

**NINA NO INJURIES NO ACCIDENTS** **AT WORK**

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | MARCH 2015

# GET OUT OF THERE!

*Gijs Speelman, Sandfill master*

"Being a Sandfill master comes naturally to me: as a little boy I was often out with my father, who was also a Sandfill master. After 33 years I still love working all over the world, with people from different cultures. It can be really great, but it also has its problems, such as when it comes to assessing dangerous situations. Our work comes with a lot of risk. I'm happy to have all the tools at my disposal to make it safer: using Dynema, screening off the snap-back zone (see Qatar article, ed.), more work consultations, which is what we have been doing since NINA. This has definitely made everyone more alert.

Yet, in practice, I still find myself yelling 'Be careful!' or 'Get out of there!' on a regular basis. Like a CD that's stuck on repeat. A large part of the problem is that, on every project, you work mostly with new people, who sometimes don't know the first thing about the work. So you keep explaining why certain behavior is dangerous. In long-term projects this repeating of information really pays off and you



genuinely end up building something, but when you have a lot of short-term projects one after the other, you get worn down. Because you are the one responsible for the safety of those men. And I do feel responsible. Which is why I'm glad there is a training pool for foremen. Working with experienced people, who know the risks and are able to set the right example, makes the work a lot safer."

## SAFER QATARI SANDFILL SITE THANKS TO SAND DIKE IN SNAPBACK ZONE

**The best ideas are those that make you wonder 'why didn't we think of this sooner?' For example, what about building a sand dike in the snapback zone to absorb the blow in the event that a line does snap?**

This idea from Chris Niemeyer has been used in the Coastguard project 'The Base' in Qatar, where a canal with six islands was built to promote tourism. Barges of sand and rocks sail to the various islands (cut and fill). Dumpers then drive the material to the site. The ropes used to moor the barges are under tension when the dumpers drive on and off. Warning signs placed near the mooring point indicate the

danger of the snapback zone. A sand dike was built as an additional safety measure. Simple, effective and cheap.



Snapback zone: if a line snaps, the sand dike will absorb the impact.

# RACE OF THE CLASSICS

**ROTCYP 2014: a team of 31 young co-workers took part in the Race Of The Classics for Young Professionals. A Nina training course in preparation for the race provided unexpected insights into the team dynamics.**

Team Captain Marc Sijl (foreman, Boskalis Netherlands): "During the training course we were divided into two teams and given different assignments. Guess what? People talked to each other but didn't always listen, and as soon as one team was in the lead, they all went full steam ahead, and thinking and safety went out of the window. Once you become aware that this is happening, you can make agreements on how to deal with this problem in practice. For example, everyone was assigned a buddy during the race and we pointed out unsafe behavior to each other".



### ONE TEAM: PRICELESS

23 companies are taking part in the race. Each team gets its own classical sailing ship to sail from the Netherlands to the United Kingdom and back. During the annual event in 2013, someone went overboard. Stricter safety measures were imposed as a result; the race is now stopped during high winds. Marc: "What you see is that people have their eyes on the prize, racing at full sail during Force 6 winds. Of course you want to win, but for us it was safety first. The ship and its crew helped us: we were slower than all the other teams, but we were safe. What an amazing experience! The best part was that we were really a team. That was absolutely priceless!"