SAFETY TAKES ME HOME

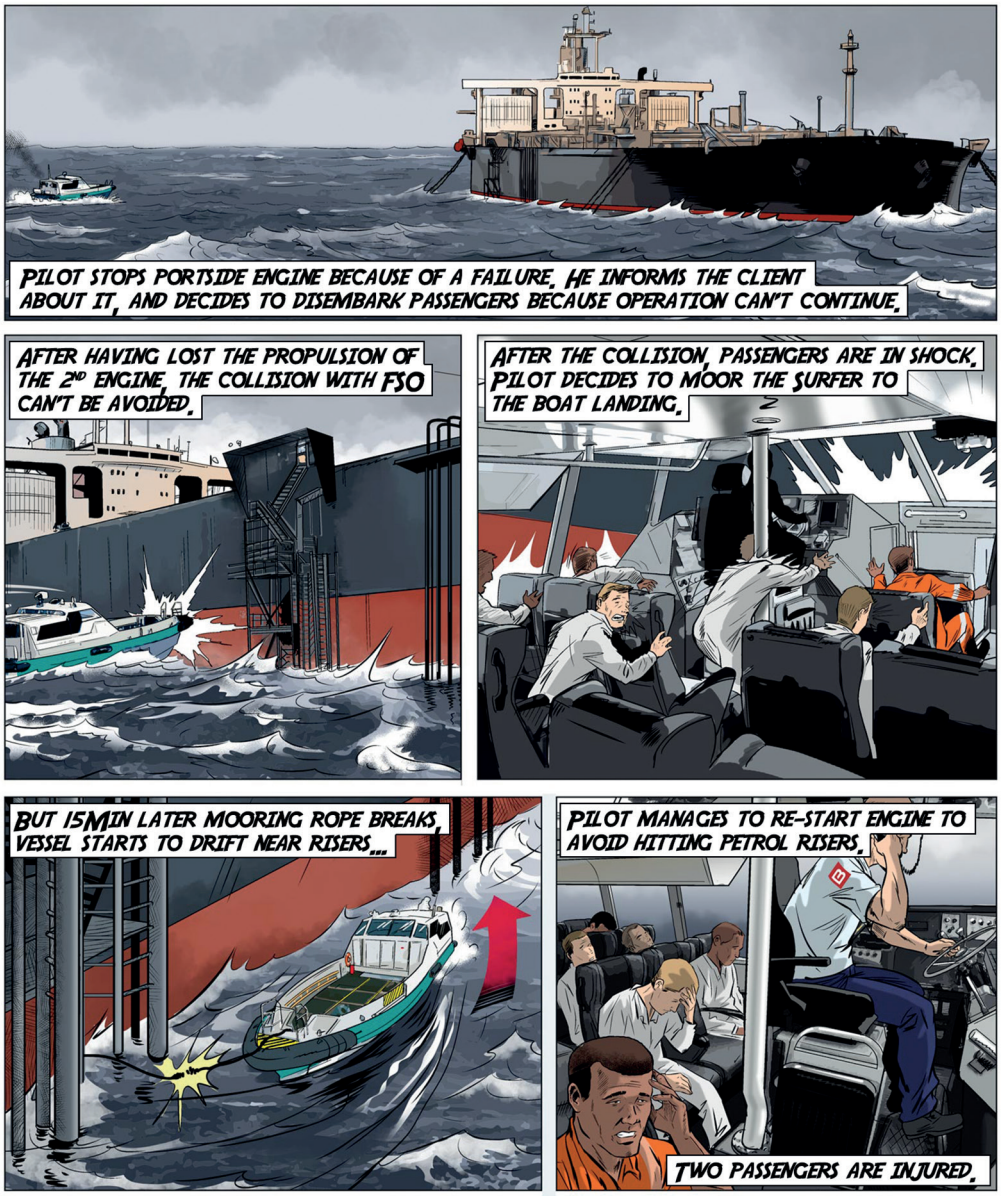
SafetyPOST

July 2019

CONSIDER ALL RISKS BEFORE TAKING ANY DECISION

The incident occurred between a 18 m surfer and a FSO. The Surfer was underway, with 6 PAX on board, when it sustained a technical issue on its port engine resulting in one propulsion being out of order. The Junior Pilot informed the FSO Logistics about the downgraded situation, and requested to disembark his PAX to the FSO. The Logistics gave him the green light. The Pilot made his final approach at 4 knots when the starboard propulsion failed to respond in time to his astern orders. The collision with the FSO was unavoidable. The Pilot warned the passengers about the imminent collision and made them seat properly. After the collision 4 PAX were injured in which 2 sustained severe injuries. The Pilot stopped the Engine and decided to moor the Surfer to the FSO boat landing. 15 minutes later the mooring rope broke due to the sea state conditions. The Surfer drifted towards the FSO risers but the Junior Pilot managed to avoid a second collision by restarting the starboard engine and get outside the 500m zone. To perform the operation with only one propulsion working, the risks were not properly assessed prior the operation in downgraded mode (sea state, lack of experience from the Pilot) and the final approach speed was too important.

THE SAFETY POST IS BASED ON REAL EVENTS - PLEASE PRINT, POST AND DISCUSS THIS ISSUE!



LIFE SAVING RULES

DO:

- A proper risk analysis prior any boat landing operation. (#1)
- Training on one propulsion with the Surfer simulator or with a Referent Pilot.
- Training to emergency situation. (#11)
- Contact your Operation Manager if possible or another Surfer in the area to request assistance. (#11)
- Apply the Stop Working Authority (SWA) when there is any doubt. (#2)

DON'T:

- Over-estimate his own capability. (#1)
- Stay in the 500 meters area in order to be in a no risk area. (#1)

#1 PRE-TASK PLANNING

#2 STOP WORK AUTHORITY

#11 MANAGEMENT OF CHANGE