

# ALL MEMBERS MEETING

**Airport Thistle Hotel  
Aberdeen  
21<sup>st</sup> June 2007**



***Steve Ferguson***

Marine Superintendent

Trico Supply (UK) Limited

# JUNE 2007 ALL MEMBERS MEETING

## Bulk Hose Handling



MSF issued Good Practice on the website on 30<sup>th</sup> May 2006.

The good practice involves fitting on **vertical capped pins** onto the **tops of bulwarks** by way of the cargo discharge manifolds on the cargo deck.

**Soft stops** are **secured to the hose** at a pre-determined length from the connection coupling, the **position determined by freeboard of vessel and distance to manifold from pins**.

The **end of the hose is suspended by short stop** clear of the cargo deck until the **stop is hooked by the crew and the loop dropped over the pin**.

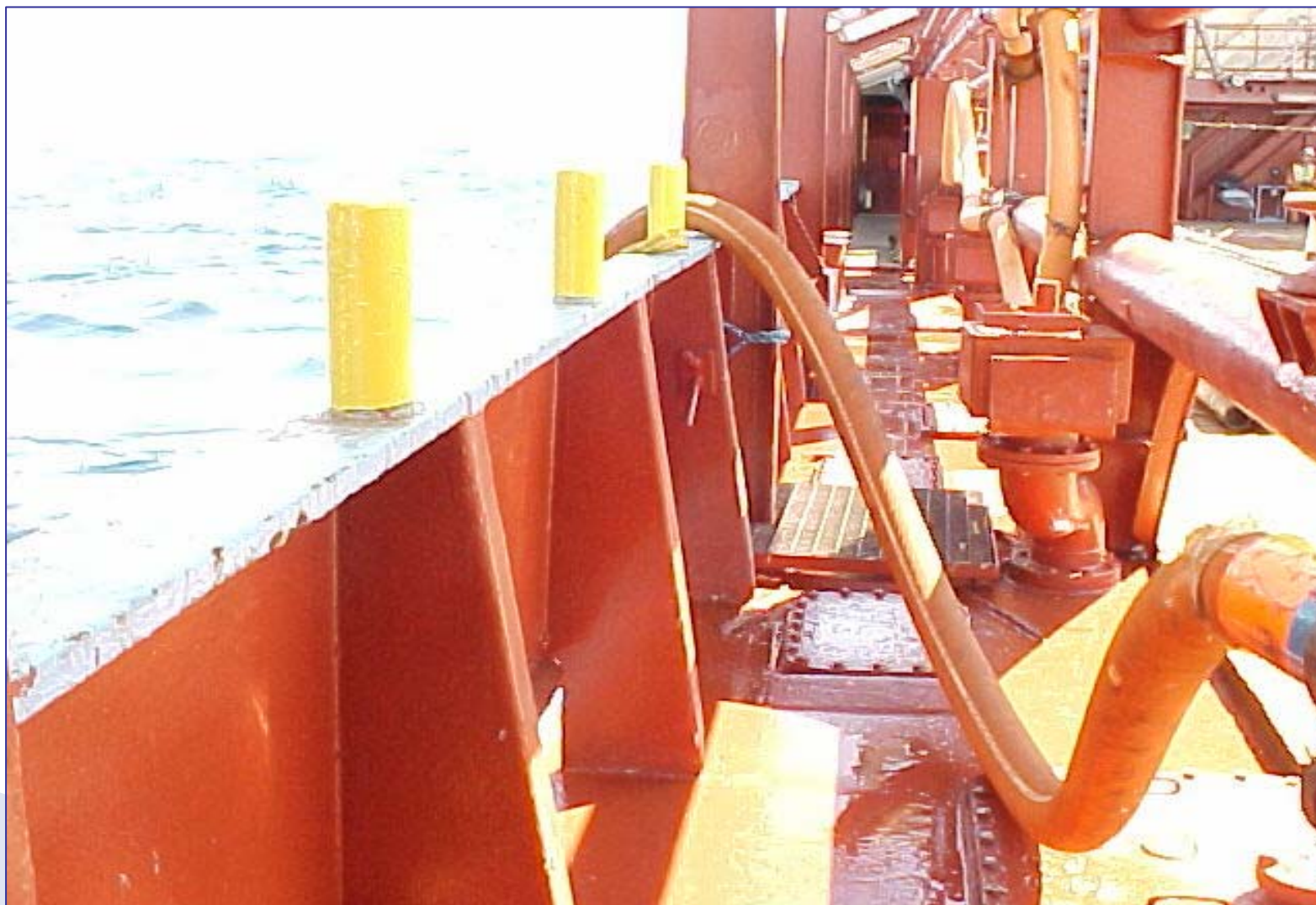
The hose connection can then be landed on deck at which point the crew can approach again and disconnect.

