



REPORT NEAR MISS IS PRO-ACTIVE!

In the following Near-miss, an AB assists in extremis a passenger who did not wait for the instructions to disembark on the boat landing. Fortunately, nobody were injured. The investigation has demonstrated that the PAX and the AB were new and not familiar with boat landing operation. Actions were implemented in order to avoid reoccurrence. Reporting a Near-miss is PRO-ACTIVE, this is the last barrier before having someone injured because actions were taken just in time!

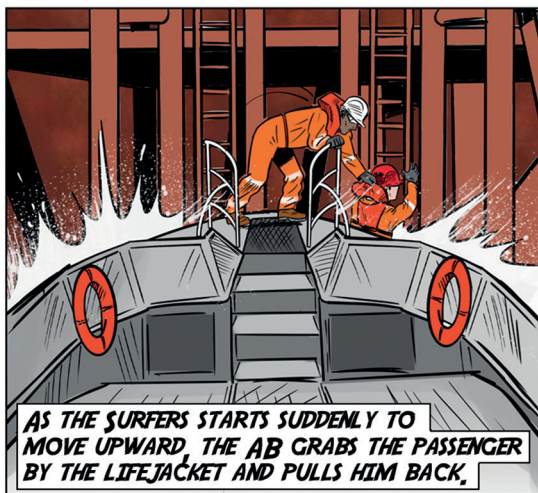
THE SAFETY POST IS BASED ON REAL EVENTS - PLEASE PRINT, POST AND DISCUSS THIS ISSUE!



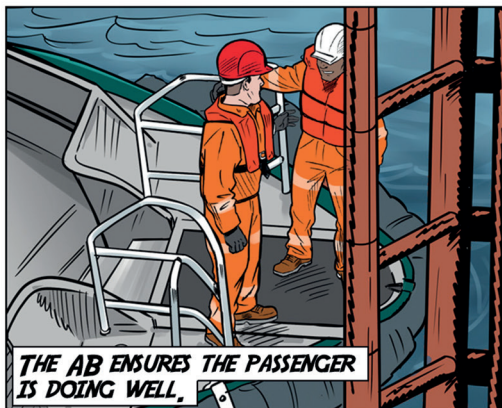
THE SURFER PROCEEDS TO THE BOAT LANDING, PASSENGERS ARE READY TO DISEMBARK ON THE FPSO.



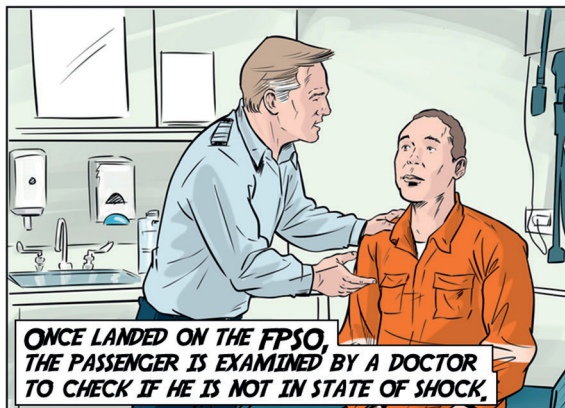
A PASSENGER DECIDES TO CLIMB UP WITHOUT AB AUTHORIZATION.



AS THE SURFER STARTS SUDDENLY TO MOVE UPWARD, THE AB GRABS THE PASSENGER BY THE LIFEJACKET AND PULLS HIM BACK.



THE AB ENSURES THE PASSENGER IS DOING WELL.



ONCE LANDED ON THE FPSO, THE PASSENGER IS EXAMINED BY A DOCTOR TO CHECK IF HE IS NOT IN STATE OF SHOCK.

LIFE SAVING RULES

DO:

- A pre-task planning prior each PAX transfer operation in order to ensure all risks have been understood and properly mitigated. (#1)
- Apply all the BMO rules for passenger transfer: Loudspeaker, BL camera, AB using the standardized language and giving the green light to go on the ladder, the safety induction video to be watched, the green arm band for PAX not feeling comfortable with the operation. (#1)
- Report all near misses events to prevent reoccurrence before a case with consequences occurs. (#12)

DON'T:

- Neglect to make a proper Management of change when a short service worker joins a crew in order to ensure nobody will be at risk and all mitigation measures are implemented. (#11)
- Hesitate to apply the SWA because you are not confident to perform a task or because one crew member is not experienced enough to perform the task. (#2)

