

Health & Safety, Ireland

Assuring safety of marine
operations

IRISH MARINE SAFETY

Declan Dixon

WHY?

- Moral –reduce accidents and ill-health rates (protect your employees).
- Social – protect people and environment (negative media reports).
- Financial –costs direct and indirect / Insured and uninsured (**loss of income**)

Main Safety Legislation

The Safety, Health and Welfare at Work Act 2005 sets out the main provisions for securing and improving the safety, health and welfare of people at work.



Safety Policy

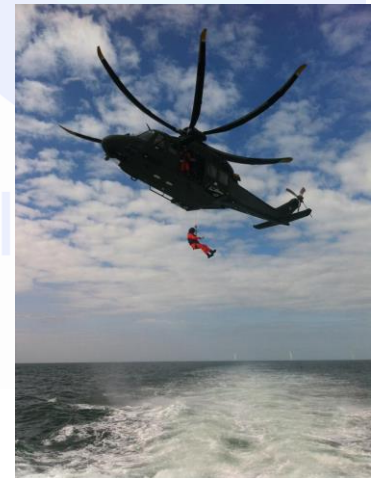
A safety and health policy is a written document which recognises that safety and health is an integral part of the organisation's business performance. It is a statement by the organisation of its intentions and approach in relation to its overall safety and health performance and provides a framework for action, and for the setting of its safety and health objectives and targets.

Safety Statement

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The Safety Statement: a written document which specifies how health and safety is going to be managed.

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What are Hazards?

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Hazard – *the potential to cause harm.*

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What are Risks?

*Risk- likelihood of potential
and the severity of
consequences.*

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Risk Assessments

Step 1

- Look for the hazards

Step 2

- Decide who might be harmed and how

Step 3

- Evaluate the risk, decide whether existing precautions are adequate or more should be done

Step 4

- Record significant findings

Step 5

- Review the assessment and revise if necessary

Hierarchy of control

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- Eliminate the hazard
- Substitute with less hazardous materials, processes , operations or equipment.
- Use engineering controls
- Use safety signs, markings and warning devices and administrative controls
- Use of personal protective equipment.

SOP's & EOP's

Irish Maritime Safety

M.E.V O'LEIAN AN OIB Document No. G501-2

MAN OVER BOARD- RISK ASSESSMENT- METHOD STATEMENT

VESSEL	O'leian An Oib
OWNER	O'leian An Oib Ltd
SKIPPER	Colmín Smyth
DATE	13.09.2018

TASK

The prevention of a man overboard is a critical situation in a vessel. It is a situation that can occur at any time while at sea or alongside in a harbour. General referred to as a Man Over Board (MOB).

RISKS

Personnel falling overboard or into the water. The vessel is a confined space and the recovery of a person overboard is a complex task. The hazards could include: personnel & lines, overhead equipment, net arrangement, rails.

PERSONS, EQUIPMENT OR PLACE AT RISK

Crewmembers, visitors, Departmental officials, Contractors and others.

PROBABILITY	S	SEVERITY	M	RISK RATING
L	3	3	3	27

Health and Safety

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WORKING METHODS TO REDUCE/ELIMINATE THE HAZARD

- While at sea all rail openings and gates to remain shut.
- Lifejacket to be worn on open deck.
- Inform another crewmember if going out on open deck alone.
- Avoid accessing the open deck areas when lone working or while on watch alone.

Man Overboard at Sea

- Raise the alarm by sounding 'Man Overboard' to alert the Helm & crew.
- Immediately throw the closest lifebuoy, try to deploy the lifebuoy fitted with the smoke/light signal unit overboard. This will help to mark the position of the casualty.
- Appoint a lookout to maintain visual contact with the casualty in the water, this person should point in the direction of the casualty and keep the helm advised.
- Press the MOB button.
- Broadcast a 'Mayday' message to alert all vessels in the vicinity.
- Turn the vessel around as quickly as possible. Any delay increases the distance and possibility of losing sight of the person in the water (Fig.4).
- Deploy a scrambling net or ladder, if available.
- Have a heaving line ready to throw to the person in the water as it may be difficult to manoeuvre alongside a person in the water.
- Recover the casualty on the 'weather' side of the vessel. This prevents the vessel from drifting down on top of them, and reduces the risk of nets and heaving lines being used for the recovery from fouling the propeller.
- A hoathook can assist in bringing the casualty back alongside, a rolling boat

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may generate additional risks to the casualty alongside the hull.

*Casualty will self recover using the pilot ladder or assisted using the deck crane and a net device.

* Treat the casualty in-line first aid guidance and training.

M.O.B. Alongside Harbour:

- Raise the alarm by sounding 'Man Overboard' to alert the skipper & crew.
- Immediately throw the closest lifebuoy.
- Call for any assistance available locally and make harbour users aware of the situation.
- Call the emergency services 999 or 112.
- If available get a heaving line ready to throw to the person.
- Find the nearest point /ladder to recover the crewmember (person).
- Deploy the ladder at the outboard side (as per details above) or at the stern of the vessel.
- A recovery ladder should be left ripped at the stern if it is practical to do so.

ROLE	NAME	MAN OVERBOARD DUTY
Helm/Skipper	Skipper or watch skipper	On changed the visual display (battery) and with signal from MOB alert and sounding the "William Tell" horn. Communicate with spotting and radio for assistance.
Crew #1	Closest to MOB	Deploy closest lifebuoy. Maintain visual and communicate MOB distance and distance to look skipper.
Crew #2	Assigned	Prepare to throw line from the stern deck prepared to the upper deck to cast to (and take) skipper to the MOB (from deck vessel will be lost during the event).
Crew #3	Assigned	Prepare the recovery ladder/equipment as if required prep the outboard side (visual) for recovery.