Disconnection is equally straightforward. Once the connection is hooked onto the crane the crew are no longer needed in the process and can retreat.

The idea was initially proposed in 2003 at a Quarterly Safety Review meeting and is now a pre-requisite for all BP chartered vessels and is now gradually becoming the norm.

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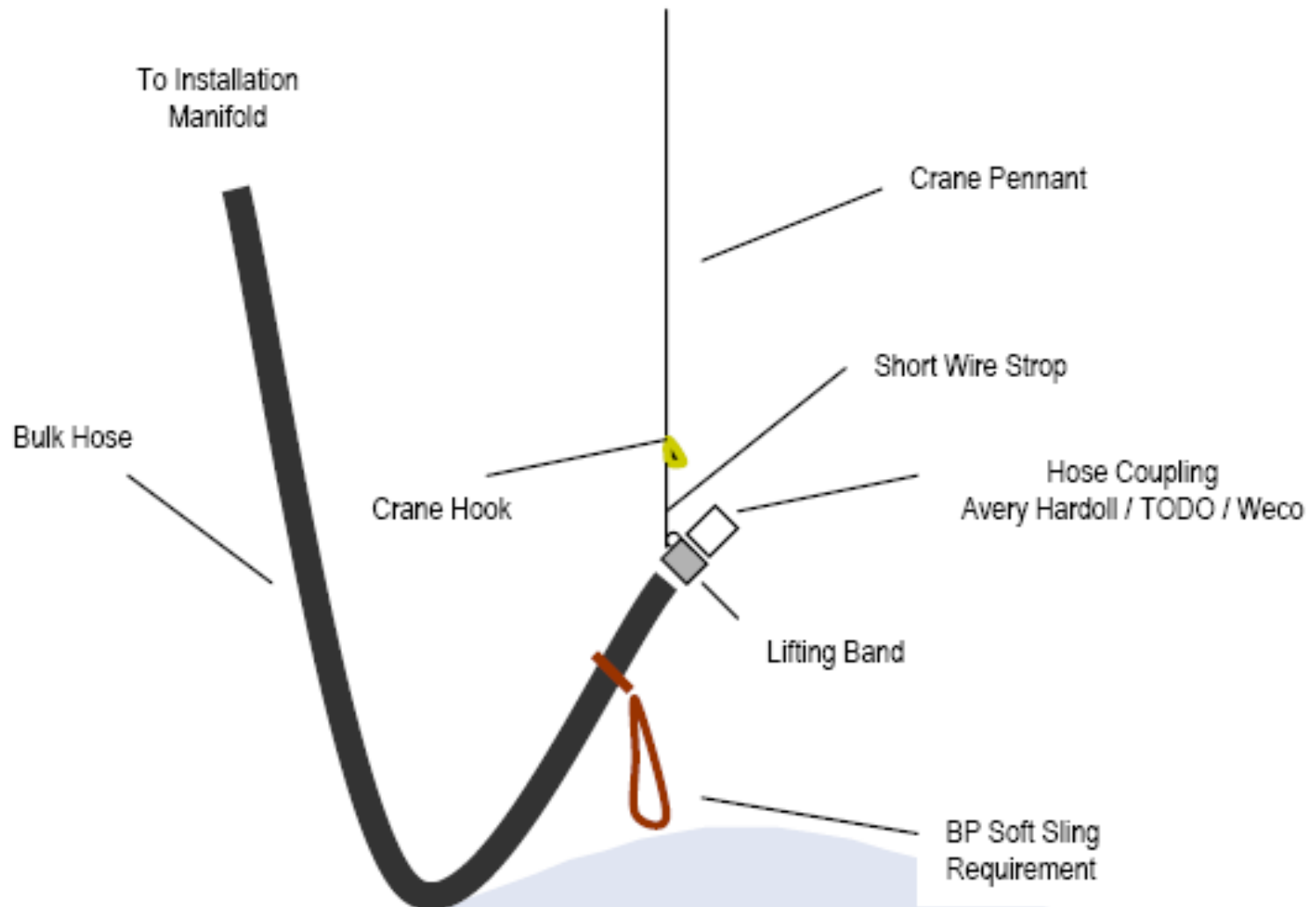
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### DEPLOYING



