



# Safety Alert

From the International Association of Drilling Contractors

ALERT 04 – 32

## CARGO HANDLING INCIDENT

### WHAT HAPPENED:

Backloading of 9 5/8" casing onto the supply boat was taking place. Each lift consisted of 5 pieces of casing (3 on bottom, 2 on top) pre-slung with wire straps secured with wire clamps (bulldog clips). Deck space was available starboard aft. The boat had a slight list to starboard to prevent casing shifting amidships. No stanchions were fitted in the deck. The tenth load was landed on top of previously loaded bundles of casing. As the deck crewman approached the bundle to unhook it a bundle of casing - still within its wire straps - started to shift, rolling over onto the man trapping his legs. The bundle that had just been lifted had to be unhooked before the bundle on the man's legs could be lifted clear. He is expected to make a full recovery.

### WHAT CAUSED IT:

The bundle was inspected after the accident. The bulldog clips were still fitted correctly and the casing was still retained inside the wire slings, however they were not tight enough to prevent the casing inside moving. Movement of the boat contributed to the casing rolling.



**CORRECTIVE ACTIONS:** To address this incident, this company did the following:

The main recommendation to prevent recurrence is:

Ensure that the requirements of the **OSV Code** (Code of Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels, published by IMO) are followed, as referenced and required by **Company Rules**. In particular ensure that:

- Bundles are double wrapped, choked, bulldogged and tie-wrapped (refer to NSL International Rigging and Lifting Handbook, see. An alternative to bulldogs are ASBRO Wire Clamps™).
- Further detailed guidance on the types of slings to be used and number of tubulars to be lifted in each bundle can be obtained from the company on request. An odd number of tubulars must always be lifted in each bundle.
- Safe havens and unobstructed escape routes are provided on decks.
- Stanchions are fitted into decks to prevent cargo movement.

**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.**