

# Marine Safety Forum – Safety Flash 12-10

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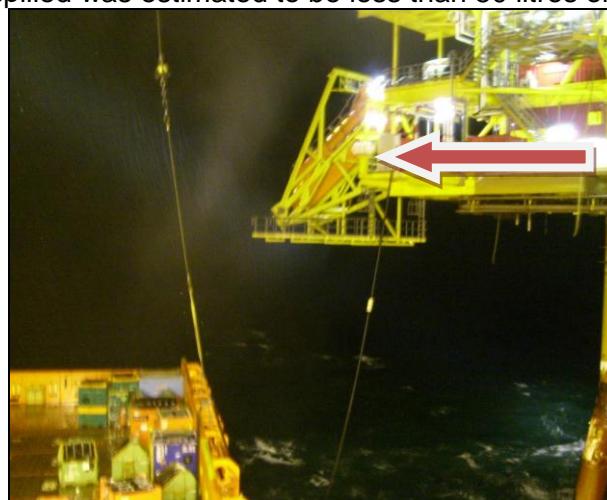
**Subject:** Cargo Hose Related Incidents

The start of 2012 has seen **6** cargo hose related incidents recorded on company vessels. In all cases this was due to a breakdown of communication, procedure and maintenance management of offshore installations/base facilities. The quick and professional actions taken by our crews prevented these incidents escalating, as the potential for Environmental damage were significant. All personnel are reminded to continue performing operations as per the company's procedure. Please ensure that the condition of hoses and connections are properly checked and that any defects or concerns are reported to the relevant authority. Actively engage in working with your charterers to improve their procedures with regards to maintenance of cargo hoses.

## **Burst fuel hose**

Vessel was near finishing the discharge of FO to an offshore platform, when the vessel's 2<sup>nd</sup> Mate noticed that there was a person standing at the platform manifold, and this person appeared to be closing the FO manifold valve. As this valve was operated the fuel hose burst just below the coupling on the platform side, causing a small spray of diesel.

The Mate stopped the FO discharge immediately using the emergency stop, and informed the installation. The amount spilled was estimated to be less than 50 litres of MGO fuel.



Position of Manifold

## **Fuel Oil Hose Leak**

FO hose was lowered and connected, pre-transfer checks were completed and installation confirmed ready to receive. Once FO transfer commenced the deck crew checked all lines for leaks and confirmed all was correct. Approximately 7 minutes later the deck crew called the agreed emergency stop via UHF radio which was immediately activated from the bridge and the FO pump bypass opened. The deck crew informed that a small patch of FO was sighted on hose near the vessel's deck but no source or sign of leak could be identified and confirmed that no FO had gone over the side of the vessel. The crane driver was informed of the situation and confirmed hose had been pressure tested prior to lowering to vessel and that no leaks had been found. The 2<sup>nd</sup> Mate left bridge to inspect hose with deck crew, the section of hose where the patch of oil had been

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seen was cleaned with oil absorbent pads and inspected – no hole or damage was evident. After consulting with crane driver, it was agreed to start FO pump on low pressure to confirm whether or not there was a leak. On starting the pump deck crew quickly identified a pin prick hole in the hose and the operation was immediately stopped. Location of hole was marked and hose retrieved by installation.

### **Hole in Fuel Oil Hose**

Vessel checklist completed prior to start of FO transfer, including visual hose inspection from deck and bridge. Once FO transfer commenced the deck crew checked all lines for leaks and confirmed all was correct. Approximately 10 minutes after commencement of the transfer the vessels crew reported to the bridge that they had spotted an area on the hose which appeared shiny. The Master inspected the hose through the binoculars and spotted a horizontal line in the hose which had fuel oozing out of it. Emergency stop pressed and platform informed.

No trace of fuel oil was seen in the sea. The hole is approximately 15 feet from the manifold on the platform. There is nothing in the vicinity to abrade the hose and the hose is not kinked while in the stowed position.

### **Failure of clean-break fitting in installation hose**

Whilst connecting a fuel hose from an offshore installation, the clean break fitting approximately 5m from the Avery-Hardoll, failed spraying diesel onto the 2<sup>nd</sup> Mate's face with some pressure. No injury was sustained as he was wearing Safety Glasses. The vessel's spill response equipment was deployed and the spillage was entirely contained on deck. The quantity spill was estimated at 20 litres.



### **Ruptured Shore Side Bulk Hose**

Vessel was alongside in port loading bulk Barites. The 2<sup>nd</sup> Mate observed that the bulk hose was no longer showing any signs of movement as would be expected during loading. He immediately called the loadmaster on shore-side several times without any reply. Shortly afterwards the hose ruptured and parted three metres from the ship's side, covering the side of the vessel in Barite. The incident was then noticed by shore-side and immediately stopped.

### **Drill water hose bursts during discharge**

Vessel was alongside a semi-sub discharging drill water and back loading water based mud. The drill water hose burst approximately 7 meters from the WECO connection. At no point were the hoses stretched and the deck crew were well clear from the hose manifolds.