



SAFETY MATTERS



Newsletter from **Boskalis**

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10 years of Safety Matters

Safety Matters celebrates its 10th anniversary this year, presenting a good opportunity to look back on ten years of safety policy. What were working conditions on the reclamation area like ten years ago compared to now? Have we reduced the risk of incidents involving cables, hawsers and winches? What has changed in our approach to wharves? How have we ourselves changed? These are just some of the safety topics that have been addressed in Safety Matters over the past ten years.

In this issue, we show what we have been able to achieve together. While we still have a sizable challenge before us, we are definitely on the right path!

*Wilfred Haaijer,
SHE-Q Department Manager*

Peter van der Linde, Group Director, on ten years of safety policy:

"Safety then and now: worlds apart."



"Our approach to safety ten years ago and our current approach are worlds apart. In 2001, I returned from Singapore, where I was working as a stone work project manager. Back then, safety was only discussed if there was an

accident or near accident. We did have a safety committee, but that was more a superficial solution. We worked in accordance with the rules and regulations, but we never gave any serious substantive thought to what safety entailed. It was something imposed on us, not something that came from us. That is precisely



where the change that we have undergone as an organization is rooted. This is not to say that safety was not an important issue for us. Of course it was. Our goal back then, like now, was to return home safely and uninjured, but the approach then was more "every man for himself". You worked in a manner that you yourself considered safe. No one looked beyond that. It was certainly not something you discussed. You just were not trained to do that at Boskalis. Things couldn't be more different now. For every project, we come together to assess the risks and discuss how we should address them. This occurs in an open environment, and the effects benefit our entire approach.

Am I painting too rosy a picture?

Some may feel that I'm presenting the situation in excessively positive terms, but what I'm doing is showing a change in culture. It's a process or - if you will - a journey. We will encounter problems

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I CAN SEE THAT YOU ALWAYS READ SAFETY MATTERS AND ARE THEREFORE GOING TO LIVE TO BE A HUNDRED



SHE-Q Department



The staff of the SHE-Q Department are active all around the world. Wim Leutscher, Safety Coordinator/Auditor and Editor of Safety Matters for more than a decade, is one of them. He has been with Boskalis for 18 years now, visiting projects and vessels to conduct studies and audits and to serve as an advisor.

“Working for SHE-Q, you serve as a guide and a sounding board for employees. The latter role in particular has gained in importance since the introduction of NINA. People want to know if they are on the right track, which is something I’m always glad to discuss.”

In this issue of Safety Matters, Wim Leutscher touches on key developments for each topic. 

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along the way, which we have to learn to address. We will also be confronted with ourselves on this journey. And that applies to me too. I, too, have done things that are completely unacceptable. For example, I once noticed from the submersible pontoon that something was wrong with the rear pontoon, and I went to check it out. I jumped onto the submersible section and ran as quickly as I could over the intersecting rebar to the other side. I sprinted 80 meters in waders and without a life vest. I lived off the adrenaline that such moments gave me. There were no consequences. After all, everything I did that benefited production was appreciated. I followed the example of the men who taught me the craft. These are the experiences that shape my perspective. It serves as the lens through which I see the dredging world. I still catch myself seeing things as “normal”, which on closer inspection are everything but. Transfers on rough seas? I’ve done that too, perfectly timing a two-meter leap onto a rope ladder. We saw that as manly. This is the perspective I have to learn to put on the shelf and we all have to set this perspective aside. That doesn’t happen on its own. It takes time and effort. That is what our journey with NINA entails! 

**Happy anniversary,
Safety Matters! Keep up
the good work**

Peter van der Linde,
Group Management

In ten years’ time...

“...NINA will be our second nature.” Jean-Pierre van Steenis

“...I’m not sure where we’ll be, but I’m certainly curious to find out!” Edward Kriessan

“...accidents will be a thing of the past thanks to NINA, which is far more than a safety program, it’s a way of life.” Harry Hesseling

“...work will be a great deal safer, which we will achieve by continuing to pursue the course we are currently following.” Erik Suijkerbuijk

“...NINA will be in our blood.” Eric Holman

...we will have reduced the risk of fatal accidents to zero.” Peter van der Linde

“...we will most likely be a few steps further along the line, and the rules and regulations will probably have been changed a few times” Frank Eeltink

“...we will be benefitting from the current focus on safety.” Willy Hofman

“...we will still be talking about NINA. This is a never-ending story.” Jarmo Yletyinen

“...NINA will have become a way of life.” Mark de Bruijn

“...our level of safety should be leading the world, and calling each other to account in terms of working safely will be commonplace.” Wim Leutscher 

Working on the reclamation area

Working on the reclamation area is a recurring theme in Safety Matters. After all, the hazards are significant and the consequences of an incident are serious. Safety Matters has focused attention on accidents, as well as initiatives to actually reduce the associated risks. What is it like to work on the reclamation area nowadays?



