



AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS

Anchor wire Ndurance tangled: Captain puts job on hold.

"I KNEW 'THIS IS HOPELESS'."

It is not something you simply do, putting the job on hold. It is surely the most far-reaching decision you could take when you consider a situation unsafe. Rolf Benders, Captain of the Ndurance, called out a stop-the-job this spring for the first time in his 21-year career. "An informed decision," he says, "that was well received by the Project Management."

Having on board five client reps, the Ndurance prepared at Zeebrugge (Belgium) for bringing ashore an export cable. The conditions were challenging: a strong current and a shallow area, in which a trench was dredged in which the Ndurance could float during low water. Anchor handling tug 1 (AHT) threw out the first three anchors without any difficulties. However, at AHT 2 the anchor wire (400 meters) on its spooling winch tangles, says Rolf Benders: "We unsuccessfully tried to loosen the wire. The anchor wire received several snap loads due to the AHT movements, caused by strong current and a moderate sea state. This is dangerous: it pulls the ship with it and the anchor wire suffers a number of shock loads. At that moment I decided to throw out the contingency anchor (the backup), which succeeded. Then the AHT came alongside and I could inspect the anchor wire together with Deck Supervisor Armand de Ruiter. At that

moment I knew 'this is hopeless'; the wire was damaged and tangled to such an extent that I decided to cut it."

SAFETY

Concerning the question whether it was a difficult decision, Rolf replies: "To me the ship, the crew and the cargo are most important. As a Captain you first make sure they are brought to safety and afterwards you look at the (commercial) consequences. I was aware that we were lying safely with four anchors in the trench, that the wire would definitely be rejected (also the client would ask questions about the quality) and that the AHT itself would also get into trouble, because it was connected to us at low water. I consulted Chief Mate Aruanas Petrauskas, whom I know well and whose judgment I take seriously. However, in the end it is up to me."

TRUST

"Of course I feel pressure, but it was an informed decision that was well received



| Rolf Benders

by both the Project Management and the TS. The trust is there. They immediately arranged a berth where we could replace the wire. This way we also showed the clients that we take safety seriously. Why and how it went wrong with the AHT is unclear, but we withdrew our confidence and a replacing AHT was arranged. After a delay of one and a half days we successfully completed the job without any major incidents. Looking back, I would certainly make the exact same decision." ■



| Ndurance

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Subcontractor puts job on hold due to unsecured shackle.

“WE KNEW ‘THIS IS DANGEROUS.’”

A missing nut was sufficient for the crew of survey ship Volans to put the job on hold and return to the harbour.

An immersed tunnel connection of 18 km length will be constructed between Denmark and Germany: the Fehmarnbelt tunnel. FBC (Fehmarn Belt Contractors) is busy with site investigations for future dredging works and work harbor construction whereby we have to guarantee safe access for our equipment. For that specific purpose we hired Deep to execute the necessary UXO detection surveys. By means of the

Deep Volans, a ship that is equipped with a ROTV (Remote Operated Towed Vehicle), they searched the seabed for potential UXOs.

