

Marine Safety Forum – Safety Flash 12-02

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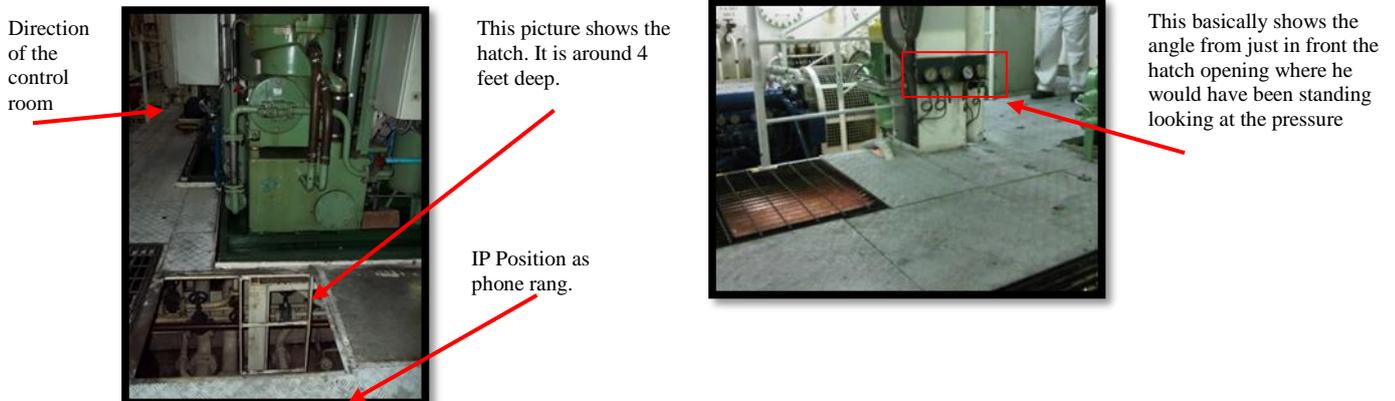
Subject: Helivac to Hospital

We have had a recent incident where a crewman needed a Helivac to hospital because of a suspected dislocated shoulder.

An Engineering Officer was in the process of testing the pumping system that was to be utilised for carrying Noxious Liquids (MonoEthylene Glycol). This necessitated the need to check the running of pipes and the pumps as well as pressures etc. He was accompanied by another engineering officer.

The IP had lifted an engine-room plate and descended to open the valves for the MEG/MUD pumps suction. Once the valves were open and the pump was running he climbed back out to check on the pressure gauges for the system. The other Engineering Officer was watching the indicator panels for a couple of minutes when the Engine-room telephone started to ring. The Chief Engineer turned to move forward to the control room to answer the telephone, but, as he did so he stepped into the hole where the deck plate was lifted up.

He fell awkwardly and his armpit hit the opening on the edge and this resulted in his injury.



Findings:

1. The weather at the time was good and did not factor into this accident.
2. Lifting the deck plate was viewed as a common, low risk task and as such a Formal Risk Assessment was not carried out.
3. The two Engineers having started the pump were concentrating on the pressure gauges. Their concentration was broken by the Control room telephone ringing and the perceived need to go answer it immediately.
4. The deck hatch had been left in the open position after the pump was started because further adjustment may have been needed.
5. No barrier tape or alternative method was used to section off the area around the hatch.

Actions:

- Please discuss this at your next Safety Meeting.
- Ensure that a Formal Risk Assessment covering the lifting of Engine room plates has been carried out and is used when carrying out any pre job planning and associated toolbox talk.