

## Leg injury when struck by rebounding hammer

Safety Flash Published on 6 May 2021 Generated on 16 January 2025 IMCA SF 13/21

**A crew member was struck on the right lower leg (the shin) by a rebounding hammer.**

The incident occurred when the crew member was using the hammer to remove a stainless steel securing pin on the brake band drum of a tugger winch. The crew member was using the hammer and other equipment to remove a stainless steel securing pin, which was positioned at knee height on the brake band drum.

The pin was moving both ways a little, but required more lubrication. Spray lubricant was applied and was working through the pin mounts.

The crew member was striking the pin out using the hammer; one blow missed the pin, rebounded back and struck his right lower leg, causing a small cut and bruising above the ankle.

### What went right?

- A Toolbox Talk and Operational Risk assessments had taken place before starting work.
- All correct PPE was being worn at the time of the incident occurring.

### What went wrong?

- The crew member was in the line of fire – his leg was so positioned as to be hit when the hammer rebounded.
- The arc / swing of the hammer onto the pin required precision to avoid striking to the side, which resulted in uncontrolled rebound of the hammer in an undesired direction.

### What were the causes?

- **Immediate causes**
  - The crew member hit the pin in such a way as to cause the hammer to rebound in an uncontrolled direction.
  - The crew member's leg was in the way.
- **Root causes**

#### IOGP Life Saving Rules:



Line of fire

- Inadequate continuous risk assessment
  - The crew member did not identify the potential hammer miss-hit and rebound direction of the hammer during the activity.
  - The risk assessment did not identify the required body position to ensure it was not in the line of fire.

- **STOP Work Authority**

- No “Stop Work” and review the activity was undertaken during the tasks to evaluate the controls being implemented and the possible requirement to improve (by the individual or others).

## **Actions**

- Deeper and more thorough consideration of what “Line of Fire” can mean – are you in ***your own*** line of fire?
- Check with your colleagues before starting – *is this safe, could I do this in a better way?*
- **STOP the job** if you think it is unsafe, and put the right controls in place to make sure no-one is harmed.

*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](#).