



Safety Alert

From the International Association of Drilling Contractors

ALERT 13 – 03

VESSEL TO VESSEL TRANSFER HOSE WHIPLASH RESULTS IN FATALITY

WHAT HAPPENED:

A vessel was instructed to supply base oil to a drillship working offshore. While completing the connection on the vessel's manifold, the transfer hose was suddenly tensioned and snatched off the vessel's manifold. The hose whiplashed around and struck an Able-Bodied Seaman (AB), which knocked him overboard. General alarms on both vessels were raised. The AB was recovered by the drillship's rescue boat and was noted to have been suffering from multiple injuries. The injured AB was evacuated, by helicopter, to the nearest hospital where he passed away.

WHAT CAUSED IT:

- The hose had twisted around the portside propeller while connecting.
- One part of the hose (vessel side) was not fitted with floating collars.
- Due to excessive tension, the hose and the connections adaptors parted.
- No hose monitoring was being conducted from the rig at the time of the accident.

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

- Reminded all vessels in the fleet that a transfer hose with floating devices their full length or self-floating hose are preferred during transfer operations.
- Instructed all vessel masters that if the hose is not fully fitted with floating devices, that they should ensure that the portion without floating devices is secured on deck (if possible) or a strict minimum of length is allowed in the water.
- Ensure that the direction of the hose is always checked /monitored from connection to disconnection from both units.
- All crew members were reminded to review the JSAs regarding the risk of the hose being trapped underneath the vessel hull or twisted around the propeller.
- Crew members were also reminded to review the JSA to ensure that a check of the physical condition of the transfer hose has been completed and to ensure that the last 33 feet (10m) end of the hose (vessel side) is fitted with floating devices.
- In addition to the two AB's on deck carrying out the connections and transfer operations, the vessel master was instructed that he/she must appoint a crewmember as a supervisor. The supervisor will be in charge of connection and disconnection of the transfer hose(s) and is not involved in the transfer operations. The supervisor will also be given a portable two-way radio in order to maintain contact with the bridge.
- Instructed all vessel masters that other operations should not be undertaken that could distract crew members from the bulk fuel transfer operation. Once the transfer has commenced, the transfer should not be interrupted. If the interruption is absolutely required, the transfer must be secured and the hose must be disconnected.

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.

This material is presented for information purposes only. Managers & Supervisors should evaluate this information to determine if it can be applied to their own situations and practices

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