

Safety Alert

Number: 19-13

Published: 02/12/2019

Subject: Launching Conditions for Fast Rescue Craft

What Happened / Narrative

A platform supply vessel recently experienced an Incident whereby the emergency launch equipment failed following a successful launch and recovery of the vessels Fast Rescue Craft (FRC).

Having already recovered the FRC back to its stowed position, the emergency launch was to be tested next. When the emergency launch was activated the davit should have swung the FRC over the side and then lowered it to sea level. However, the davit remained in place and immediately lowered (quickly) the FRC to the deck directly below causing slight damage to the hull of the FRC.

Why Did it Happen / Cause

Upon investigation it was found that the arm on the emergency lowering valve which activates the winch sequence was stuck in the lowered position (see pictures on page 2). This meant that when the emergency lowering system was activated the system thought that the davit had already swung the FRC over the ship side and proceeded to immediately lower the FRC on to the deck and equipment below.

Following the investigation, it was also found that the jobs in the planned maintenance system relating to the valve had not been completed in full, due to a lack of understanding of the task description.

Corrective Actions Taken / Recommendations

- The site was safely secured, and a toolbox talk held to plan the recovery of the FRC. The FRC was then moved safely to the main deck using the vessel crane so that the equipment could be inspected thoroughly.
- The valve was overhauled and replaced and tested for full functionality.
- The procedure for testing the emergency lowering was amended to ensure that the valve is checked prior to activation.
- The planned maintenance system jobs were reviewed to ensure clarity, and everyone was reminded that if they have any queries regarding the full task description of jobs they are to ask for assistance.

All vessels MUST carry out an unmanned 'practice' lowering of the FRC prior to every launch.

The FRC is to be lowered to just above the water level without any personnel on board at which time the lowering system is to be visually checked for any irregularities. Only once everyone is satisfied to proceed should the FRC be raised to the embarkation level for personnel to embark and the launch to proceed.

Note: The above actions are for the submitting vessel owner in relation to their own maintenance and use of Rescue Boats and Davits. MSF recommends that all companies review their own procedures to assess potential for similar incidents along with appropriate control measures.

Safety Alert

Photographs / Supporting Information



Arm stuck in position

Holding valve in wrong position changing the lowering sequence

The information contained within this Safety Alert and the associated MSF web site is provided in good faith for the benefit of our members and does not constitute and is not intended to constitute professional advice or any form of formal representation on behalf of any MSF member or officer. The text as provided by submitting organisations may be amended to ensure that it is brief, informative and readable but will as far as reasonably practicable remain as per the intent of the original submission. For the avoidance of doubt, no liability whatsoever shall be attached to any guidance, recommendation or statement contained therein. Contents should be reviewed individually by recipients who will determine relevance to their own operations.