Harry Hesseling, Operations Manager Boskalis Offshore, told Safety Matters in 2003 that he witnessed a fatal accident in Argentina. The experience changed his perspective on safety for good. "The risks involved

became all too clear for me. In the article, I mentioned that safety measures were also tightened up after the accident. For instance, the safety inspector visited the worksite more often. Reading that now makes me realize how far we have since come as an organization. Nowadays, every project - offshore projects in particular - has a dedicated Boskalis safety officer. What was once an exception has now become commonplace. Safety is now one

of the primary and most important issues to be addressed when we plan and prepare for a project. Everyone's commitment to safety can be attributed to NINA."

Time for training

Back in 1993, Harry Hesseling identified working with local, untrained workers as a risk factor. "While we still work with local, untrained workers today, the difference with ten years ago is that we now spend much more time conducting safety inductions and providing training. We do this to ensure they are aware of the hazards and have a good understanding of what working safely entails. Another change is that we hold ourselves to an even higher degree of requirements. If the sling is frayed, we get rid of it and replace it with a new one. This combined with the culture change I see happening around me, as part of which we - regardless of rank or position - point out



hazardous situations, creates a much safer working environment on the front line." 



Mark de Bruijn, Assistant Operations Manager, and his colleague Richard Sweeting were awarded the 2009 Safety Award for their idea to improve safety on the reclamation area. They proposed to have the role of

the banksman, who uses flags to indicate how far a dumper can reverse, taken over by the operator of the bulldozer who is already there anyway. Both operators maintain eye contact and give each other signals.

"The implementation of this idea in the Middle East immediately brought an end to the situation of workers walking amongst those enormous machines, as no accidents have occurred since," says Mark. "Awareness is the recurrent theme."

Completely NINA, well perhaps not entirely

Since leaving the Middle East, Mark has since been working in Trinidad & Tobago and in Nigeria. "In Trinidad, we launched a buddy system. This allows a new deckhand to learn from an experienced officer where he can or should not be if he is coupling or decoupling a split barge and the reasons why. The way I look at the worksite has also changed since starting at Boskalis in 2004. For a SMIT Salvage tender

in Nigeria, we recently had to visit a site where an installation being used to drill oil fields had been stationed. It had been there in the bush for more than ten years and the consequences were evident. Parts were missing, damaged and rusted. One of the essential aspects that we had to inspect as part of the tender was the possibility of greasing the drilling rig. The staircase we had

to climb in order to make this determination was missing eight steps. Despite this fact, we made our way up the staircase, acknowledging the risks and taking these into account. Once at the top, we had to acknowledge to each other that what we had done was not entirely in accordance with the NINA principles..." 

The SHE-Q department says the following

The reclamation area has unfortunately been the scene of various accidents, including fatal accidents. The lessons learned have been included in the risk assessment with a view to affecting the maximum number of measures to prevent hazardous situations: effective planning and situation monitoring.

It is essential to take risks head on. This enables you to address the biggest factor in the risk of accidents, namely workers walking around the reclamation area, by minimizing the number of people present. It's all about remaining critical with respect to every aspect, including equipment and working method. If you can arrange the site in such a way that a truck does not have to go in reverse, then by all means do that and avoid the hazardous situation it otherwise creates.

Finally, it is essential that workers are aware of the risks. This is an aim of the NINA start-up meetings and project inductions workers attend. Actually wear that reflective vest you were issued. In the end, it is all a matter of taking individual responsibility. You cannot quickly take a call while driving a fully loaded dumper at 30 kph across the site...

Working with cables, hawsers and winches



In 2009, Safety Matters focused extensive attention on the hazards of working with cables, hawsers and winches. Due to the tremendous forces to which these are subjected, incidents often result in serious injuries. In that theme issue, we presented the facts, new developments and experiences of colleagues.



