

Safety Alert

Number: 16-11

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Subject: Tubular Cargo – Loading Concerns

What Happened / Narrative

Incident No 1:

A PSV loaded a stow of tubulars in port and although the crew prepared bedding ropes and securing chains they didn't install the pipe bay pins.

As the loading progressed, both the bedding ropes and the securing chains became covered by the tubulars making it impossible for the AB's to secure the stow.

In an attempt to secure the tubulars before sailing a 40 foot basket was placed against the stow and a tugger wire run around the basket.

The vessel then left port and during the passage offshore encountered adverse weather. As the vessel rolled in the seaway the stow of pipes then shifted across the cargo deck.



Incident No 2:

A PSV was working alongside an offshore installation carrying out cargo operations, which included both backload and discharge of deck cargo.

As the day progressed the plans changed and the vessel only back loaded a substantial amount of tubulars. The quantity supplied by the installation was more than expected and a pipe bay had not been prepared to accept the load.

Once the back loading was complete the vessel was advised that there would be no more cargo operations and they were cleared to return to port.

The vessel was then left with a large stow of tubulars on deck which the crew had no way of safely securing.

Incident No 3:

A PSV was working alongside an offshore installation carrying out cargo operations, which included both backload and discharge of deck cargo.

The vessel had been advised that a small amount of tubulars would be back loaded but the exact amount was not confirmed so no pipe pins were put in place, nor were bedding ropes or securing chains laid.

Once all the tubulars were back loaded they were blocked in using other items of back loaded cargo.

On return to port a safety concern was raised by stevedores due to concerns that lifting the restraining cargo would allow the pipe stow to move.



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Incident No 4:

A PSV was working alongside an offshore installation carrying out cargo operations which included back loading a stow of tubulars. During the back loading of the tubulars several changes took place, the knock on effects of which were not fully appreciated or assessed by the vessel or the installation. These changes included:

- A change to the quantity of tubulars being back loaded. – Originally 40 bundles of tubulars were to be back loaded which would have comfortably fitted into the available space. This figure increased to 60+ bundles.
- A change in the weather – The vessel was originally sitting broadside to the installation but as the weather changed the vessel had to turn stern on thus reducing the reachable cargo deck area for the crane to back load into.
- A change in the type of cargo to be back loaded – There were several heavy lifts which also needed to be back loaded into the now reduced available space.
- A change in the securing arrangements – The pipe pins had not been installed and as the stow grew there was no way to secure the tubulars other than to use the heavy lifts to block the stow.



On return to port a safety concern was raised and the job was stopped until a safe means of discharge could be agreed.

Corrective Actions Taken / Recommendations

Learning points for consideration:

- At all times the Master has overall responsibility for loading and securing of cargo. It is therefore important that he is made fully aware of the size and quantity of tubulars to be loaded.
- If the supplier cannot confirm the quantity of tubulars to be loaded then the Master has the authority and responsibility to 'Stop the Job' until he can be given an indication of quantity expected.
- Pipe pins should always be put in place for any tubular stow which is expected to extend to the width of the pipe bay and particularly if tubulars are to be 'stacked'.
- Bedding ropes and securing chains should always be used to secure tubulars regardless of the quantity loaded.
- Should circumstances change or a need to deviate from the original plan be required then the changes and their effects should be fully risk assessed prior to the job continuing. If doubt exists 'Stop the Job' should be enforced until a safe and workable agreement is reached.

Photographs / Supporting Information

GOMO (Guidelines for Offshore Marine Operations) Appendix 9B gives specific instructions and guidelines regarding loading and transportation of tubular cargoes. Masters and crews should ensure they are familiar with, and comply with the contents of these guidelines.

A copy of GOMO is available from www.g-omo.info

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