

## Plough recovery incident

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An incident was recently reported to us which occurred during the recovery of a plough whilst cable laying.

### What happened?

The emergency plough recovery system used incorporated an Emergency Life Line (ELL).

When the ELL became puckered on the stern chute during recovery, a webbing strop was employed to aid its recovery, attached via a tugger winch.

Unfortunately the ELL became snagged on the rudder and as it came free of the rudder it was sucked into the thruster, which in turn caused the weight to go onto the webbing strop/tugger winch wire which parted at the webbing strop.

The wire on the tugger and ELL winch snatched violently inboard, injuring two men who were on the aft deck.

### Recommendations

To avoid repetition of such an incident, the contractor involved recommended that:

- The vessel should be fitted with a high tension slowdown facility which can be used whilst on DP.
- The ELL, originally provided as an added security feature should the tow wire part, can cause excessive slack below the waterline at the stern end and therefore runs the risk of being sucked into the thruster; it should be replaced.
- All lifting equipment should be colour-coded.
  - The incident investigation revealed that the webbing strop had never been certified or inspected during its time onboard.

according to IOGP's Life Saving Rules.

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