

# MARITIME AUTHORITY OF THE CAYMAN ISLANDS

## FLYER TO THE SHIPPING & YACHTING INDUSTRY

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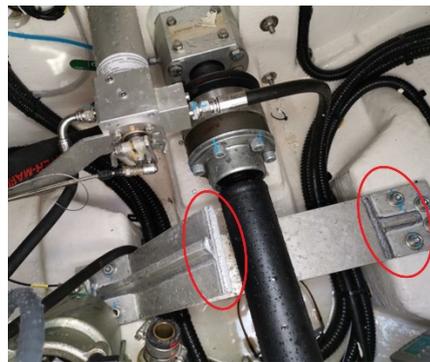
## Serious Failure During Tender Launching Operations

On 26 May 2019 a tender was being launched through a side shell opening of a large yacht at anchor. Three crewmembers were on board the tender during the launching operation. While the tender was being lowered, the aft attachment between the tender and the launching appliance failed catastrophically causing the rear of the boat to fall to the water.



Fortunately, none of the crewmembers on board the tender were seriously injured during the incident. However, serious injuries to the crewmembers could easily have occurred as a result of the fall to the water or by contact with the free-swinging hook and release gear.

On examination it was found that the hook and release gear had remained intact during the incident. The welds connecting the tender itself to the release gear were found to have failed inside the tender.



### Safety Issues

This incident has highlighted the following general safety issues related to the launching of watercraft.

- When inspecting and testing launching appliances it is important to consider the entire system under load. This will include the launching appliance and its foundations, the falls in use, hooks & release gear, the attachment to the craft being launched and the craft itself.
- “Man Riding” during the launching of any watercraft should only be undertaken when the entire system has been designed, tested and certified for such activities. Suitable standards for man riding

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include the IMO Life Saving Appliances Code.

- The risks inherent in all lifting operations, including the launching of watercraft, must be rigorously assessed and safe working practices developed.
- When “man riding” during launching operations, the minimum number of persons necessary for safe launching should be present in the craft being launched.
- Appropriate personal protective equipment such as lifejackets, “bump hats”, etc should be employed whenever their use is indicated by the risk assessment.

## *NOTE*

*This document, containing urgent safety information, has been produced for marine safety purposes only, on the basis of information available to date. The sole objective of the investigation of any accident or incident which is conducted under the Cayman Islands Merchant Shipping Law (2016 Revision) is the prevention of future accidents through the ascertainment of its causes and circumstances. It is not the purpose of an investigation to determine liability or to apportion blame.*

***The causes and circumstances of this incident are still under investigation and no conclusions have been reached or should be inferred from this document.***

*03 June 2019*