

Marine Safety Flash

A16-05 (5th February 2016)



Potential Dropped Object

Incident Overview

Two crew members (P1 & P2) on an Anchor Handler (AHTS) were instructed to unlash four racks of drill pipe by the bridge in preparation for discharge to the rig. Whilst unlashing the chains, one chain binder had seized. P1 used a lump hammer which was stowed in the cargo rail safe haven, to tap the trigger on the chain binder. After a couple of taps the trigger released and the chain binder was removed from the lashing chains.

P1 then placed the lump hammer on the drill pipe in one of the racks and continued to remove the lashing chain from the drill pipe and the crash rail – See picture #1. Shortly after, tag lines were lowered to the deck by the port crane to subsequently lift the rack. P1 and P2 attached the tag lines and secured the load. The lift then commenced, the crewmembers moving into a safe area prior to the lift.

The rack was landed safely on the rig. A few minutes later P2 was informed via the crane driver on the VHF radio that a lump hammer weighing 2.1kgs had been left on the rack. P2 had the VHF radio and apologized for the oversight. P1 and P2 continued the operation and all other cargo was discharged without incident.



Picture 1 - Lump Hammer left on rack

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Key Findings

- Risk Assessment (RA) for Loading and unlashng cargo were discussed in detail prior to the task.
- Dropped objects were not considered / captured as a hazard
- Assessment for Dropped Objects is a separate document and was not considered at the time.
- There was no visual inspection of the load or the lifting arrangement prior to the lift.

Recommendations

- Review cargo operations process to include potential dropped objects
- Review Dropped Objects Procedures and Best Practice Documentation and discuss with Crew at next safety meeting