



*Please print and post at your vessel/ facility for all employees to view*

## Fleet Memo #58: Unsafe Work Observation and Stop Work Authority

### *Situation*

On 10 April, The TDI vessel R/V Brooks McCall was coming to port in Cape May, New Jersey and had to transit through 2-Mile Bridge (Ocean Dr.) The bridge had a horizontal clearance of 50 feet, with the Vessels horizontal clearance of 45 feet. . Due to a strong following current, the port side waterline USBL stop bracket made contact with the bridge Protective Fendering system, bending the bracket and shearing the 5/8" retaining bolts.

Once the vessel was made fast at Lund fisheries, the vessel crew began to repair the damage to the USBL pole. It was at this point that departures from TDI's Safety Management System protocols were observed by the onboard client representative. These included:

- No formal JSA review (there was no written JSA)- a "verbal" JSA was conducted during an on-deck toolbox meeting
- Improper use of a non-rated basket as a man basket.

The HSE Director was alerted that the non-rated basket was in use while he was on the phone with the Party Chief, and he immediately issued a stop work and safety stand down. The party chief was directed to hire a small boat to complete the repairs, and the rest of the work continued without incident.

### *Lessons Learned*

- TDI does not have "verbal" JSAs. All JSAs are written, reviewed and SIGNED by all personnel involved in the work PRIOR to work commencing. There are no exceptions to this.
- Only a properly rated, designated man basket may be used to physically lift someone off the deck. TDI **DOES NOT** own a properly rated man basket. Therefore, there is no lifting of a person by the crane unless a rated man basket is rented by the company.
- ALL personnel have the right and obligation to STOP WORK if they observe something unsafe.

Please review with your crew at the next safety meeting.

James Howell, Ph.D.

HSE Director