Frank Eeltink, Head Skipper on the Phoenix, tells about an accident that happened in India in 2001, as part of which a Filipino seaman lost his lower leg when a cable snapped while it was being connected to a pipe during spring tide. "That guy had so much potential and it was knocked out of him in the blink of an eye - it was awful." Looking back on the incident, Frank says, "Those were different times, as was the prevailing mindset. Back then, 'time is money' was the primary thought, and this led us to do some crazy things, including connection operations during spring tide. We should never have undertaken that operation. Nowadays, I would simply wait for a change in tide. The biggest difference is that I now know that management thinks the same way and would back my decision. They've made that clear."

We have fully embraced NINA

Frank Eeltink has been working at Boskalis for 25 years. "I know where the hidden dangers are and I try to pass this knowledge on to the younger generation. 'Watch the cable, look where you're standing, also keep an eye on the bollard around which you throw the rope.' I'm relentless in nagging them about this. At least then they'll never forget." "We have fully embraced NINA," says Frank in response to the question of how he looks back on recent years. "My colleagues also recognize that safety goes above all else. We have five values and five rules. It can't be any more succinct and clear. Everyone understands it. At the same time, I've seen exponential growth in the number of forms to be completed. We have to be careful not to take that too far. After all, safety is not a matter of paperwork, but of remaining alert and using common sense - day in, day out."



Jean-Pierre van Steenis, Marine Supervisor on the Edax, was also caught up in a cable. In Nigeria in 2004, we had to get a runner ready for a pontoon. "The Multicat moved forward at full speed - when it

should have remained steady - while I was looping the cable onto the winch. As a result, the 80-meter cable swept over the deck and caught me by the ankle." The fall broke Jean-Pierre's ankle in several places. After sailing for 2.5 hours, he finally had a temporary cast placed, after which he was flown directly to the Havenziekenhuis hospital

Multicat



in Rotterdam. He then faced a difficult period, during which he spent a month in quarantine due to the risk of the MRSA bacteria. Adding insult to injury, Jean-Pierre broke his other ankle while at home. In the end, he was taken out of commission for six months.

100% improvement

"This accident could never happen nowadays," believes Jean-Pierre, "as communication has been improved 100%. Look, ten years ago,

we felt we did enough if we chatted briefly, but that focused only on the technical aspects. Nowadays, we discuss the risks with the crew and the people from the local office, and we lay down an action plan in writing. This ensures that you are all on the same page, and you can avoid a confusion of tongues. If despite these efforts things still go wrong, we conduct a post-assessment. We do this to learn lessons and to do things better in the future!"

The SHE-Q department says the following

Many colleagues work with cables, hawsers and winches on a daily basis. They face risks each and every day. This is something we are well aware of. A great deal has been improved in the past ten years.

- *The right equipment is essential.*
- *Knowledge is key. In recent years, the ManSafe training courses have focused specifically on working safely with cables, hawsers and winches.*
- *Procedures have been tightened up. Mooring and unmooring are taken into account in the risk assessment and are a point of attention in the general safety instructions. We also see captains taking up their responsibility. They discuss the risks and ways to navigate these risks with their team, monitoring work and assessing the operation if things go wrong.*
- *More importantly, do not proceed if you do not trust the situation. (NINA value.)*

For instance, we are working to promote a higher degree of safety awareness: a hands-on approach every day to keep people out of the danger zone.

Working in confined spaces

The very first issue of Safety Matters focused on the hazards of working in confined spaces. The topic has since been revisited a number of times, with good reason. After all, descending into a tank requiring cleaning remains a high-risk job which demands thorough preparation.



Erik Suijkerbuijk, Relief Chief Engineer on the Cyrus II, became a victim of this dangerous work. "In India in 2007, after having problems securing one of the ladder bolts, we opened the manhole for ventilation.

We conducted measurements after a while, and I descended into the tank. I was already in the space when it became clear to me that something was wrong, but it was too late by then. It all happened so quickly. It felt like my head was swelling up, and I passed out. There was water in the tank, but fortunately, as I remained somewhat suspended, I avoided falling all the way to the bottom. The space I was in was too small for more people to enter. There was also no compressed air equipment available. A colleague (Lars Bezuijen) came up with the idea to feed an air hose into the space and let it hang near my head. That saved my life. I regained consciousness and was able to climb out of the space on my own."

Never rush in...

Looking back on the situation, Erik thinks the measurements were performed incorrectly, either for an insufficient duration or too high in the space. Regardless, it was a tough lesson for everyone involved. "Due in part to what happened to me, we take every descent into a confined space very seriously. We never rush in!"

