Appendix 10-D

Bulk Hose Handling and Securing – Alternative Method
An alternative method of handling bulk hoses to that described in Appendix 10 - C is summarised below. This method also requires minimal modifications to the vessel and has been used satisfactorily in various areas.

Modifications / Preparations on the vessel include the following:-

1. A rubber coating or similar arrangements should be installed on the cargo rails to provide friction so that movement in the hose(s) is prevented until secured to the manifold.

2. A sufficiently large area must be allocated and marked on the deck of the vessel so that the hose can be positioned by the crane without assistance from the vessel’s deck crew.

3. Similar arrangements are required at all bulk handling stations where this method will be used.

4. The hose must have sufficient buoyancy elements, which must be clearly visible to vessel personnel.

In order to reduce the risks associated with bulk hose handling when using this method the following precautions should be observed:-

1. A pre-job talk should be held between crane driver and vessel personnel.

2. The hose should be delivered with the crane hook connected to the end of the hose. Where this is not possible, i.e. where the hook is connected to the hose at some distance from the end, the free end must be secured to prevent uncontrolled movement.

3. Personnel on the deck of the vessel must not be in the allocated landing zone whilst the crane is handling the hose. After the hose is landed within the zone the crane hook is disconnected.

4. After the hook has been disconnected the hose is connected to the appropriate manifold prior to the commencement of the bulk transfer operation.
BULK HOSE HANDLING AND SECURING – ALTERNATIVE METHOD

- Friction coating on the cargo rail
- Couplings in the cargo rail on the main deck
- Securing after the hose has been landed
- Adequately large deck area