IMCA Safety Flash 08/00

December 2000

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 Dangerous Transformers

One of our members has informed us that one of their vessels, operating in the Gulf of Mexico, has reported that a number of 'dangerous transformers' have appeared onboard from an unknown source.

Overleaf is a picture of one of the transformers.

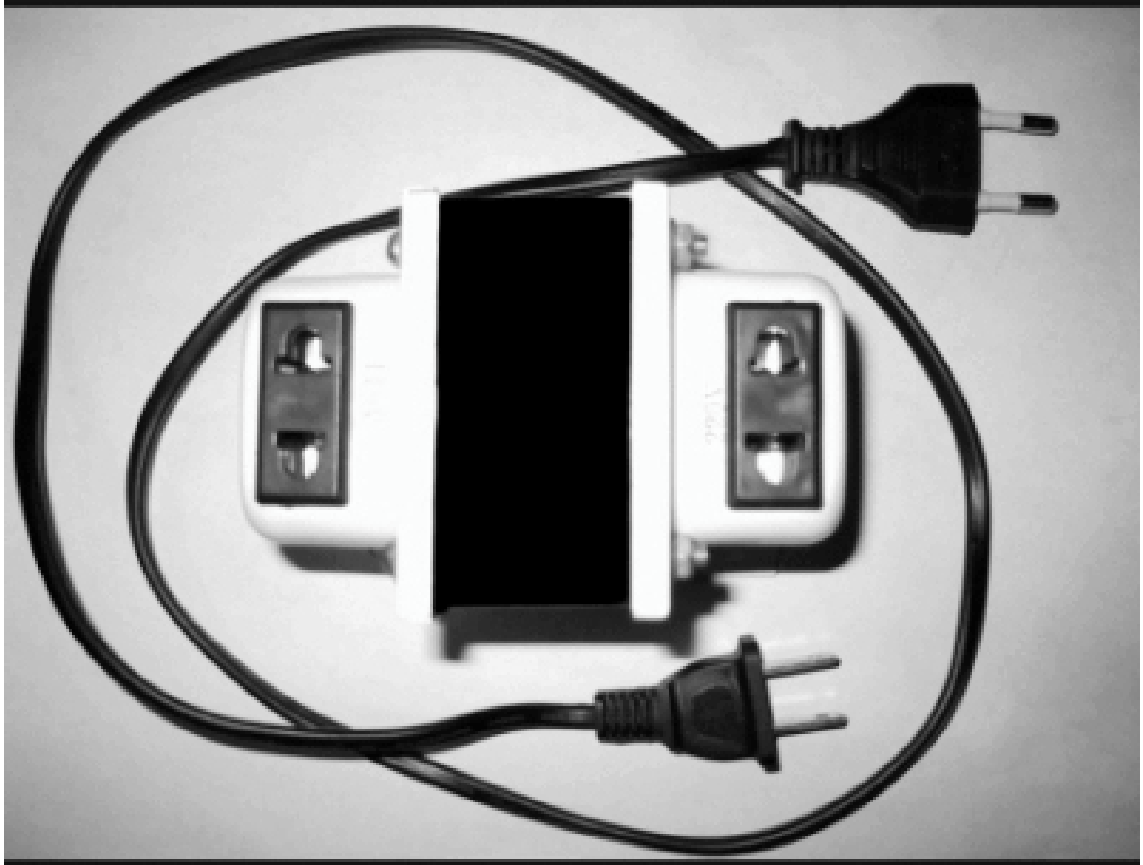
- The transformers have no earth and thus do not comply with relevant class (class I equipment – earthed) for appliances of this kind;
- The transformers are not double insulated and in fact have a metal casing. This does not comply with the relevant class (class II equipment – double insulated) for appliances of this kind;
- The lead has two plugs and the transformer two sockets. It is possible to plug a 220v supply into the 110v socket and produce 440v;
- If power is fed to the transformer then both sockets become live and there is a high risk of somebody being electrocuted.

2 Incompatible Threads on the bell Onboard Gas Bottles

We have received a report from a diving support vessel (DSV) that during the re certification and testing of the bell onboard gas bottles, it was found that the pillar valves were incompatible with the threads on the bottles. The bottles were W28.8 x 1¼" according to DIN 477. The pillar valves were ¾" NPT.

Since it is understood that this re-certification was done in the past by a third party test house, contractors may wish to examine their own worksites to check that they do not have a similar problem

DANGER



DO NOT USE THIS
TYPE OF EQUIPMENT