Inscription on the hatch



Before entering a tank, we discuss the risks thoroughly.

We prepare a JHA and a work permit and we take precautions in case things go wrong. For instance, there is now always compressed air equipment at the ready. We are much more aware than before of the possible risks and we express our concerns. In short, we work in accordance with the NINA principles. I think this has achieved substantial improvements in safety, both for me and my colleagues." ■

The SHE-Q department says the following

Entering a confined space is a high-risk activity. This is a commonly accepted fact. For this reason, precautions have been taken in recent years to minimize the risk of accidents.

- *The technical standard prescribes that all hatches and tank openings must include a warning of the potential hazards.*
- *Every ship is equipped with effective equipment to measure the gas and oxygen levels in a space. Personal monitors are also part of the standard equipment you have on you when you enter a confined space. If the level of oxygen is insufficient, an alarm will sound and you will have enough time to retreat.*
- *Captains and Chief Engineers receive training in performing measurements of gas levels in a professional manner.*
- *SOLAS (International Convention for the Safety of Life at Sea) stipulates that the crew of seagoing vessels must have a work permit for entering confined spaces. Boskalis takes this a step further by requiring this for vessels of all types (NINA rule: work permit for high-risk activities).*



Falling, tripping and slipping

Traditionally, "falling, tripping and slipping" have ranked prominently in the accident statistics. They represent ever-present "potential risks" wherever you are, says Edward Kriessan, Chief Engineer of the Taurus.



Edward Kriessan told Safety Matters that while onboard the Cyrus, he had all obstacles painted in bright noticeable colors. The point was to make them stand out. That has since become standard practice. That is

just one example of the changes made to the benefit of safety. Another is the standard use of PPE. "However," emphasizes Edward, "issuing a pair of boots, helmet, overalls and goggles does not make the workplace safer. It has always been and will always remain a matter of exercising caution, paying attention and being aware of the environment and situation around you."

No cubic meter of sand is worth losing a fingertip

Edward has worked for Boskalis since 1996. He is quite succinct when it comes to safety. "No cubic meter of sand is worth losing a fingertip." Over the years, he has worked at different locations for a variety of offshore clients. "I've been working in accordance with

a high standard of safety for more than eight years. To date, I've never been involved in an accident and haven't witnessed any either. I'd like to keep it that way. My role in this is that I've called people to account and encourage them to think about how they work. I let them assess the situation for themselves before offering suggestions. That's the idea behind NINA - placing responsibility with the individual. Despite this fact, rules and regulations - and monitoring compliance with them - remain necessary." ■

The SHE-Q department says the following

In 2010, the Technical Safety Standard was launched. It introduced guidelines for passageways, stairways and ladders. This standard has since been implemented on a large number of vessels. In addition to improving housekeeping, it increases safety onboard ships.

As part of NINA, we have seen excellent initiatives to increase the safety of embarking and disembarking vessels. Despite all the attention and the technical safety standards, however, "falling, tripping and slipping" remain one of the most common causes of accidents.

Safety during repair operations

In recent years, Safety Matters has regularly focused on the issue of repair operations. These represent a break with the day-to-day work, meaning that with the presence of third parties onboard and the performance of non-standard activities, each repair operation creates a high-risk situation by definition. Effective communication is the key to ensuring safety.



Eric Holman, CTD Director, feels that major strides have been taken as far as the safety of repair operations is concerned. "There was a time when we only had a budget and a to-do list in hand when we arrived at a wharf. That all

changed when we became ISM certified in 1998. As part of this, we became part-vessel owner, assuming all of the associated responsibilities. We began to take stock of the risks and to discuss how we would address them and we started to impose requirements for wharf equipment to meet. Since the introduction of NINA, this has also been the case for the attitude of workers. You see, you cannot take

responsibility for the safety policy of the entire wharf, but you can say, 'This is how we work onboard our vessel and our requirements represent the minimum standard'.

Risk management

Three years ago, the CTD Department began conducting advance wharf visits. This helped us to verify if the way the wharf was presented in a tender was actually the case. "Our aim is to ensure that the safety policy of the wharf is in line with ours. If our requirements exceed what the wharf can offer, this is taken into account in our risk analysis and we offer the wharf assistance in meeting our requirements. After all, the situation in Nigeria is quite different than the situation in Singapore. This is not to say that safety is jeopardized, however. It is all about risk management. While this is partly a matter of the equipment and resources, it is primarily an issue of behavior."



