



AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | JUNE 2012

SPOT THE DIFFERENCE!

This summer, it will be two years since the NINA initiative was launched. Can you see the difference NINA has made? Following the introductory period, we have now entered the growth phase as NINA leaves its infancy behind. Of course, far from everything is NINA-proof as yet, but just think back for a moment and remember what we have achieved together so far! NINA is now a matter of course. Last year, we celebrated 'NINA's 1st birthday' right across the company. We don't want to celebrate in the same way again this year, but later in the year we will certainly take stock of what we have achieved so far thanks to NINA. Of course, those working at local organizations and on projects and vessels are free to actively mark the anniversary this summer if they want to. In fact, we warmly recommend it! The NINA project team. ■

Each month, a colleague reports on his/her NINA activities. This time, we hear from Ronald Stegenga, who is a Project Manager in Kenya.

NINA
blog

THIS IS AFRICA!

"T.I.A.!" ("This Is!") Anyone who has worked in will be familiar with this slogan, but with NINA in mind it's a slogan behind which we can never allow ourselves to hide. We recently completed a soil survey for a new project in . To take the offshore soil samples, we had to rely on a locally hired landing craft with a mobile hoisting crane. When I asked whether the crane was properly secured for work at sea, I was told I didn't need to worry because they had been doing this 'for years'. Whenever anybody says that to me, it makes me even more concerned. And it turned out I was right, because an inspection revealed that most of the anchor pieces securing the crane were welded to the wrong corner. As a result, the heaving of the ocean might have caused them to break loose while the vessel was at sea, in which case the crane could shift position or even fall overboard... After we explained the problem, the local welder set to work and we were eventually safe to set sail. As something to take on board, we introduced everyone to NINA and explained the greatest dangers. We still have to draw people's attention to their behavior on a daily basis, however. Problems range from the reckless operation of a hoisting crane to warning the deck hand standing in the line of fire. It's also a case of encouraging local crew members who give their own input on safety matters. The result was a lot of sand and an accident-free job!



Ronald Stegenga is curious about the experiences of Felmer Nieves, who is an Accountant in Congo. You can read what Felmer has to say in the next edition of NINA At Work. You can also submit your own input by sending an e-mail to NINA@boskalis.nl

DRAGGING, LASHING AND HOISTING: NINA ON THE MULTICAT

Multicats do the most dangerous dredging work there is: dragging, lashing, hoisting and pulling. Multicats are compact vessels whose crews have to handle enormous forces, operate large hoisting cranes on the open sea and work with ropes and winches under a huge amount of tension.

Nonetheless, there are few accidents. So what's the secret? The answer, according to Arjan van Kooten, captain of multicat BKM 104, is having the right people in the right place. "We work with the same team as far as possible. That way, we can see the dangers and help each other out when necessary." Things get more difficult – and more dangerous – if BKM 104 is obliged to hire local people. "You need a feel for this work. If I have a new man on board, I can see immediately if he's a natural or not. NINA makes it easier to keep track of that sort of thing. We won't accept anyone being a danger to other people."



... and in the yard

BKM 104 recently stopped at the Chet Morrisson Shipyard in for maintenance. On paper, everything should have been in order at Chet Morrisson, but the crew of the multicat still found cables and hoses swinging about on the stairs and the work floor was covered with all kinds of junk – in spite of the fact that welding and burning was sometimes happened on in the vicinity. Piet Kant, Plant Engineer: "We called in an internal safety officer who convened a brief safety meeting every morning and evening. What happens is that people get 'sucked into' what they're working on and forget all about safety. It's only when they actually realize why something is dangerous that they change their approach. That's something people learn by pointing things out to each other. Thanks to the NINA Values, we saw a real improvement at the shipyard. ■