

Marine Safety Forum – Safety Flash 12-46

Issued: 5th December 2012

Subject: Senhouse Slip

A recent incident which resulted in someone falling from the boat deck down onto the cargo deck.

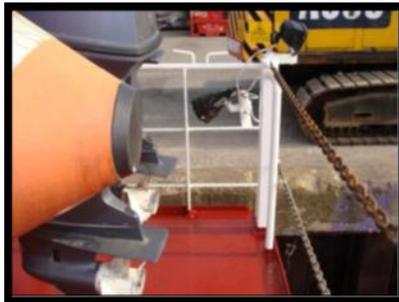
The I.P landed inside a half height cargo container.

The deck crew had been in the process of chipping parts of the boat deck prior to painting. The vessel in question has a spare FRC located on a platform (pic 1). Space around the FRC is very limited and the aft end of the platform has 2 safety chains (pic 2) across which need to be removed when launching the spare FRC.

The I.P was helping to clear up the loose chippings and was in the process of squeezing between the safety chains and the FRC engines. As he squeezed past the outboard engines, his back pushed against the Senhouse slip on the top safety chain and released it unexpectedly. This caused the I.P to fall down onto the cargo deck.



Pic 1



Pic 2



Pic 3

This had the potential to be a very serious accident and it was fortunate that the half height he landed in only had a stack of empty pallets inside. The investigation carried out into this accident identified several contributing factors that require mention.

- There was no task specific Risk Assessment for the work being carried out at the time i.e. chipping the boat deck and platform area.
- Safety Chains were not as tight as they should have been.
- Upon investigation, Senhouse slips have changed and no longer have the lip on the end of the arm to prevent accidental release Pic 3.

A Risk Assessment was available for using the chipping tools, but only the use of the equipment was included. The platform and the difficulty accessing and working in the area should have been part of an effective Risk Assessment for the task. Body position and hazards associated with getting into this area are obvious and the simplest control for that risk would be to move the FRC onto the ships rail using the Effer crane. With the FRC removed, the area would have been much more accessible and the working area more comfortable.

Safety chains should be reasonably tight to do their job correctly and this will also make the Senhouse slip more secure as it will apply friction to the release ring making it harder to slide. The safety chains in question were hanging pretty slack at the time of the incident as evidenced by Pic 4. This shows the Senhouse that released at the top and the bottom safety chain below it can be seen to be hanging very slack.

Further action:

- On receipt of this Safety Alert all Senhouse slips on board your vessel used for safety chains are checked to ensure that they are the type with a curve/bump/lip on the end of the arm to prevent accidental release. Don't forget any spares tucked away by the Bosun or in the deck store.
- Once all the safety chains have been checked on board and the crew made aware of the location of any straight armed Senhouse slips, Please contact the office, copying in your Superintendent and safety, detailing how many of the straight Senhouse slips you have on board.
- Review your Task Specific Risk Assessments to ensure that they cover the areas of use and that they actually take into account the work areas that they cover and any hazards associated with these areas. We would not necessarily expect the Senhouse slip to have been noticed, but the hazards associated with moving and working in the area, should have identified moving the FRC to make the area safer to work in.