Willy Hofman, Captain, was one of the first employees to be confronted with the stricter safety policy for repair operations in 2003. His vessel, the Waterway, was anchored at a wharf in Cadiz (Spain), and he was not entirely

pleased with the idea of having to conduct daily meetings to discuss the operation. Today, he serves as Captain of the Shoalway, and daily meetings are "business as usual".

"Communication has undergone substantial improvements in the past ten years. Each repair operation begins with a NINA kick-off meeting and each day begins with a brief toolbox meeting. Workers from the wharf and the subcontractors are involved in these meetings, so everyone knows what's going on."

Culture

Looking back, Willy sees the progress made in the change in culture above all. "The issue of safety is discussed much more often. The use of PPE has become a standard theme. In addition, everyone, irrespective of rank or position, feels they can call others to account when it comes to working safely. We were recently lifting a beam in accordance with the plan, but once it was in the air it started to sway. We brought a stop to the operation and a meeting was called with everyone involved. We ultimately decided to use a second crane, as the original situation was not safe. In short, we think before simply taking action. Moreover, we continue to look at situations critically. The story was very different before."



Safety during repair operations: Eric Holman's dilemma

"During major repair or modification operations, there are sometimes hundreds of people working onboard at the same time. I sometimes wonder if that is entirely a responsible approach. Where do you set the limit? What do we find acceptable? We follow the lead of the wharf.

If they ensure us that they can get their workers onshore in time in the event of an emergency, we have to take them for their word. That is a dilemma I face, but for which I don't have an answer."

The SHE-Q department says the following

We are the 'visitors' on a wharf. This is why it is essential to conclude unequivocal agreements with the management of a wharf, about all manner of issues, including safety. Our experience is that wharves are largely open to this and ready to work with us. More importantly, there have been cases in which the technical inspector, captain and SHE-Q officer approach the wharf proactively to perform the repair operation in a safe manner.



The trend of having a permanent SHE-Q officer involved in major repair operations

For major repair and modification operations, it is becoming more commonplace to designate a permanent SHE-Q officer, who monitors safety, promotes safety awareness (also among subcontractors and suppliers who must meet the safety standard set by Boskalis) and supports the crew.

Ard van der Heide, SHE-Q Manager, was involved in the restoration operation for the Fairway. He supervised the course to the Oakwell Yard in Thailand and in his words was met with mostly positive reactions. "The deployment of SHE-Q staff was seen as a sign of commitment from higher management. The fact that I walk around onboard does not mean that the crew can lower its focus on safety, leaving it to me to do the work. Quite the contrary, it enhances the dynamic. It showed me just how adept our people are when it comes to ensuring safety and the tremendous amount of knowledge they have about the hazards onboard. I learned a great deal from it.

Though the wharf staff was initially reticent, they came to understand that my focus was on their safety - I called a stop to work sometimes in an attempt to prevent something happening to them and I called their supervisors to account. They learned to appreciate my work and contribution.

During my time in Thailand, I worked daily with 150 to 200 workers on board. There were no LTIs and only a limited number of minor accidents.

While it cannot be substantiated that this can be attributed solely to the deployment of an SHE-Q officer, the fact remains that with effective management and the involvement of the entire organization and crew, we were able to complete the project safely at a wharf that operates at a lower standard of safety than the wharves of good repute with which we normally do business." 



We look forward to hearing your ideas on how to improve safety. Please send them to: safety@boskalis.nl

Safety Matters around the world

Safety Matters is translated into English, Spanish and Finnish. It is read all around the world and serves as a forum for people to share their experiences. This allows us to learn from each other. For Jarmo Yletinen, Boskalis Terramare Manager, Safety Matters serves as a way to offer recognition and inspiration. He talks about the changes brought about in his part of the world during the past ten years.



"Taking about safety has changed a lot in Finland over the last decade. Ten years ago our LTIF figure was 30 per 1,000,000 million hours worked. We were a little bit behind, compared to Boskalis. However, we did see the need to change. With our

focus on documentation and procedures, we managed to lower our LTIF figure substantially. Thanks to the framework of Boskalis, as part of which home markets all becoming integrated parts of the Boskalis system, greater transparency was achieved, which made cooperation and communication a lot easier.

