

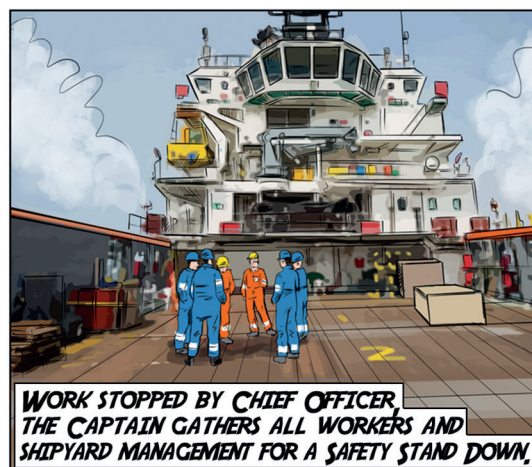
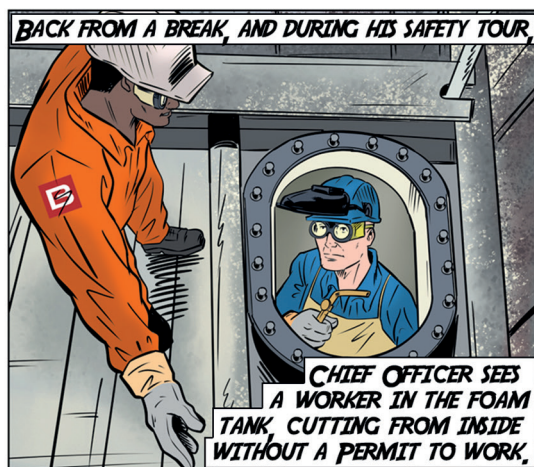
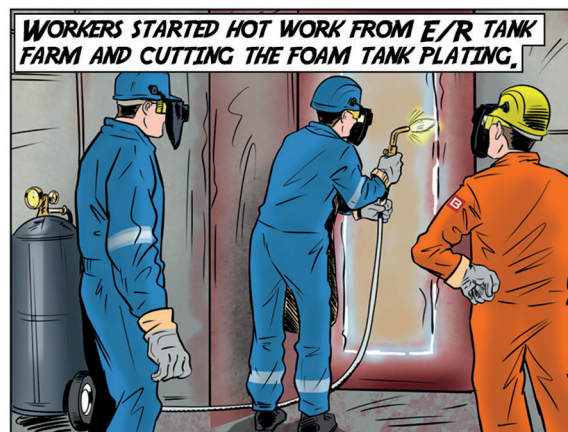
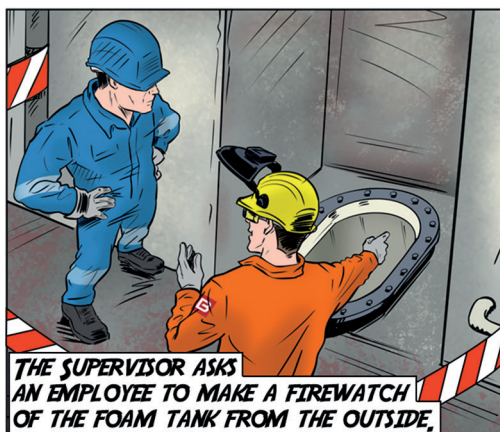
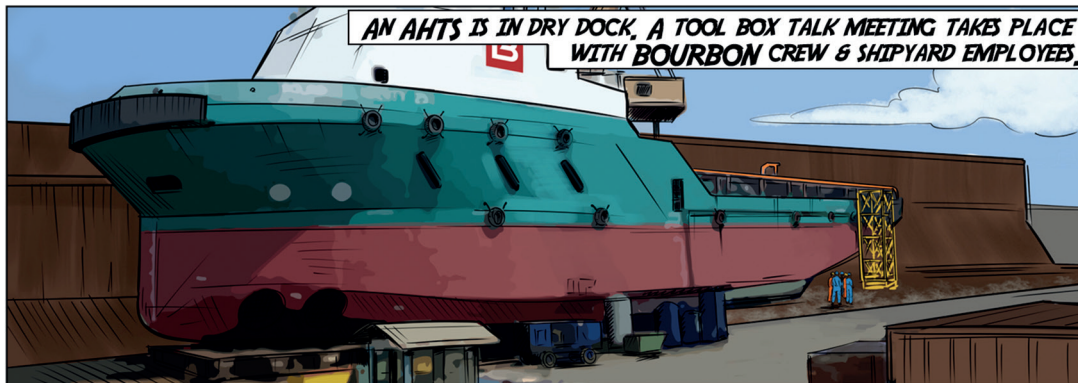


February 2020

SUPERVISION & INTERVENTION: KEY ELEMENTS OF SAFETY

Thanks to crew commitment, in accordance with LSR #2 (stop work Authority applied), LSR #12 (report all incidents) and LSR #8 (Confined space), our Safety Post this month talks about a high potential Near-miss that occurred while a vessel was in shipyard for planned maintenance period. During the morning meeting, a gas cutting task was discussed to remove a box cooler of the vessel. During the Pre-Task Planning and tool box talk, it was agreed that 2 openings shall be made from hull and E/R side (tank farm). The manhole of the foam tank was kept open for fire watch only. Let's see what happened after a short break when workers resumed the cutting before the task supervisor came back to the working location.

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



LIFE SAVING RULES

DO:

- Ensure adequate frequency of vessel safety tours.
- Reinforce and ensure communication, supervision and job planning responsibilities between vessel crew, docking Superintendent and third parties
- Check safety awareness of shipyard workers and contractors.

DON'T:

- Accept to hold morning meetings without Shipyard supervisor attendance.
- Underestimate the potential risk of any tasks.
- Lose control of contractor's follow-up and supervision.

#2
STOP WORK
AUTHORITY

#12
REPORT ALL
INCIDENTS

#8
CONFINED
SPACE