Safety Alert

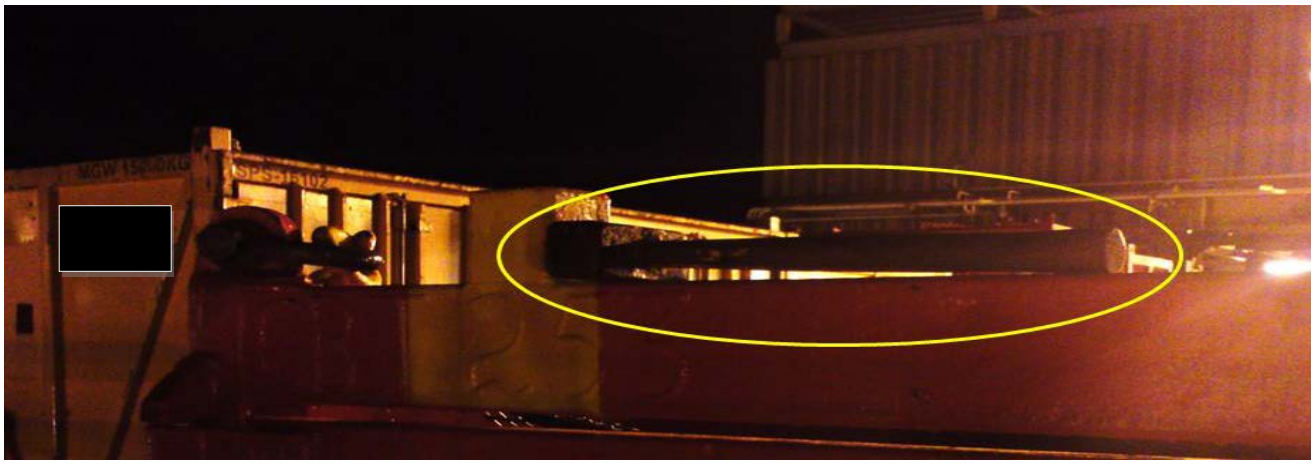
From the International Association of Drilling Contractors

ALERT 14 – 20

HAND TOOL LEFT ON CCU RESULTS IN POTENTIAL DROPPED OBJECT

WHAT HAPPENED:

When receiving baskets and containers from the vessel, the flagman on the platform observed a sledgehammer lying loose on top of a cargo carrying unit (CCU). The weight of the sledgehammer is 2.24 kg (~5 lbs). The possible drop height from the basket to the sea/vessel was estimated to be 60 meters (~197 feet), Impact=1318 J. The landing area on the platform was secured from entry during the cargo operation. The Master of the vessel received confirmation from the crew of the vessel that they were missing one sledgehammer. The last time the sledgehammer had been used was during preparations for loading water based mud at the quay (dock) when the vessel was in port and the bulk hose was connected-up by the vessel crew. During that operation, an object was discovered in the hose by the crew, who informed the bridge. The bridge then requested base personnel come onboard to clear the hose. The operator from the base had borrowed a sledge hammer from one of the vessel's crew and removed the object from the hose. After the cargo hose had been connected, the sledgehammer was inadvertently placed onto the CCU. The deck crew then connected the hose and opened the loading valve on orders from the bridge. One crew member was appointed as hose guard ensuring that there were no leaks or deviations in the operation. The sledgehammer had not been noticed by the vessel crew before the CCU was sent up to the platform offshore.



WHAT CAUSED IT:

- This potential dropped object was the result of a slight change in the normal operating circumstances (object stuck in hose).
- Base operator placed a sledgehammer on the top of a CCU instead of delivering it back to the vessel's crew after use.
- Vessel crew did not observe the sledgehammer before CCU was sent to platform.

CORRECTIVE ACTIONS: To address this incident, this company did the following:

- Perform a safety meeting on-board discussing the incident.
- Focus on routines for checking of cargo for loose objects. Clear responsibilities for checks between deck crew and bridge crew.
- Ensure check of loose objects is part of the toolbox talks before start of loading/discharging operations.
- Ensure Ship specific risk assessment is covering the check of cargo for loose objects.

Credit to: Marine Safety Forum – Safety Flash 14-30

The Corrective Actions stated in this alert are one company's attempts to address the incident, and do not necessarily reflect the position of IADC or the IADC HSE Committee.

Issued July 2014