However, NINA brought about the real change. For us Finnish men, being somewhat silent, I first thought NINA would be a cultural challenge. Now I see that NINA inspires. The best example for this is the coffee break. Ten years ago, it was only cars and sports that men talked about, but nowadays you can hear them talking about safety.

This is something we could not have dreamed about ten years ago! Today our LTIF figure has improved to 9 per 1,000,000 hours worked. In Finland, we were the number one safest construction company in 2010, and second in 2011.

For the majority of our clients, safety is only important on paper, so we have to motivate ourselves. And we do. I am really proud of that fact! Keep up the good work, NINA!" 

The SHE-Q department says the following

Ten years ago, each home market pursued its own policy. About four years ago, we began to reduce the ambiguity of this situation. The result of this operation is more effective communication and commonality between the home markets and the rest of the organization. NINA has enhanced this process even further. It has resulted in greater solidarity.

This time in... England

Dredging among the tourists



Boskalis at work on one of the busiest campsites on the south coast of England

Dredging before an audience of thousands of beach-goers... Our colleagues carried out a sand replenishment operation at one of the biggest campsites in the south of England at the peak of the tourist season.

West Sand Beach Nourishment is one project that Boskalis is carrying out as part of a joint venture with Dean & Dyball, which will result in the construction of breakwaters. Boskalis has deployed the Shoreway and the Sospan to spray 360,000 m³ of gravel. The project was commissioned by Bunn Leisure which owns the campsite that also serves as Boskalis' work site. In 2008, the campsite and the 3,000 trailers present were completely inundated. The project is designed to avoid such a disaster from happening again.

Communication

In response to the question of why the work was performed during the peak tourist season, Project Manager Gert Jan Peters says, "We carried out the project during the summer to take advantage of the best weather conditions, but that wasn't the case this year. The weather was so bad that we were often unable to work due to the high wave action. Although this led to project delays, we were otherwise very pleased with how the project went." SHE-Q facilitator Stuart Huth agrees, "Communication with the client went extremely well and ensured that we encountered no problems and had no incidents on the campsite. We conducted a risk assessment in advance. The choice we faced was either close the beach entirely or only in part. In the end, we decided to work in sections, re-opening the areas immediately on completion. This approach reduced the risk that people would ignore the situation and go swimming in the areas where we were working."

Eye-opener

The project opened with a NINA kick-off meeting with the joint venture partner and

the client according to Gert Jan, "It was an eye-opener for them to see what's involved in performing sand replenishment for a section of beach, namely having such a massive ship approach the coast so closely to spray a volume of gravel that would fill 300 trucks. It was only then that they understood the risks: people could simply swim out towards the ship as we were working. This understanding of the situation really simplified the process of working together."

Social media

Bunn Leisure opted to take the way forward, presenting the dredging project not as an inconvenience, but as a unique attraction for beach-goers. "We performed twice daily at high tide," says Marco van der Kraan, Captain of the Shoreway, with a smile. "Silliness aside though, we went about our work as we do everywhere, with the same degree of safety and due care. It's just that we were now only 500 meters from the coast with a beach full of visitors within reach. The only difference was that I hoped even more than usual that nothing would go wrong. After all, it would be quite distressing to have a pipe burst with so many people nearby. That's something you want to avoid." Speaking of Facebook, use of social media was maximized to give the project exposure for the benefit of the many beach-goers. We had a Facebook page on which updates about the project's progress were posted and a website featuring two webcams presenting live images. We even tied a competition to the project. The winners were given the opportunity to spend half a day touring the Shoreway. "They were really impressed," says Marco. He encountered no resistance at all while the work was being performed. The response was quite the opposite



Children playing on the fence. It is a harmonious situation. As captain Marco van der Kraan explains, "When we were working they respected the fact that we needed space."

in fact. "We did see some children playing on the materials in the water used to cordon off the area, but once we got to work everyone maintained a healthy distance from our work area."

UXO

In addition to the tourists, the Shoreway had to deal with the challenge of unexploded objects (UXOs) from WWII in the sand winning area near the Isle of White. "This is a known risk," says Marco van der Kraan, "for which we established strict procedures. For instance, when performing suction or pumping operations, no one was permitted to be in the engine room. Communication with the Coastguard and the Port Authorities was also coordinated down to the last detail." In mid-August, the ship had to deal for the first time with a bomb in the grate of the suction head. Within three hours of sending a photo to EOD, during which the ship had been sent to a safe location, there was a crew onboard to dispose of the bomb safely. 

Colophon

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