

Marine Safety Flash

A13-08 (15th March)



Stand Clear Of Snap Back Zones

Incident Overview

Two (2) offshore supply vessels had just completed a stern-to-stern transfer of brine. Vessel #1 (the smaller vessel) was moored to a buoy with engines shut down and Vessel #2 (the larger vessel) was manually manoeuvring. Vessel #1 secured Vessel #2's mooring lines on their raised tow pins. After the hoses were retrieved, the Master of Vessel #1 instructed the deck hands to cast off the lines. Two (2) ABs were on deck coiling the transfer hose and the Bosun had moved closer to the stern to attach a messenger line for a controlled release. Vessel #2 requested Vessel #1's deck crew to cast off lines, moving slowly astern to release the weight on the lines. However, to check stern mover, Vessel #2 then engaged its engines slightly ahead. The lines came under tension and one line parted and snapped back striking both AB's on the deck.

Key Findings

- (1) Seas were 2-4 ft. with swells that affected the tension on the mooring ropes.
- (2) Vessel #1 was secured to the mooring buoy, with the Vessel #2 manually manoeuvring.
- (3) The mooring ropes were secured on the tow pins.
- (4) The JSA did not identify the Snap Back Zones.
- (5) There was inadequate supervision on the deck of Vessel #2 providing the bridge team with direction.
- (6) Crew members from both vessels failed to use STOP WORK in a potentially hazardous location.

ROOT CAUSE: Lack of supervision, inadequate JSA and failure to use STOP WORK.

Recommendations

- (1) Vessels should use DP Mode for Vessel-to-Vessel transfer operations whenever possible.
- (2) Use only mooring bits to make fast.
- (3) A smaller vessel should always make fast to a larger vessel.
- (4) A thorough pre-job Risk Assessments / Job Safety Analysis must be conducted with all parties involved participating. Adequate supervision and hazard awareness must be included.
- (5) Stop Work must be promptly utilized when conditions change or hazards are presented that make operations unsafe.

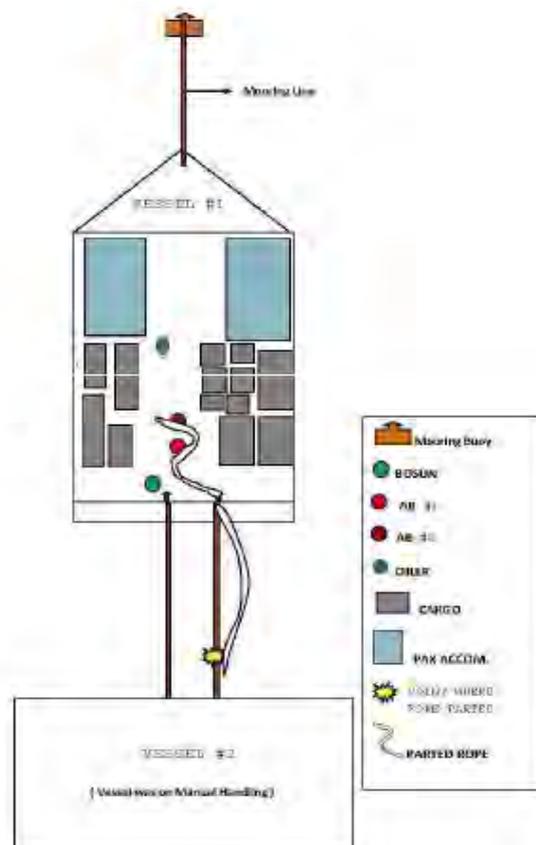


Figure 1: Diagram of the incident and position of injured parties.