



# Safety Alert

From the International Association of Drilling Contractors

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ALERT 04 – 08

## UNSECURED LOAD RESULTS IN A FATALITY

### WHAT HAPPENED:

A supply boat was to off load Oil Base Mud (OBM). To enable access to the OBM hose take-off point on the starboard rail of the vessel several pieces of cargo had to offloaded. Initially the vessel's Bosun and two vessel Able Seamen (AB) were on the boat deck. A rack was transferred from the starboard side of the metal plated deck area to the rig and the Bosun departed the deck. Then a framed wire line unit was prepared for transfer. Tag lines were attached to the wire line unit, the lifting gear checked and the two AB's started to walk away from the load to wait for the crane hook to be lowered. As one of the ABs turned his back to the unit, a large wave or swell impacted on the port stern quarter and caused the vessel to roll to starboard causing the wire line unit to suddenly move across the deck. One AB felt the unit begin to move and shouted a warning but the other AB was struck on the back and catapulted across the metal plated deck where he was pinned. The vessel then rolled to port and the wire line unit slid back across the deck. The injured AB fell to the deck unconscious and the other AB rushed across to the injured AB to help but realized he was very badly injured and since he did not have radio communication he went for help. The injured died from his injuries.

### WHAT CAUSED IT:

- The injured was in an unsafe position on the metal plated area of the vessel and the AB's were not visible from the bridge.
- An unsecured 8.5 Ton wire line unit was able to slide across the metal plate decking when a wave or swell caused the vessel to roll to starboard.
- Vessel management allowed the wire line unit and other cargo being placed in non-optimum positions on the deck and the vessel routing were not considered so the cargo offloading sequence was not prioritized.
- The wire line unit, which was equipped with narrow metal skids, was placed on the metal plated area at the stern of the vessel with no friction creating material between the metal surfaces and was not secured in position prior to being lifted by the crane.
- There was no vessel supervision present at the time of the offloading operation.
- There was no evidence of job planning for the offshore operations or risk assessments being carried out.

### CORRECTIVE ACTIONS: To address this incident, this company issued the following recommendations:

1. Ensure that there are clear instructions provided to the shore base and vessel Captain for deck cargo items or under deck bulk materials that are deemed urgent and are to be offloaded first.
2. At an appropriate time prior to the planned departure of the vessel establish a cargo cutoff point. This will enable a proper load-list to be compiled.
3. The load-list will be discussed with the vessel's Master or his delegate and a deck plan will be drawn. The safe loading of the vessel and the positioning of the lifts to provide the correct sequence for offloading offshore is the responsibility of the Master or his delegate.

**The Corrective Actions stated in this alert are one company's attempts to address the incident, and do not necessarily reflect the position of IADC or the IADC HSE Committee.**

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## ALERT 04 – 08 Continued

4. If cargo has to be placed on the metal plated area on the stern of a vessel then adequate provision must be made to place a friction creating material between the metal surfaces e.g. wood dunnage, rubber matting, cargo netting.
5. Prior to the commencement of vessel loading operations a toolbox talk will be held – work scope detailed, responsibilities assigned, safety requirements, etc.
6. If additional cargo is to be added to the vessel, then the plan must be revisited and the effect of the changes assessed prior to loading the cargo onto the vessel.
7. To eliminate potentially unsafe lifting gear/apparatus, a cargo inspection regime must be established prior to loading anything onto the deck of the vessel.
8. Vessel management should empower people to enable them to “stop the job” if they feel that they or their colleagues are in an unsafe situation or are about to be. Reassess the risk and do the job in a different way to eliminate the hazard.
9. Designate someone to be the Banksman (Signalman) and identify this person to the crane driver (perhaps by using a high-visibility vest).
10. Review the use of taglines to ensure they are used safely.
11. Instigate on-hire Safety & Operations briefings to all vessels chartered by the company.
12. Implement “walk the talk” safety audits on board vessels. Vessel supervisors, observe what people are doing and challenge the way they are doing it.

**IADC Note: Refer to: IADC Cargo Handling Guidelines found on the IADC web site, Health Safety and Environmental Reference Guide Section 12.9 and Alert 02-08.**

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