

# Marine Safety Flash

## A16-07 (8<sup>th</sup> February 2016)



### Blackout due to human error

Partial black-out sustained on board, starboard side - Oil sample was taken from wrong sampling point ("clutch supply press.") on starboard main gear, causing a pressure drop, activating the shut-down pressure switch. This caused a short black-out on starboard side, lasting until stand-by generator came online.

Standby generator started and came online automatically, within seconds. Sampling work stopped, main gear reset and machinery put back in service.

It was emphasized to engine crew that sampling should only be done at labelled sampling points.

### Key Findings

The immediate cause was identified as "Human act / failure to follow operation instructions, rules & regulations." The Root Cause is still unidentified in the report, but is likely to end up the same as Immediate Cause.

Proposed preventative action - "emphasizing to engine crew that sampling should only be done at labelled sampling points".

Knowing the potential in this incident with a blackout along an installation, it should be clear that "emphasizing to crew" most likely does not sufficiently ensure that such an incident could never reoccur. Thus, it has been considered that the proposal does not quite serve as a long-term preventative action.

Consequently, the vessel has proposed a further preventative actions (captured below), an engineering control to prevent reoccurrence.

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Original setup (originally the far right sample tag was the “only” indicator of sample point):



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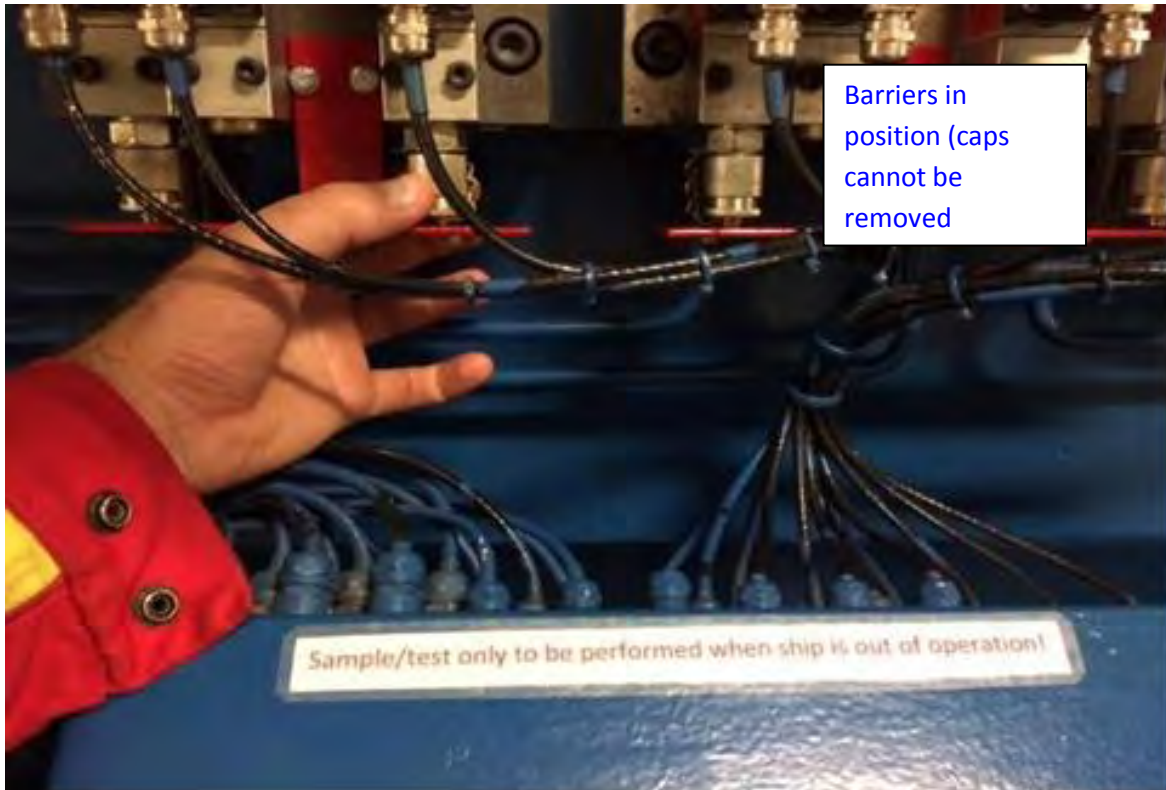
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Fabricated  
physical barriers

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Barriers in position (caps cannot be removed)

### Recommendations

Fabricate barriers to prevent caps being removed on main gears.