

SAFETY TALK



ARGONAUT CREW HAS 'STRONG BOND' WITH NINA



'The enthusiasm on board about NINA on board is really noticeable,' says Frans Oosterwijk. As a CTD plant manager, he is responsible for the hopper Argonaut. 'A good example is the planned repair operation. The crew has been intensively involved in the preparations. On the basis of their input, there have been consultations with CTD inspectors and the drawing office about installing facilities that will make the ship safer and more efficient. The crew is not only interested in the safety of all facets of the operation but also in the other equipment that is used on a project. That positive attitude is typical of the way the Argonaut puts NINA into practice. And for me, another improvement is that the Argonaut is now really

geared to what clients in the upper segment of the market actually want to see. At one time, if we had a job for clients from the oil and gas industry, technical inspections often resulted in a whole list of demands that the ship had to comply with. Thanks to the NINA approach, the improved procedures and the sound risk assessments, those inspections generate a lot less work these days.'

NEW TO EVERYONE

Dredge master Jan Blomk: 'The NINA introduction got a positive reception straightaway. Everybody had to work out how to go about it because it was, of course, quite new. But that was also the good thing about it: NINA was new to everyone, and so we were all

starting from the same place. And we are happy with it now. There's a toolbox meeting before every job: that's second nature these days. Everybody dares to ask questions or make comments, even to the captain. And that even includes the Philippine crew, whose culture is different from the Dutch when it comes to authority. We deal with each other in a relaxed way; everybody is comfortable about giving feedback. Since NINA came on board, we have had *no injuries* and *no accidents*, so it's working really well.'

The Philippine pipe operator Ronald Lapana: 'Thanks to NINA, we now have a *pre-start meeting* with the entire crew to eliminate risks and discuss working procedures. It's nice to know that everybody on board wants to

'Here on board, NINA is a strong priority. We used to think that safety cost a lot of time but, with the approach we have now, it's hardly a problem at all. In fact, the NINA approach often actually saves time,' says captain Jacob Brands. The crew of the hopper Argonaut talking about their 'new crewmate': NINA.

work as safely as possible, and that you can approach each other about these things, at every level in the organization. You know that everybody knows about the procedures and so you can go to work without worrying about it.'

GOOD IMPRESSION

The Argonaut has a crew of twelve and that makes it one of the smaller hoppers. 'Our safety standards are now comparable with those of our "strictest" clients and that saves time and money,' Jacob points out. 'Consultations with oil and gas customers are now much more straightforward. In the past, if there were tough questions about safety, we sometimes had to work around them a little bit. These days, we just pull out the ship information, which is always properly updated. We can show clients how we manage safety. You can see that makes a good impression.'

Officer Ted van Dijk adds: 'Virtually all the oil and gas companies work with IMCA checklists and you have to comply with them, whatever the type of job. They want proof that you have a systematic approach to safety and we have that now in black and white. Of course, their procedures were developed for big oil platforms but this approach means that safety really is second nature now for our small crew. And that's a pleasant way of working. You know that not much can go wrong and that's a reassuring thought. Everybody thinks it's completely normal to

conduct a job hazard analysis before doing anything on board or to organize a short toolbox meeting. NINA really got through to every member of the crew from day one. Here on board, everybody is really happy with the way things are now. There was a worry that NINA would mainly generate more paperwork but that's not much of a problem at all. The positive impact of the large-scale rollout of NINA throughout the fleet, the projects and the office were clear to see after a relatively short period of time,' says Ted. 'There is more openness on board. And the crew feels safer and more involved in the work because they are more aware of what is going on elsewhere on the ship. NINA has had a positive effect on the atmosphere on board.'

NINA THE CREWMATE

Engineer Andrej Beskrestnov is one of the crew members from the Baltic. His conclusion is: 'Thanks to NINA, you never stop thinking about safety. And there is more openness, too. If you think a particular situation isn't safe, you can just say so. NINA means that you don't only think about production, but also about safety: after all, a life is more important than a high production rate. And NINA also results in better communications between the crew. The lads on board often make jokes about whether doing something in a particular way is "NINA" or not. That's how strong the awareness is. NINA is just one of the crew. Because, of course, the thing

we want for all our colleagues is "no injuries" and "no accidents"!'.

As this edition went to press, the Argonaut was on her way to Walvis Bay in Namibia. Bertus van Remmerden, a SHE-Q facilitator from the CTD, went on board to organize a range of NINA workshops. Bertus is visiting all the ships in the fleet to organize NINA workshops. We will be talking to Bert about his work in a later issue of Cohesion.

01 THE ARGONAUT CREW
Standing from left to right: Dennis Kruijckovskij (1st eng), Virgilio Timpvg (AB), Arthur Dubrovskis (welder), Jacob Brands (captain), Phillip Oncinian (chief cook), Marcel Sjoukes (chief eng), Joost Zijlema (1st eng), Kiril Nebolsin (1st mate), Ted van Dijk (1st mate, temporary captain). Seated: Conrad Teves (trainee pipe operator), Ronald Lapana (pipe operator), Jan Blomk (dredge master).

Not on board when the photo was taken: Hans Klooster (captain), Hillebrand Werksma (1st mate), Gert Saat (1st mate), Andre Beskrestnov (1st eng), Makiel Wlzman (dredge master), Alex Gerasimenko (1st eng), Eliezer de los Reyes (able seaman), Victor van der Lee (chief eng), Vladimir Bolodurin (welder).

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'We deal with each other in a relaxed way; everybody is comfortable about giving feedback.'

04 RONALD LAPANA, PIPE OPERATOR:
'It's nice to know that everybody on board wants to work as safely as possible, and that you can approach each other about these things, at every level in the organization.'

05 TED VAN DIJK, FIRST MATE:
'They want proof that you have a systematic approach to safety and we have that now in black and white.'

