Hose Deployment & Recovery

marine safety forum

28 May 2009: MSF All Members Meeting @Thistle Hotel

The Incidents

January 2007

An AB suffered serious injury to his arm during the deployment of a bulk hose.

The hose was lowered to the vessel and the AB's attempted to secure the hose to the ships outer rail using a lashing.

The Incidents

The lashing was not fully secured, and when the hose was lowered and the crane hook disconnected, the vessel rose on the swell and the hose was pulled away from the lashing.

The hose was ‘’whipped’’ over the side and the coupling caught the AB on the arm.

The AB suffered crush injuries and multiple fractures and lacerations to his left lower arm and hand.

Recent Incident MSF Safety Flash 09/09

Sea State 3.6 mtrs, wind speed and direction 20knots @ 020dgrs. The water hose was connected to the crane pennant ready for release from the vessel manifold, whether the banks man / operator miss-timed the lift is uncertain.

When the lift took place the hose was trapped under the cement valve and through good luck as the hose is made of soft walled material the hose burst and ripped away from the valve handle.

Recent Incident MSF Safety Flash 09/09

If the hose had been diesel or cement and their hose criteria being hard walled then there was a possibility of the hose ripping the handle or pipe work off the cement line causing all kinds of problems.

What MSF are concerned about is the fact that the vessel crew may have been injured / or environmental issues occurred through this operation and wish to raise the importance of reassuring that the vessel crew and hose (s) are well clear of any equipment that can fowl up the hose or injure a crew member when in the process of removing a hose from a vessel.

Recent Incident MSF Safety Flash 09/09

The MSF recommend the soft sling arrangement should be used whenever possible.

This would limit spare hose on board and hold the hose in place until it is disconnected, and placed in a location where it is clear of all snagging hazards and can be safely connected to the crane.

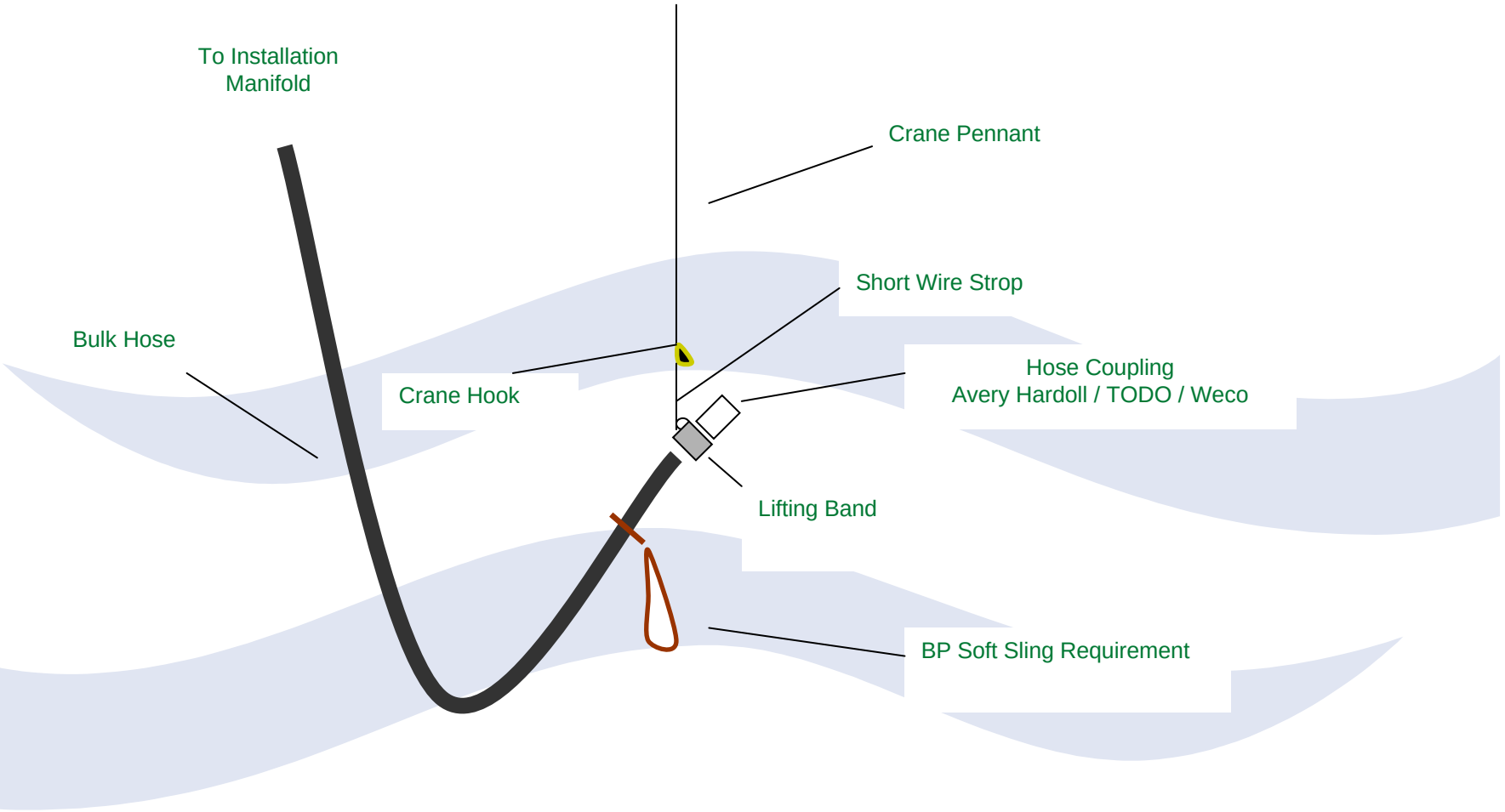
Video Comparisons
Lashing Method

Hanging Strop Method Deployment

Hanging Strop Method Recovery

Good Practise

Deployment-Recovery



Hanging Securing Arrangement

Hanging Securing Arrangement

Benefits

- **Since full implementation the risk of serious injury of crew while securing and releasing the hose in the deployment and recovery phase has been eliminated, although some manual handling issues remain in the manifold connection / disconnection phase.**

- **Fingers hands and arms are not exposed to the same risk when lashing the hose at deployment, and unlashing at the recovery phase.**

Benefits

- **There have been no reported incidents of the hose slipping or being dislodged during the period while hanging from the pins.**

- **Crew exposure to a suspended load during deployment and recovery is significantly reduced to minimal.**

Benefits

- **Significant reduction in hose damage and environmental incidents.**
- **Significant reduction in snagging incidents**
- **Soft sling can be adjusted to meet vessel specific requirements.**
- **Minimal alterations required to operate the system.**

Conclusion

- **MSF recognise the method as best practise for hose operations**