

## Marine Safety Forum – Safety Flash 09/09

**Issued: 23<sup>rd</sup> April 2009**

**Subject: Hose Snagging Incident**

Summary:

Weather conditions were; Sea State 3.6 mtrs, wind speed and direction 20knots @ 020dgrs. The water hose was connected to the crane pennant ready for release from the vessel manifold, whether the banksman / operator miss-timed the lift we will never know. When the lift took place the hose was trapped under the cement valve and through good luck as the hose is made of soft walled material the hose burst and ripped away from the valve handle. If the hose had been diesel or cement and their hose criteria being hard walled then there was a possibility of the hose ripping the handle or pipe work off the cement line causing all kinds of problems.

What we are concerned about is the fact that the vessel crew may have been injured / or environmental issues occurred through this operation and wish to raise the importance of reassuring that the vessel crew and hose(s) are well clear of any equipment that can foul up the hose or injure a crew member when in the process of removing a hose from a vessel.

The MSF recommend the soft sling arrangement should be used whenever possible. This would limit spare hose on board and hold the hose in place until it is disconnected, and placed in a location where it is clear of all snagging hazards and can be safely connected to the crane wire/pennant.

