

**FNV**

# **SHIPBREAKING**

## **Safety training “Train the Trainer”**

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**With interpretation to Hindi from;**

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**India, Mumbai**

**26,27,28 and 29 march 2012**



**18 Union Participants from Alang and Mumbai  
6 special invitees from SMEFI, MPTDGEU and IMF**

- 1 Vice President**
- 1 Technical Assistant**
- 3 Safety Officers**
- 6 Gascutters**
- 3 Loaders**
- 2 Muccadams**
- 1 Engine Room Worker**
- 1 Educator**



Aim: giving a basic training in safety, aiming to carry this further and promote the Safety at the various shipbreaking-yards. It is a process that needs to be built up from the ground in a way that is understandable and immediately applicable, with the possibility to extend this in future.

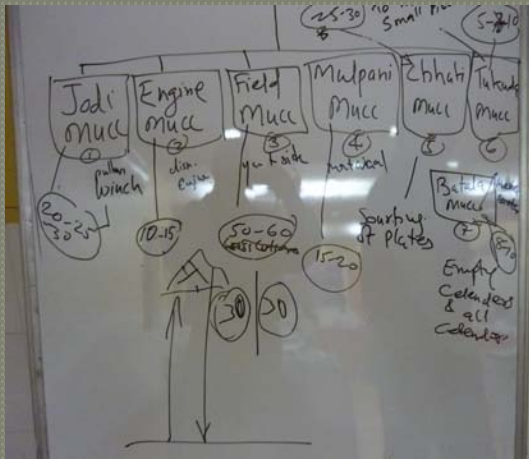
# The topics of the 4 days training:

- Organisation on the Yard
- Lines of Communication
- Hands on Training (to enhance co-operation)
- Working Safely with steel cables
- Hoisting gear (sheets) mistreatment
- Uni colour code pipes
- Danger of equipment
- Fire triangle
- Danger of nitrogen N<sub>2</sub>
- Safety films
- Noise presentation
- Cause and consequences of accidents



# Organization on the Yard

A discussion about the organization on the ship and the Yard was discussed extensively



- Structure of the organization
- Who is doing what on the yard
- How many groups (muccadams) are on a ship
- And on the beach/yard
- With how many workers
- Who is responsible for the ship
- Who is responsible for the safety on the shopfloor/ship

# Lines of communication



- Is there a communication between the groups (muccadams)
- How is the communication with the safety officers
- How is the communication on the ship and the shopfloor

It showed that the communication within the group went rather well, but between the various groups there was hardly any communication at all. It appeared that the safety officers have no authority to intervene in the groups.

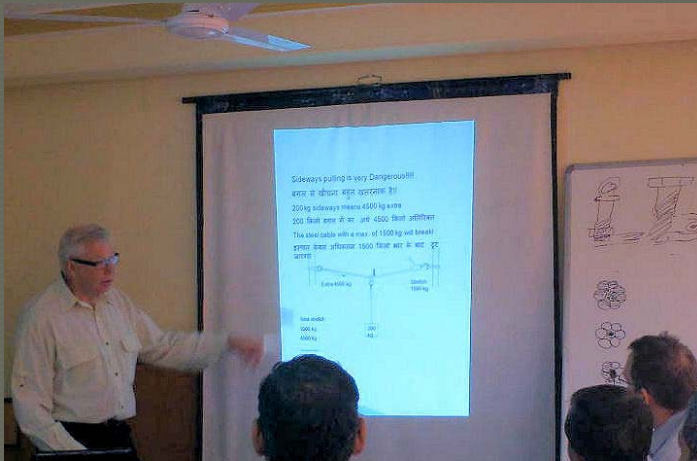
# Hands on training (to enhance co-operation)

- A workshop in co-operation, which linked perfectly with the communication discussion. The folding of paper boats was the instruction. The participants were divided in four groups, plus one supervisor.



A competition was held to see which group could fold the most boats in 15 minutes, the first one of the group was not allowed to start till no 4 had finished.

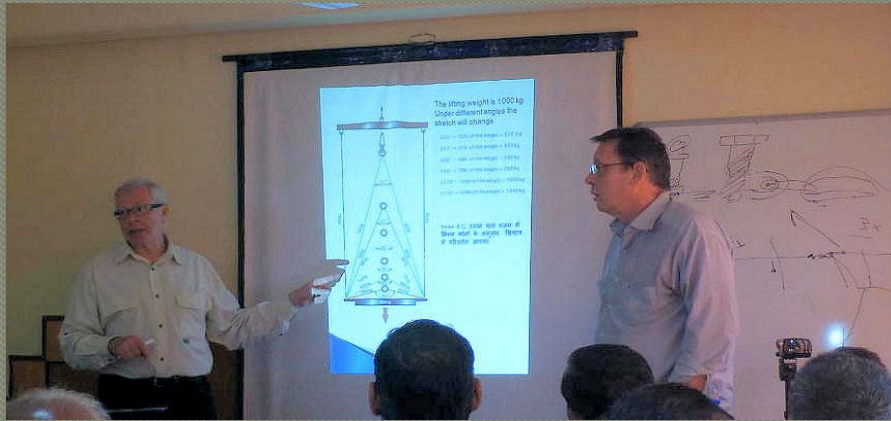
# Working Safely with Steel cables



Recognizing bad cables with many broken threads and knowing when to reject them because of the bad state, because the danger to the pullers is rapidly increasing.



# Hoisting gear mistreatment



The hoisting angles under which hoisting is regularly done and which the force increases as the hoisting angle increases in degrees, appeared to be an eye-opener to most participants.

# Uni Colour code pipes



This code is valid for all ships sailing at this moment, but there is no guarantee that on a ship that is taken in for shipbreaking this code is still maintained or that the engineers introduced a system of their own.

# Danger of equipment



A presentation on various kinds of equipment and their hidden dangers

# Fire Triangle and danger of Nitrogen N<sub>2</sub>

The use of nitrogen suppressing gasses in a.o. engine rooms and electrical spaces against fires appeared to be a whole new experience. An explanation on the fire triangle made fire fighting a lot more clear.



# Safety Films

## Cause and Consequences of accidents



By showing safety films we gave an explanation about cause and consequences of several accidents.

# Noise presentation



By showing images it could be made clear what noise does to the hearing when it is sustained over a longer period.

Last session with almost the complete board of the union and a special guest from the IMF, Mr Sudharsan Rao Sarde



# Next training

- Noise, means and protection
- The various installations under pressure, colour code
- Chemicals, firefighting, tools, danger N2 and Halon
- Ways of lifting, eye protection, shoes, dress code
- Dangerous surroundings (workstation), cause and consequences of accidents
- Steel cables, hoisting gear



# Thank for your attention