Figure 4

WAS THE HAZARD BEEN ELIMINATED IN THE HAZARD REDUCED TO AN ACCEPTABLE LEVEL?	NO
IF BOTH ANSWERED 'NO' WHAT IS THE ACTION IS REQUIRED?	YES
WHAT IS THE NEW RISK RATING (NUMBER)?	0

REVIEWED BY	DATE REVIEW	13.09.2018
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CONFIRMATION/RECOMMENDATIONS

This risk assessment will be brought to the attention of all crew members and followed when conducting work. Review the BEM: guide to personal Stow in the digital safety folder.

* Also see the alarm and signal Risk Assessment G501-1

Induction & Training

- Your induction sheet should set out the responsibility of both the parties involved

DUBLINA MARA - CREW MEMBER INDUCTION FORM

1. This includes induction to read:

- Duties of Employers under the safety health and welfare at work act 2005, set out in more or less as reasonably practicable the safety, health and welfare of all crew members, by ensuring:
 - A safe place of work,
 - Safe working procedures,
 - Safe plant, equipment and machinery fit for use on board,
 - Information, instruction and training for all who work on the passing boat,
 - Personal protective equipment,
 - Procedures for dealing with accidents,
 - A safety system for lifting, handling and using articles and substances,

2. Duties of the Self-Employed

Self-employed persons are considered self-employed under the 2005 Act and are required to apply the duties of an employer to themselves.

- As a crew member on this vessel you also have duties of care. You must:
 - Take care of yourself and others working on the boat,
 - Cooperate with the Crew Skipper to enable them to comply with the law,
 - Make provision of all machinery, tools, substances, etc. and any personal protective equipment you actually have on board,
 - Report to the Crew Skipper any accident or incident that you are aware of.

For the purposes of Merchant Shipping (Passing or Boat Making) Regulations 2005 (S.I. No. 609 of 2005) please note the following as applicable:

- 8. Safety, Health and Welfare at Work (Passages)
- 13 A crew member has a duty to ensure the safety, health and welfare of work on board, so far as is reasonably practicable.
- 23 A crew member should (a) co-operate with the provisions in relation to the duties of employers under the Safety, Health and Welfare at Work Act 2005.
- 23 A crew member is responsible for safety and health and for the assessment of the risks of the health and safety of work on board in the normal course of their activities or duties.

Merchant Shipping Act 2005 - clause 28 - (1) A person who, in connection or discharge of their duties, is involved in the operation of a vessel in Irish waters or an Irish ship in waters to which the Act applies shall not be liable for any offence committed by them in relation to the safety, health and welfare of work on board if they can show that they have taken all reasonable precautions and exercised all due diligence to avoid the commission of such an offence or if they can show that they have taken all reasonable precautions and exercised all due diligence to avoid the commission of such an offence or if they can show that they have taken all reasonable precautions and exercised all due diligence to avoid the commission of such an offence.

DUBLINA MARA - CREW MEMBER INDUCTION FORM

Consent to Work

As a crew member you will undertake induction of the safety procedures and equipment on board this vessel. This Skipper is responsible for the induction and responsible for the training of crew members on board.

Consent to Work	Yes	No
1. Read the Safety Policy for this vessel		
2. Read the Safety Rules and risk assessment for this vessel		
3. Read the vessel maintenance and log book		
4. Read the Safety Training Manual		
5. Read the vessel equipment and fire location on board		
6. Safety Equipment location and operation		
7. Read the VEC Rules		
8. Medical Matters		
9. Explain all the safety rules on board		
10. Show agreed signals for work on board		
11. Explain the vessel's location and operation		
12. Read the vessel's Safety Manual		
13. Understand the duties under Health and Safety		
14. Understand the vessel's location on board		
15. Understand the vessel's location in the area of the vessel's operation		
16. Understand the vessel's location in the area of the vessel's operation		

When the induction is completed the crew member must sign below:

Signed By Crew member _____

Signed By Crew Skipper _____

Date _____

High risk areas

- Access and egress vessel.
- Lifting and associated equipment (ashore in port and while afloat).
- Operation on a moving platform/ deck.
- Young or less experienced employees.
- Entering the water, drowning.

Emergency preparedness

- Equipment checks.
- Drill practice.
- Review relevant EOP's



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Accident

Accident- Any unplanned event that results in injury or ill-health of people ,or damage or loss of property ,plant, materials or the environment, or the loss of a business opportunity.


Accident – Incidents (RIDOR 2016)

- Only fatal and non-fatal injuries are reportable. Diseases, occupational illnesses or any impairments of mental condition are not reportable.
- Fatal accidents must be reported immediately to the Authority or Gardaí. Subsequently, the formal report should be submitted to the Authority within five working days of the death.

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Investigations (MCIB)

- The Marine Casualty Investigation Board (MCIB) was established in June 2002, under Section 7(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

	
Incident Report Form	
<p>The Merchant Shipping (Investigation of Marine Casualties), Act 2000 requires an owner, charterer, master, skipper, person in charge, ship's agent, ship's manager or ship's husband of a vessel involved in a marine casualty to report an incident by the quickest means possible.</p>	

Records

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**Verbal Record is only as
good as the paper its
written on!**

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Records

Implement recognised national or international standards – Example ISO 45001.

Maintain records for the required period in digital format or hardcopy if required.

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GDPR

Your Health and Safety system will hold a range of personal and highly sensitive data. Employee or non-employee data such as names, job titles, home address, and phone numbers must all be securely stored. Highly sensitive data like health records and witness statements are must be stringently guarded.

Thank You

