Injuries and Fatalities Prevention during Lifeboat Drills and Maintenance

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Lifeboat From Saving Lives to Causing Death!

• Lifeboats have been involved in a number of serious/fatal incidents yearly during maintenance operations and drills.

• Lifeboat accidents classified as one of the reasons for recorded shipboard/MODU fatalities/Injuries in the last 20 Years.
One study done by MAIB revealed 12 fatalities and 87 injuries were reported from UK between 1991 and 2001.


• Jack Up Drilling Rig in the Arabian Gulf in 2009.

• Semi-Submersible Drilling Rig in Brazil in 2010.

• The latest tragic accident was on 10 February 2013, on board the cruise vessel Thomson Majesty.
Key Benefits of Attending:

- Listen to regional and international case studies to identify how you can improve the performance of your offshore support vessels
- Discover the recent innovations with regards to design, technology and operations of OSVs to improve the quality of your offshore survey, drilling, production and logistic operations
- Explore new effective methods to train, recruit and manage human resources in order to avoid offshore incidents
- Gain exposure to international best practices to maintain and improve the HSE&Q ratings of your offshore programmes
- Understand the latest trends in the market by networking with key personnel from the national and international oil and gas companies, ship owners, ship builders and technology providers
Investigation Outcomes Highlighted

• Lack of Training on New Hooks.
• Management of Change Issue.
• Inadequate Operating Procedures.
• No FPD.
• Human Factor.
• Not following Manufacturer Recommendations.
The Root Causes of Most Lifeboats Incidents

• Unsafe practices during drills and inspections
• Communication failures
• Inadequate maintenance of Release System.
• Inadequate training
• Lack of familiarity with system and controls
• Failure of on-load release mechanism.
• Inadvertent operation of on-load release mechanism.
10 GOLDEN Preventive Measures

• Pre-use Checklist.
• Pre-Job Safety Meeting.
• PPMS.
• Inspection Program.
• Competency
• Manufacturer Recommendations.
• Direct Supervision at senior level.
• Approved Training.
• Written Operating Instruction/Procedures.
• Comprehensive Risk Assessment.
Conclusion/Summary

- Lifeboat is a safety-critical element.
- Performance Standards, verification and integrity.
- Effective Planned Maintenance System Program.
- Periodic Inspections.
- Comprehensive Risk Assessment.
- OPITO Training.
- Unmanned Launching and Recovery during drills.
- New Design/Technology should be considered.