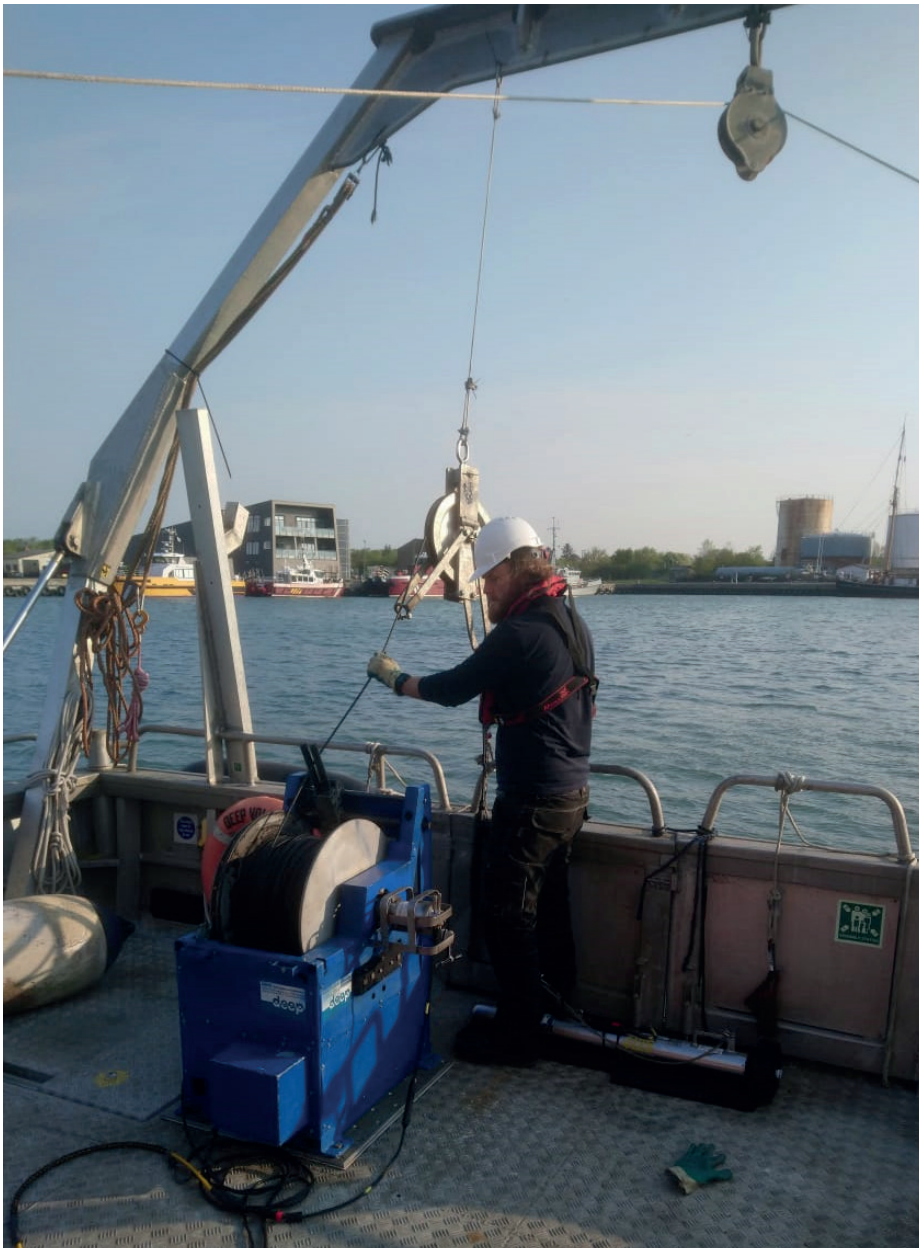
CHECK

The project is worked upon according to NINA, which is perfectly in line with Deep’s ‘stop work policy’, says Ad Blaauw, HSEQ specialist. “Check check and double check is second

nature to our people.” During such a check at sea, the Captain noticed that the nut of the shackle was missing. The shackle is the fastener with which the pulley, with tow line for the ROTV, is attached to the A frame. An essential part, says Party Chief Dennis Oltheten. “The Captain and I looked at each other and we knew ‘this is dangerous’. You run the risk of the pulley detaching from the shackle, which could hurt somebody or cause damage to the equipment.” At that moment there were two options: secure a new nut on the spot or return to the harbour. The latter was chosen. “The sea was quite rough and someone would have to perform the repair work at height, which we considered irresponsible”, says Dennis. Not a difficult decision for that matter: “In 20 seconds it was evident that we did not want to take that risk.” Eventually the Volans was out of service for not even two hours.

PRIDE

Ad Blaauw is proud of the crew: “This is exactly what we want: taking your responsibility and choosing safety. I always emphasize this: do not do anything that makes you feel unsafe. In this case they had to do something at sea they could not have prepared. This is always risky.” Looking back, the cause was an improper securing: a tie-wrap was used instead of a steel cotter pin. This was shared in a newsletter as a learning experience. ■



| Deep Volans in operation

“Do not do anything that makes you feel unsafe.”