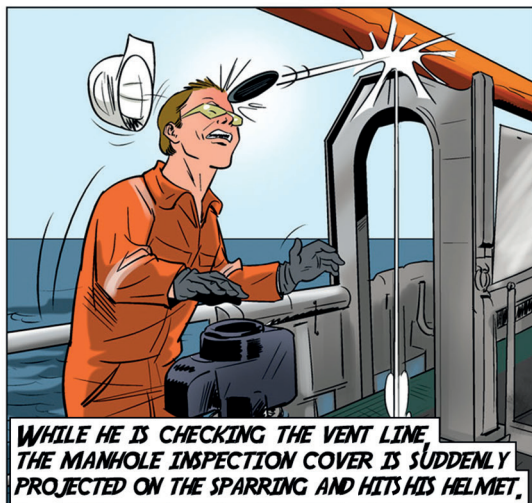
**AFTER HAVING COMPLETED A CARGO OPERATION, A MPSV PULLS OUTSIDE THE 500M ZONE.**



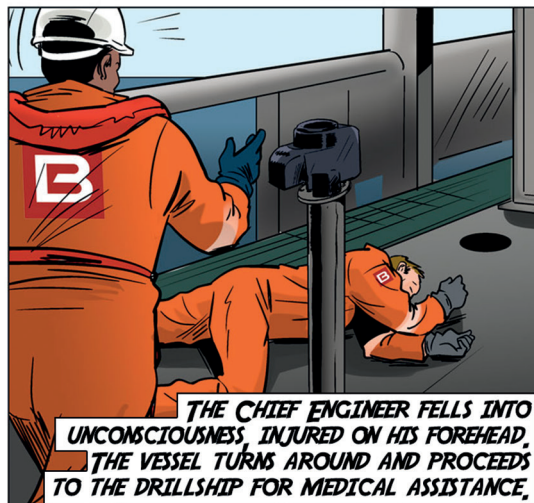
**IN ORDER TO IMPROVE THE STABILITY OF THE VESSEL, MUD NEEDS TO BE TRANSFERRED FROM A TANK TO ANOTHER ONE.**



**AS THE PRESSURE ALARM APPEARS, THE CHIEF ENGINEER DECIDES TO GO ON MAIN DECK TO CHECK THE VENT LINE ON TANK.**



**WHILE HE IS CHECKING THE VENT LINE, THE MANHOLE INSPECTION COVER IS SUDDENLY PROJECTED ON THE SPARRING AND HITS HIS HELMET.**



**THE CHIEF ENGINEER FELS INTO UNCONSCIOUSNESS, INJURED ON HIS FOREHEAD. THE VESSEL TURNS AROUND AND PROCEEDS TO THE DRILLSHIP FOR MEDICAL ASSISTANCE.**

## LIFE SAVING RULES

**DO:**

- Ensure work done by Shipyard personnel is checked prior to delivery.
- Ensure tests prior operations cover all system and components.
- Ensure temporary and medium term modifications to vessel are covered by a documented Management Of Change.
- Apply Last Minute Risk Assessment.

**DON'T:**

- Assume equipment is up and running when delivered by shipyard.
- Use equipment that has been re-commissioned without testing all components.

