

These flashes summarise key safety matters and incidents, allowing wider dissemination of lessons learned from them. The information below has been provided in good faith by members and should be reviewed individually by recipients, who will determine its relevance to their own operations.

The effectiveness of the IMCA safety flash system depends on receiving reports from members in order to pass on information and avoid repeat incidents. Please consider adding the IMCA secretariat (imca@imca-int.com) to your internal distribution list for safety alerts and/or manually submitting information on specific incidents you consider may be relevant. All information will be anonymised or sanitised, as appropriate.

A number of other organisations issue safety flashes and similar documents which may be of interest to IMCA members. Where these are particularly relevant, these may be summarised or highlighted here. Links to known relevant websites are provided at www.imca-int.com/links. Additional links should be submitted to webmaster@imca-int.com

1 Near-Miss: Missing Grating on Platform in Fuel Tank

IMCA has received a report of a near-miss involving workers entering a cargo tank. Workers descending a ladder into the tank found that there was no grating platform at the foot of the ladder, leaving an unprotected drop to the bottom of the tank.

The grating platform was of a commonly used removable type with hinges, often used when the inspection access hatch is combined with the access for hoisting injured persons and/or for maintenance purposes or tank entry sampling. It had been left in a lifted or open position earlier to permit equipment or tools to be hoisted from the tank. No information concerning this had been passed to the workers descending into the tank.

No accident took place, but it could have led to be a very serious casualty had it not been discovered.

The following lessons learnt have been noted:

- ◆ The hinged design, though convenient, may compromise safety, as it introduces a significant potential hazard for a tank entry team. A fatal accident has previously been reported where a similar platform was fitted
- ◆ When a hinged grating platform is installed:
 - the risk that the platform is left in the open position should be taken into account in the procedures for tank safe entry and discussed at toolbox meetings prior to entering the tank
 - cargo tank entry hatches should be fitted with warning signs
- ◆ The recommended checklist for safe entry of confined spaces should be modified to include:
 - a check that the platform is in the correct position before descent
 - a check that the platform locking pin has been refitted after the platform has been replaced
- ◆ The safe operation procedure for opening and closing of the platform should be included in the permanent means of access manual (PMA) for newly built vessels.



Tank entry.



Hinged grating platform.

2 Recall of Pains Wessex White Collision Warning Hand Flares

Pains Wessex has announced a recall of its white collision warning (MK7) hand flares, item number 52651. The recall follows a recent incident in which an individual was seriously injured while using this flare. Pains Wessex has identified that there may be a risk that some of these white flares will not fire as intended. All white flares are therefore being recalled as a safety precaution.

No red (MK7) hand flares nor any other Pains Wessex products are being recalled. The recall does not affect Pains Wessex Australia Aurora hand flares.

The Pains Wessex white collision warning (MK 7) hand flare, item number 52651 is sold on its own and is also contained as a part of the company's collision warn-off kit and the ORC RORC distress kit as illustrated below.



Customers with in-date Pains Wessex white collision warning (MK7) hand flares are advised not to use the flare and are asked to return it immediately to the place of purchase where the purchase price will be refunded. If unable to return the flare to the place of purchase, customers may take the flare to their nearest chandler.

Customers with out-of-date Pains Wessex white collision warning (MK7) hand flares should contact Pains Wessex on +44 (0) 23 9262 3965.

To assist its customers with this recall, Pains Wessex has set up a help line during office hours on +44 (0) 23 9262 3962, or the company can be contacted via email at recall@pwss.com