Marine Safety Forum – Safety Flash 08-16

Issued: 10th March 2008

Subject: LTI During Backloading Operations

A Lost Time Incident occurred on a North Sea platform supply vessel where an open frame with a generator inside was backloaded and landed on deck. Once landed, the crane driver lowered his whipline and pennant to allow the deck crew to detach the hook. The hook and lifting bridle of the frame had fallen inside the frame and the deck crew decided to release the hook from this position. One seaman then held the pennant and gave a hand signal to the crane driver to hoist his line. As he did so, a ferrule clamp on the wire caught on the frame causing it to lift momentarily and then fall down on the seaman's foot. The incident resulted in two broken metatarsals to the left foot of the injured party.

The lessons learned from the incident are:

- Not to guide a crane hook out of framed units if it is caught inside
- Open top-type lifts to have either a grating or tarpaulin cover attached to prevent lifting sling from falling into lift
- Attention should be paid to the type of ferrule in use

As a result of the above incident involving the ferrule of the crane pennant becoming snagged on an item of cargo being backloaded, this is a reminder of MSF Safety Flash 06-15 regarding types of ferrule terminations to be used on crane pennants.

The original incident in April 2006 resulted in a hand injury caused by the protruding ends of wire from a standard ferrule termination. The recommendation made was to utilise crane pennants for offloading / backloading supply vessels which are fitted with a Flemish or 'super loop' type of termination. As well as reducing the likelihood of injury this type of termination, which has a tapered top encompassing the wire ends, will also reduce the possibility of snagging on cargo.