

# Safety ALERT



## *Finger Injury results from BOP Handling*

*Alert 4-19*

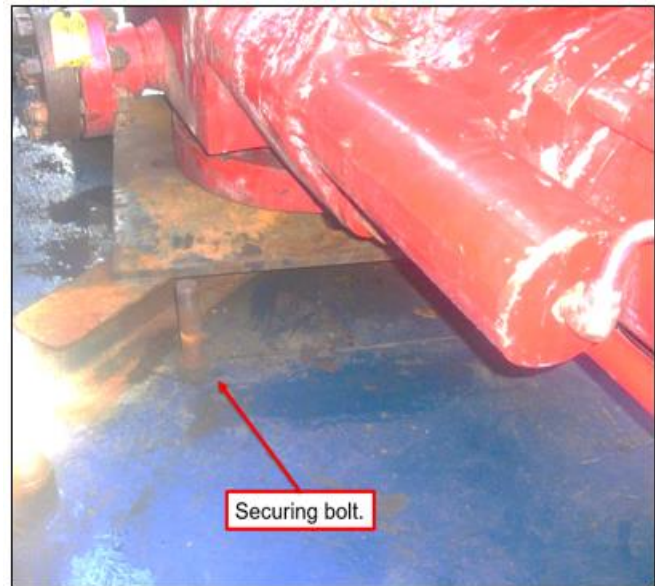
### WHAT HAPPENED:

The deck crew was in the process of landing part of the BOP into an open top container in preparation for sea fastening and backload to onshore. As part of the BOP was landed onto the flange, three members of the deck crew had to line up the tie down bolts through the bottom of the flange. During this step of the task, part of the BOP caught the top of the tie down bolt, which in turn was forced down onto the injured persons (IP) right little finger causing a small cut.

IP suffered a small cut to their right little finger that required a visit to the medic. Medical Treatment included the application of steri-strip's and over the counter medication.



Securing plate BOP was landed on



### CONTRIBUTING FACTORS:

- Inadequate design** - The design of the container being used for back loading requires the use of bolts to secure the BOP to the bottom plate.
- Task plan not fit for purpose** - The method chosen by the crew to locate the bolts (inserting from below) put the team in the line of fire.
- Inadequate change management** - When identifying that the nuts were seized onto the bolts, the team should have stopped the job and arranged for them to be freed. This would have allowed the bolts to be inserted from above.
- Inadequate Procedure** - The back-loading work guideline was not detailed enough to instruct the crew to the accepted method of locating the bolts.
- People – Hazard Awareness** - Control methods identified in the Toolbox talk were not effective. Pinch points when locating bolts were identified as a hazard, but the team did not put the control methods in place for the task.

## LESSONS LEARNED:

Back loading work guideline to be reviewed and updated to address correct bolt installation sequence when loading BOP.

Hands Free Picture Book to be updated to include correct bolt installation sequence.

Re-enforce requirement for pre-use checks to be carried out on all equipment prior to back load.

Addition of signage/poster inside container to remind crews of the correct bolt installation sequence.

IP to present incident and learnings at upcoming safety meeting offshore.

Lessons to be shared with transport container vendors.

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