



# Marine Safety Flash

## A16-28 (16<sup>th</sup> August 2016)

### Completion of 500m Checklists and proper assessment of environmental conditions, motion and vessel behaviour

#### Incident Overview

Two recent incidents involving Offshore Support Vessels (OSVs) have once again highlighted the importance of ensuring effective compliance to the requirements of vessel specific 500 m checklists and in particular the proper assessment of environmental conditions, motion and vessel behaviour prior final set up alongside the facility.

#### Incident Summary:

##### Incident No.1

A crew boat was attempting to hold station alongside a rig inside the rig's anchor pattern for basket transfer operations. The vessel orientation was such that both current and prevailing sea conditions were on its beam. The predominant effect was from the current which resulted in the vessel to bodily drift across one of the rig's anchor wire. Master was not able to regain control before the bow of the crew boat went over the anchor wire. Master eventually managed to move vessel clear from the rig. No damage to either the anchor wire or vessel structure was reported.

##### Incident No.2

An OSV approached and attempted to set up alongside the boat landing of a facility for cargo transfer operations. Both the prevailing sea and swell were acting on the port beam. As the vessel neared the boat landing, the Master realized that he was unable to hold station. Master made a hard turn to starboard in order to bring the stern of vessel into the sea and swell in order to reduce the environmental forces acting on the vessel. In doing so, the stern quarter of the vessel made light contact with the boat landing in view of the close proximity of the stern to the boat landing during the vessel's turn.

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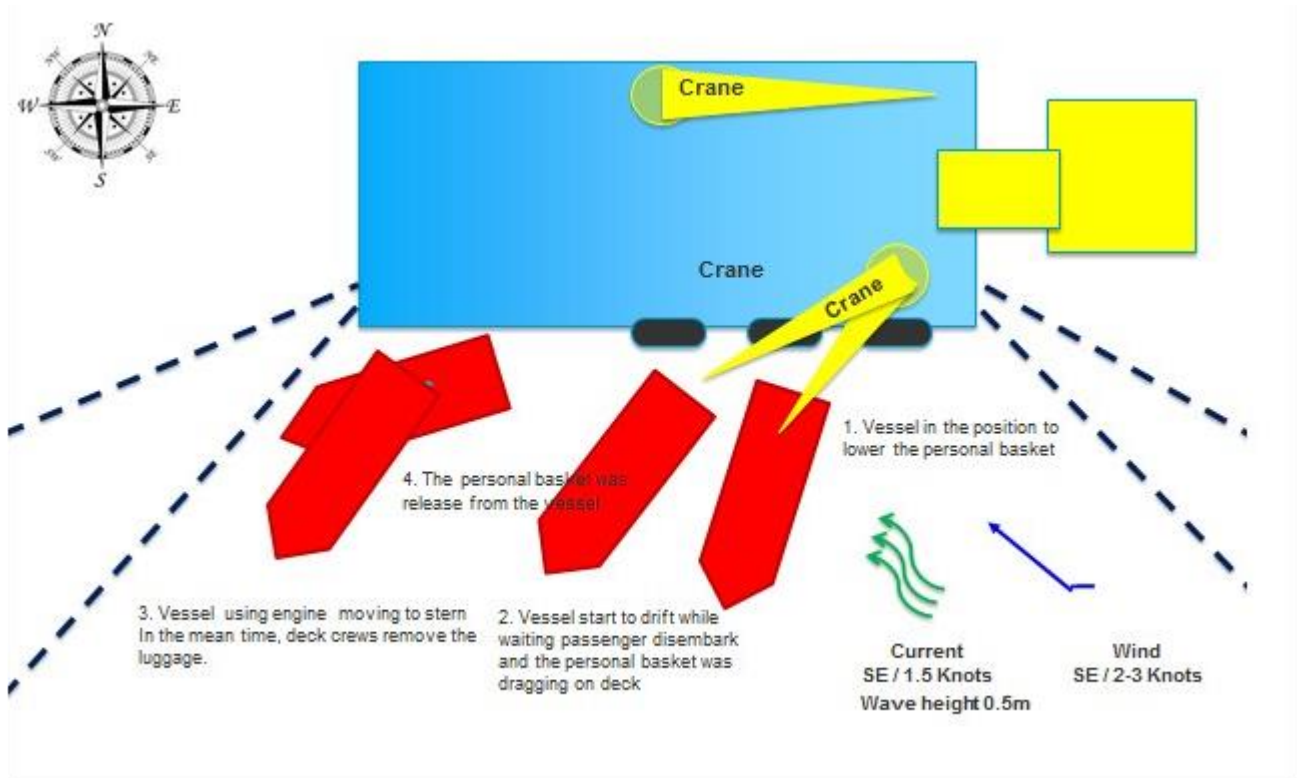


## Key Findings

Both these incidents highlight the importance of completing the 500m vessel specific checklist diligently and in full. Vessel should not set up in close proximity to facilities until all required checks are completed and propulsion equipment checked and tested. The critical Findings/Lessons Learned from the above incidents included the following:

- Masters of vessels must ensure that adequate time is taken to set up the vessel off the location in the final expected orientation of the vessel alongside the facility in order to assess the environmental conditions, motion and vessel behaviour. Vessel should not approach its final position until this activity is completed to the satisfaction of the Master.
- Clear radio communications must be established with the facility to ensure that the Officer of the Watch, deck crew on OSV, crane operator on facility and facility radio room are in constant contact and working on a dedicated radio channel. This is particularly critical in event of any emergency situation developing e.g. loss of positional control during basket transfer or cargo offload operations.
- The 500m Checklist must be completed diligently and adequate time allocated to carry out this activity. Any potential tendency to treat this process as a routine exercise must be avoided as inadequate compliance to test out all vessel systems in full can have serious consequences e.g. loss of positional control and contact with facility.

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Vessel touching anchor wire of rig

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## Recommendations

- Vessel Operators to reinforce the requirement for Shipboard Team to complete the 500m Checklists in full and adequate time allowed to set up vessel off the location to determine the correct vessel orientation and to assess the behaviour of the vessel in the prevailing environmental conditions
- Vessel Management Teams to check and discuss with the importance of effective completion of vessel specific 500m Checklists during shipboard visits and internal audits