



# AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | APRIL 2013

## TWO STEPS FORWARD, NONE BACK



**Frans Olsthoorn, Project Manager,  
Marchwood Widening Capital Dredge**

The following situation is typical of many of our projects: a tugboat comes for transferral, with tires as a fender, and ties up alongside a backhoe or cutter dredger,

which has larger tires as a fender. In order to transfer, you have to walk over one or more tires. The crew is familiar and comfortable with this procedure, but it is a big hurdle for visitors. What is more, there is always the risk of someone tripping up.

On the Marchwood Widening project in Southampton this issue came up once again, following remarks by several visitors. As a result, the project team met with the (backhoe dredger) Manu Pekka crew to look for a simple way of creating a safer transfer point.

After some brainstorming the crew came up with the idea of placing a small stairway between the large tires of the backhoe dredger. The requirement was for the stairway to be collapsible in the event of a barge coming alongside.

The crew built a two-rung set of hinged steps. After a few adjustments to make it 'dredger-proof', the steps now provide a safer and easier transfer point. New visitors are very complimentary about the steps. Even if they have heavy equipment with them, boarding is so easy they hardly even notice. That in itself is a compliment.

To me this process again demonstrates what NINA stands for: useful feedback as a basis for an open and constructive discussion which results in a simple solution that is put into practice without a series of reports having to be drawn up, thereby immediately creating a safer situation for everyone.

| In the next edition: Jan van der Kwast,  
Captain of the Taurus

## BACKHOE MASTER, BRAM GELUK, OVER THE DAILY PRE-START MEETING: "THIS DEFINITELY MAKES THE WORK SAFER."

**While working on the Baldur in Australia last year, Bram Geluk, master on the Maricavor, was introduced to the 'daily pre-start meeting' phenomenon. Although he was already a big fan of meetings, this new style meeting turned out to be more than just a work meeting and is now a standard procedure on the Maricavor.**

"For all of us, a crew change means a laborious work transfer process which covers everything that has happened and the progress made. This is followed by a pre-start meeting with the new crew. We discuss what we are going to do using the Q-Aid form. We use it to write everything down and everyone can immediately see the results on the display screen. If work permits are required, we

make them straight afterwards. Before you know it a meeting like this has taken up half an hour. Finally we print out the form and everyone signs for it. That is the big difference with before when it was all talk with nothing being committed to paper. Sometimes it went a bit too fast quickly, especially for non-Dutch-speaking crew members. This method avoids that problem."

### CLARITY

The result of this approach is that there are fewer misunderstandings. "From the beginning it was clear to everyone what was going to happen, what their tasks were and how they should approach them. That definitely increases work safety." Bram Geluk is happy to share his enthusiasm with his colleagues, either

in a telephone call or by email. The lines of communication between the masters are short. Paul Schouwenaar, master of the Colbart, now always begins with the daily pre-start meeting as well. "It creates a lot of clarity and offers room to introduce safety points based on what you have seen and suggestions for improvements. In this way our guys can carry on working on a NINA basis, day after day."



| Bram Geluk during daily 'pre start meeting'