



Marine Safety Forum – Safety Flash 09/01

Issued: 1ST February 2009

Subject: Hose Handling Incident

WHAT HAPPENED

- An AB suffered serious injury to his arm during the deployment of a bulk hose.
- The hose was lowered to the vessel and the ABs attempted to secure the hose to the ships outer rail using a lashing.
- The lashing was not fully secured, and when the hose was lowered and the crane hook disconnected, the vessel rose on the swell and the hose was pulled away from the lashing.
- The hose was “whipped” over the side and the coupling caught the AB on the arm.
- The AB suffered crush injuries and multiple fractures and lacerations to his left lower arm and hand.

MSF GOOD PRACTICE – BULK TRANSFERS – USE OF PINS/ SLINGS

INTRODUCTION

Hose snagging incidents continue to be a problem during bulk transfers between vessels and installations offshore. A method has been established which has proven very successful over the past few years. This was derived from discussions with vessel masters and shore-based logistics and marine staff. The method involves minimal modification to ship structures and reduces physical handling of the hose.

REQUIREMENT

Vessel

The vessel requires up to three pins welded to the upper rail or ‘taff’ rail in the safe haven, near the bulk hose manifolds on each side. These pins are for hooking on the eye of a webbing strop (3t SWL and ca. 2 - 3 metres long) when the hose is being lowered to the ship.

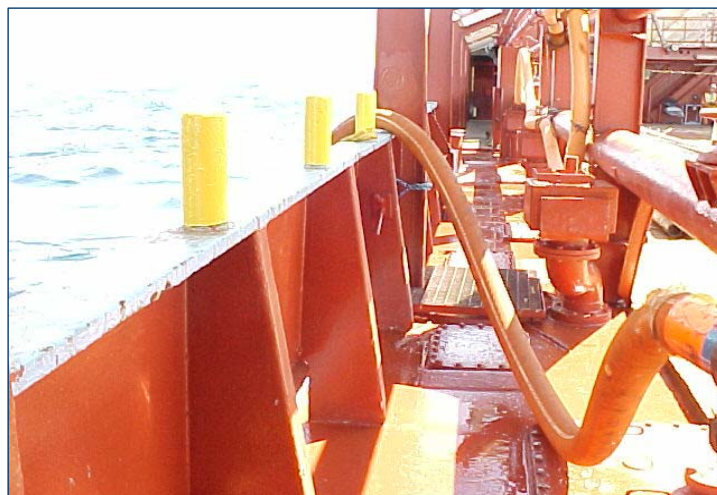
Installation

The webbing strop (hang-off strop) should be attached to the bulk hose circa 6 to 8 metres from the hose end and have two turns around the hose, “choked” on the eye. The strop should then be prevented from slipping on the hose by use of tie-wraps or light lashings to prevent slackening and subsequent slippage (see photos).

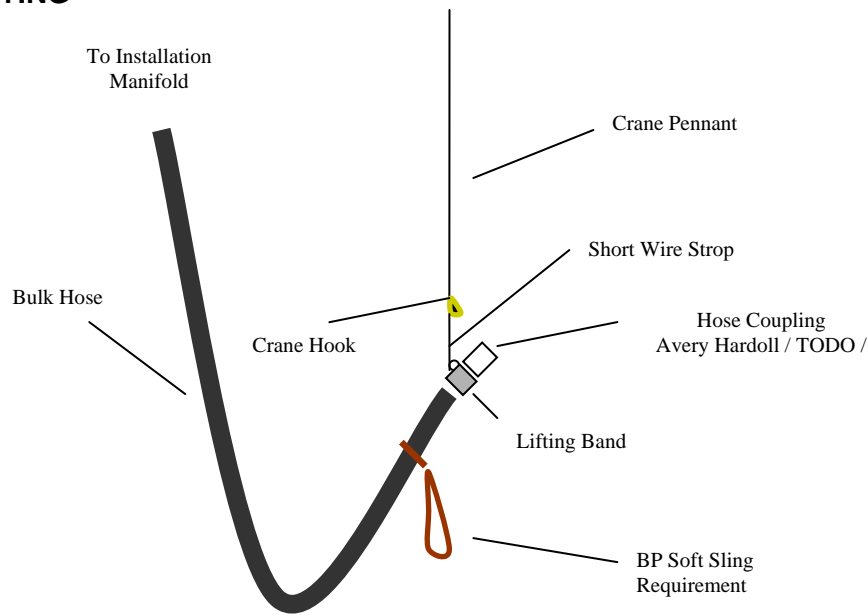
METHOD

The vessel will advise the installation of the optimum position of the strop on each hose prior to coming alongside. This may vary according to the distance from the hang-off position of the required product manifold on the ship. The crane driver will then pick the hose up and pass it down to the vessel in the normal fashion. As the hang-off strop nears the vessel's side rail whilst the hose is being lowered, the crew will catch the eye of the strop, by hand or by boat hook, and fit the eye over one of the pins. The crane driver will continue to lower until the strop takes the weight and he will then lower the hose end into the safe haven where the ship's crew will unhook the hose end. This leaves the crew free to manoeuvre the hose end onto the manifold whilst the hose is securely hung off at the ship's side.

Passing the hose back to the installation is the reverse procedure. The hose end is attached to the crane hook via the lifting sling and and, if possible, the ship's crew lift the hose over the side between crane hook and hang-off strop. The crane driver is then given the signal to lift and the hose can be lifted clear of the ship with no one in attendance at the safe haven.



DEPLOYING



BENEFITS

1. Securing the hose is simple and very effective, in comparison to making the hose fast by lashing it to the ship's side rail.
2. Crew exposure to a suspended load is vastly reduced and minimal.
3. Fingers are not exposed to the same risk when lashing the hose.
4. Passing the hose back is much safer, as personnel involvement after hooking the hose end on is virtually eliminated.
5. Minimum alterations required to operate system.