Marine Safety Flash A15-22 (15th September)

Fouled Propulsion from Hose

Incident Overview


Fouled Propeller.

A PSV had prepared to discharge Glycol to an offshore installation. Whilst preparing for discharge, the installations glycol hose was transferred down to the vessel and the deck crew could not orientate the hose correctly for safe discharge of glycol. The slinging arrangement on the hose was changed and an estimated extra 8 meters of hose went in the water. Once the deck crew were satisfied with the orientation of the hose, a crew member on deck recognized that the entire length of hose could not be visually sighted as it was sinking and requested the OOW (Officer on watch) to move the vessel forward to "stretch" the hose so that it could be visually sighted from the vessel. The OOW moved the vessel ahead and the transfer of Glycol commenced. One of the deck crew then noticed the hose "move" on deck and called an all stop on discharge. The Glycol hose had been cut by the vessel's propeller. An approximate amount of 270 litres of Glycol discharged to the sea. On further investigation, it was found that a section of hose had fouled the vessels propeller.

Key Findings

- Glycol hose did not conform to GOMO Appendix 10-C requirements on the number of hose floats per section of the hose.
- Re-slinging the hose-post and crane sling on the hose to ensure the hose could be handled safely caused the extra length of hose without floats to be in the water.
- The crew on board did not "stop the job" even though the hose did not have suitable floatation devices.
- Due to hose work done over the stern, the crew were not able to continuously monitor the hose during the operation.

Recommendations

- Confirm that the installation the vessel is working with conforms to requirements of GOMO Appendix 10 – C on number of floats per section of hose. At a minimum, ensure the floatation serves the purpose of ensuring the hose remains on surface when full of product.
- Review hose work procedures and risk assessment to ensure vessels crew can continuously monitor hoses during operations.
- Reinforce Stop Work authority and reassess risk assessments when there is a change in operations to identify new hazards.