

SAFE WORK PROCEDURE ENTERING AND WORKING IN "VESSEL HOLDS"

Western Stevedoring must ensure that "working areas" on vessels have been safely prepared prior to the start of stevedoring. The cargo hold must be assessed to determine if it is a confined space prior to first entry and each time there is a change in conditions. The hold is not automatically a confined space.

A hold may become a confined space if **ALL THREE** of the following conditions are met:

1. Restricted means of access. Typically all holds meet this condition.
2. Other conditions which may create a hazard (i.e., the design, location, or construction of the hold).
3. Hazardous atmosphere created by machines, material or adjacent operations. Typically based on the work being done in the hold (i.e., machine exhaust); the material in the hold (i.e., meranti plywood or wood pellets while trimming), and/or vessel operations (i.e., venting, bunkering).

CHECKLIST (Circle Yes/No)

Material In The Hold

Is the vessel carrying any Hazardous Cargo? YES / NO
 If yes, has an MSDS sheet been provided to Western Stevedoring? YES / NO

If yes, what / where is the cargo? _____

Should there be an associated risk in the hold from the current or a previous cargo, a Special Risk Assessment would be conducted by the appropriate HSQE staff member, and Safe Work Practice developed for the hazard.

Hazardous Atmosphere

Have you asked the Captain and/or Chief Mate if they know of any condition YES / NO
 which might result in the hold having an oxygen-deficient atmosphere.
 Will the ship's crew be painting, using solvents, or hazardous chemicals? YES / NO

If yes, what action has been taken? _____

Have the holds and access ways been ventilated? YES / NO
 Does the ship have ventilation fans present, working and turned on? YES / NO

If no, specify what action has been taken? _____

Will there be any machine exhaust in the hold (i.e., lift trucks, chain saws, tools)? YES / NO
 If yes, are workers in the hold equipped with appropriate personal CO monitors? YES / NO

***** Personal CO monitors are mandatory when exhaust is present. *****

If the CO monitor alarms, the machine operator should stop and shut the machine down to allow the CO to dissipate. Work can safely continue once the alarm has stopped, indicating that the CO gas level is within acceptable parameters. If the monitor indicates that the TWA or STEL level has been exceeded, the worker has reached the maximum safe level of exposure for the shift and cannot continue. The worker can be replaced with another worker with no CO exposure and a new monitor should be used. At the discretion of the Ship Superintendent and/or Ship Head Foremen, additional monitoring may be requested.

I have reviewed this procedure and I am confident that hold does not constitute a confined space.

Name: _____ Signature: _____ Time: _____