

Bail-out whip failures

Safety Flash Published on 9 February 2010 Generated on 28 January 2026 IMCA SF 01/10

A Member has reported a number of failures of bail-out high pressure (HP) contents whips, at the area of the swage fitting.

What happened?

The exact cause of the failures had not been identified by the member company, however ongoing testing and investigation into recent hose failures by the manufacturer had identified hose damage due to bending or crimping.

The company issued a notice to its dive sites to quarantine all hoses from the same manufacture batch code and is to replace all similar contents gauge whips with an alternative design as soon as practicable.

Actions

During the transition period and in line with the manufacturer's recommendations, the following measures have been implemented by the company:

- Do not use either the whip or connection to lift or support bail out bottles.
- Ensure that the contents gauge hoses are not subjected to excessive bending with a proposed bend radius limit of 35mm suggested.
- Ensure that a bend restrictor is in place and firmly secured.
- Prior to use, visually inspect hoses before and after each dive. Look for any signs of kinking, flattening or change of hose diameter. Replace any hoses that show signs of being bent, kinked or damaged.
- Ensure that nothing is tied to or that any loading is imparted onto the hose end fitting.
- Where damaged or potentially damaged hose whips are identified they should be quarantined. All damaged and/or burst whips should be returned to a competent person ashore for investigation.

Whilst it is understood that the above relates to a particular make of HP whip, the advice and inspection regime suggested is relevant to all whips and hoses.

IMCA Safety Flashes summarise key safety matters and incidents, allowing lessons to be more easily learnt for the benefit of the entire offshore industry.

The effectiveness of the IMCA Safety Flash system depends on the industry sharing information and so avoiding repeat incidents. Incidents are classified according to IOGP's Life Saving Rules.

All information is anonymised or sanitised, as appropriate, and warnings for graphic content included where possible.

IMCA makes every effort to ensure both the accuracy and reliability of the information shared, but is not be liable for any guidance and/or recommendation and/or statement herein contained.

The information contained in this document does not fulfil or replace any individual's or Member's legal, regulatory or other duties or obligations in respect of their operations. Individuals and Members remain solely responsible for the safe, lawful and proper conduct of their operations.

Share your safety incidents with [IMCA online](#). Sign-up to receive Safety Flashes [straight to your email](#).