

WHY IS SAFETY IMPORTANT TO YOU?

Protects and preserves:

- Our employees: most important asset
- Our equipment and investment

Delivers the product:

- Mission: accomplishment
- Efficiency: both in terms of time & finances

Cost Avoidance:

- Unnecessary delays; material damage; FECA cost; medical costs; litigation cost; etc.



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Employee was handling groceries from the truck to the crew boat when he stepped between a gap in the boat ramp, falling between the separated section of the dock. Employee caught himself with his arms, dislocating his shoulder in the process.

Lesson Learned:

When did you do your last workplace inspection/evaluation?

What hazards did you find and when are they going to be corrected?



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The Derrick Barge (DBLB) was placing stone in the breakwater. The DBLB had just finished setting a stone at time of mechanical failure. The crane was swinging back to the material barge to receive another stone. While on the return swing the operator heard the main engine turn backwards, indicating a problem. The boom started to fall. The crane was put into neutral and applied the brakes. Due to the flattened angle of the boom and its corresponding increase in weight, the brakes alone could not hold the boom. The boom continued to lower into the water and rested on the harbor floor.

No injuries to personnel.

Material damage approx. \$600K.

Initial thoughts:

- *Equipment:* material condition and set-up; maintenance (corrective and preventive; last inspection; etc.)
- *Personnel:* operator certs & trng; supervision; etc.
- *Procedures:* lift plan; operation checks; equipment manual; load charts; operational limitations; etc.



Survey boat was conducting a routine survey when it flipped. One crew member from the overturned vessel swam to shore, but the other man was trapped in the cabin for almost an hour. Two U.S. Coast Guard boats responded to the scene as well as a person operating a Port owned tractor. It took two tries, but a Coast Guard beach crew dressed in dry suites was able to walk a line from the tractor to the boat. The tractor was able to pull the boat about 30 feet closer to shore so rescuers could get to it. During the first attempt, the line broke. Rescuers used a thicker line the second time. At one point during the rescue, many bystanders assisted in the effort by pulling on a line attached to the boat to try and pull it closer to shore. The other crew member survived underneath the boat by breathing from an air pocket. Both crew members were evaluated at a hospital and released. Conditions on the scene at the time of the rescue included two to four-foot seas and four-foot breaks.

Initial thoughts:

- Why did they capsize? (sea state; distance from shore; ship's speed)
- Egress: why couldn't the other crewmember escape? How did he get trapped?
- PPE: Cold weather gear; mustang suits; personal floatation gear
- Training: emergency procedures (water survival; hospital & USCG location)
- Rescue efforts (line parting; bystander assistance)



Dredge was undergoing their annual Certificate of Inspection (COI) by the USCG. During the inspection, ship's crew, along with USCG Inspectors, were checking the heat sensors in the Incinerator Room. The ship's crew positioned himself under the heat actuator and proceeded to test the system. During the test, CO2 was discharged into the room. The ship's crew and the USCG inspector were evacuated from the room. EMS was required to support one employee.



Initial assessment: There was no SOP for this test. Initial reports indicated that the system was not tagged out. Additionally, fire suppression system Crew's knowledge of fire fighting system was lacking and the dangers associated with the system. Additionally, reliance on the knowledge of USCG inspectors was faulty.



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Suction cutter pipeline dredge was performing maintenance dredging operations. The dredge struck a submerged dormant natural gas pipeline; causing an explosion. The explosion resulted in the dredge catching fire and burning.

- No injuries or fatalities
- Estimate damage (Initial) - \$4M to dredge; Unknown to pipeline, etc.

CDMCS Initiative:

- Task Force to address knowledge gaps
- Involves stakeholders from CDMCS members; USACE; DCA; DOT; NOAA; industry; USCG; DHS; NGOs; etc.

