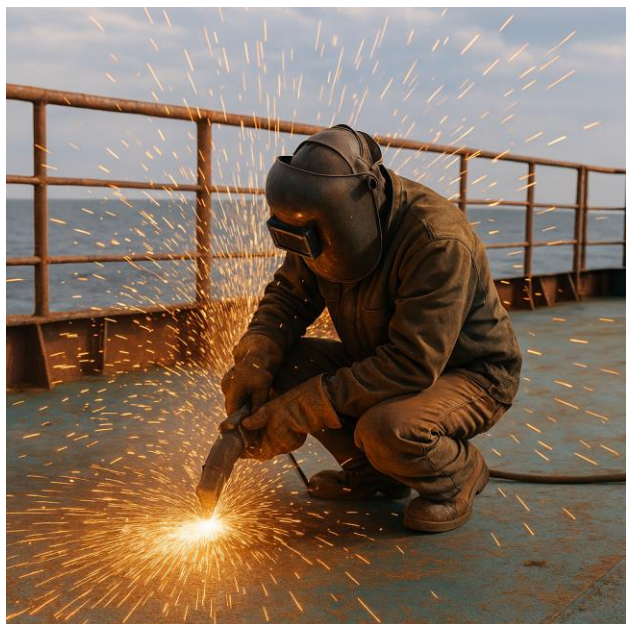




15 July 2025

Safety Bulletin 7 /2025

Sparks start fire



If the deck is penetrated by accident, or overheated, a fire can start in the space below.

Dear all,

G2 Ocean is committed to providing a safe and healthy work environment for all personnel involved in our operations. The purpose of our Safety Bulletins is to raise awareness of health & safety risks associated with cargo operations.

G2 Ocean works with several hundred stevedore companies worldwide. We believe that by seeking and sharing insights across company and country boundaries, we can prevent future incidents together. Descriptions of incidents will always be fully anonymised.

This edition is about incidents where sparks from hot work started fires.

If you have any feedback, please email us at: safety@g2ocean.com

Best regards G2 Ocean Team

Pioneering Sustainable Shipping Solutions
www.g2ocean.com

Hot work

Hot work is defined as any task which can generate sparks or involves the use of an open flame. Examples are cutting, welding and grinding.

On our ships we sometimes need to make additional lashing points like D-rings, to secure cargo for the sea voyage. Hot work is required when these points are created, and when they are removed, after the cargo is unloaded.

By international maritime regulations, no hot work can be done on board without obtaining a permit from the vessel first. On top of that, if stevedores are coming on board to do the hot work, they will have their own safety procedures.

Any permit or procedure will require that flammable material is isolated from the hot work, and that adjacent areas are monitored by a fire watch.

One of our customers has notified us about three fires damaging project cargo on board, all caused by uncontrolled hot work. While these did not happen on our vessels, we have experienced a similar incident recently, described on the next page.

The below is one of **G2 Ocean's Life-Saving Rules:**

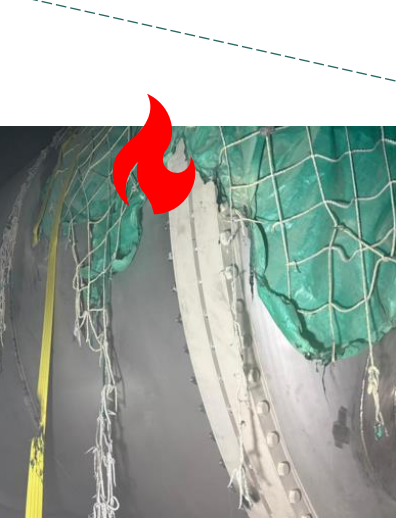


STAY SAFE WHEN PERFORMING HOT WORK

Identify and control flammables and ignition sources. Obtain a Hot Work Permit before commencing the hot work.



1. Flame retardant tape was used to cover the gap between bulkhead and tween deck. Sparks from hot work melted through the tape.



2. The sparks ignited tarpaulin covering cargo in the space below.



3. The damaged (green) tarpaulin was removed.



Integration is one of G2 Ocean’s safety behaviours. We expect this behaviour from our own employees, and everyone we work with, including crew and stevedores. It means putting words into actions. When ticking off the boxes in the hot work permit, verify that the safety barriers are there in the real world, not just on paper.

Consequences:

- Actual consequences: No significant cargo damage in the incident described above. In the three fires reported by our customer, cargo was severely damaged. To our knowledge there were no injuries to crew or firefighters.
- Potential injuries or fatalities among stevedores, crew and other personnel exposed to smoke and heat.

Lesson learned:

- Sparks from some types of hot work, like a grinder cutting steel, can reach a temperature of 1800°C. Not even a «fire retardant» tape can withstand this over time.
- Think about the space below deck and on the other side of the bulkhead. A fire watch shall be posted in adjacent spaces.
- Portable screens can be used to contain sparks.
- No permit, no hot work!
- Verify that all the safety barriers listed in the permit are in place, throughout the duration of the hot work.