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## Bulk Hose Handling



### BENEFITS

- Securing the hose is **simple** and very **effective**, in comparison to making the hose fast by lashing it to the ship's side rail.
- Crew **exposure** to a suspended load is vastly **reduced** and minimal.
- Fingers are not exposed to the same risk when lashing the hose.
- **Passing the hose back** is much **safer**, as personnel involvement after hooking the hose end on is virtually eliminated.
- **Minimal alterations** required to operate system.

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## Bulk Hose Handling



### Guidelines for the Safe Management of Offshore Supply and Anchor Handling Operations (North West European Area)

Recent MSF Safety Flash No. 07-05

*Issued: 11<sup>th</sup> February 2007*

Highlights ongoing issues with flotation collars



Masters are advised to raise the issue of insufficient flotation collars with the installation before under-deck bulk cargo operations commence.

If there are insufficient flotation collars, carry out a risk assessment to ascertain if it is safe to commence hose operations.

#### *Appendix K, Section 8. Flotation*

*'Flotation collars can be of the 'lace-on-jacket-type' or made from polystyrene moulded section. The latter are banded onto the hose and all collars have a highly visible colour. The recommended number of floats per 18.3m hose section is given below:*

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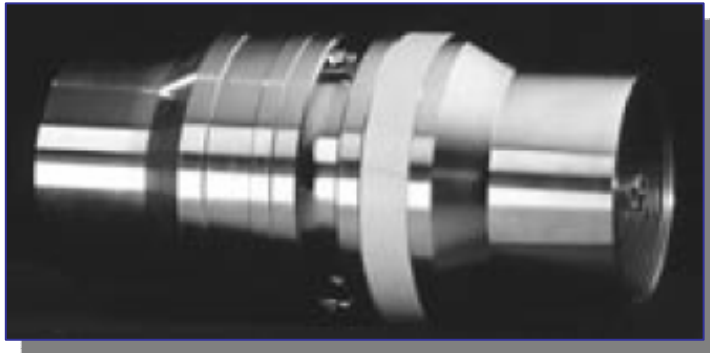


| Hose Service            | Hose Size | Floats per Hose Section |
|-------------------------|-----------|-------------------------|
| Diesel                  | 3"        | 4                       |
|                         | 4"        | 4                       |
| Potable and Drill Water | 3"        | 4                       |
|                         | 4"        | 4                       |
| Oil Based Mud           | 3"        | 10                      |
|                         | 4"        | 9                       |
| Dry Cement              | 4"        | 7                       |
|                         | 5"        | 8                       |
| Dry Baryte              | 4"        | 10                      |
|                         | 5"        | 13                      |

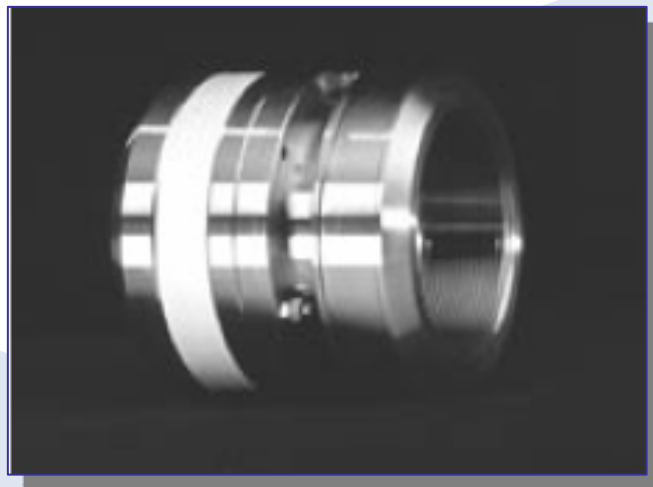
*Lace-on collars should be secured using manila rope rather than man made fibre to avoid slippage. The rope should be secured to the hose, threaded through the jacket eyelets and finally tied off on the hose at the other end.'*

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## Bulk Hose Handling



'Breakaway' or 'weak link' couplings  
*Make sure the Master knows they are there*



"HOOK"

Type "Hook"



'Hose-Lifters

*Make sure they are used appropriately*



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Floating Hoses – Active Service of Norway