

# COS SAFETY SHARE

## WHAT WILL WE DO TO PREVENT THIS FROM HAPPENING HERE?

### WALKING INTO DANGER - PREVENTIVE MEASURES AND PPE PAY OFF (H2S HiPo)

#### What happened?

A team entered the hull column to clean the ballast tank at the bottom of the hull as part of a regularly scheduled integrity inspection. Due to the known potential of a hazardous atmosphere in these tanks from previous inspections, the Entrant donned supplied air respiratory protection and entered the tank. The Entrant agitated the sludge inside the tank with water using a fire hose, and soon after, the H2S alarms sounded on the two monitors inside the tank. The Entrant immediately exited the ballast tank, and the job was stopped. The maximum reading on the monitors was 128 ppm H2S. Monitors on personnel outside the tank did not detect H2S, and the Entrant did not have any symptoms of H2S exposure.

#### What went wrong?

The Entrant agitated the sludge inside the tank with water using a fire hose, and soon after, the H2S alarms sounded on the two monitors inside the tank. The maximum reading on the monitors was 128 ppm H2S.

#### Why did it happen?

Hull tank was designed to be unlined and utilizing anodes to protect integrity but allowed for the anaerobic buildup of H2S.

Because of delays due to Covid, the time between ballast tank inspections prior to this incident was longer than previous inspections (but still within requirements). This allowed for greater buildup of H2S than in previous experiences.

#### What areas were identified for improvement?

Chlorinated freshwater and H2S scavenger were added to the tank to mitigate H2S formation.

Identified a new tank cleaning Vendor with remote cleaning systems that greatly reduced confined space entry time.

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