

# Safety Alert

**Number: 19-06**

**Published: 03/05/2019**

**Subject: Lashings not removed before offload**

## What Happened / Narrative

A recent incident involving lashings remaining on cargo as it was being discharged offshore had a high potential for a serious incident.

Whilst offloading a slip joint from the vessels starboard side aft, the forward lashing was not removed. As the crane was taking up the weight on the wire, the securing lashing parted (remaining attached wrapped around the slip joint). This consequently created a rocking movement to the slip joint, which then came in contact with a previously back loaded lift; causing damage to its construction.

The deck crew watch were well clear of the lift, standing a safe distance away.

## Why Did it Happen / Cause

Forward lashing was not removed.

The last lashing was on the forward end of the riser which was hard up against risers forward of it. The lashing was underneath, thus it was very hard to see, it was dark, and all deck spotlights were on, it was not noticed until the lift was a few meters above the deck.

## Corrective Actions Taken / Recommendations

The following actions arose from the investigation into this incident:

- Ensure that this incident is raised at the next safety meeting.
- This "Lesson Learned "should be posted in a prominent position, back to back crews should be notified.
- Vessels should check that their deck lighting is working correctly.
- Information regarding Cargo Securing should be re-read by all concerned.

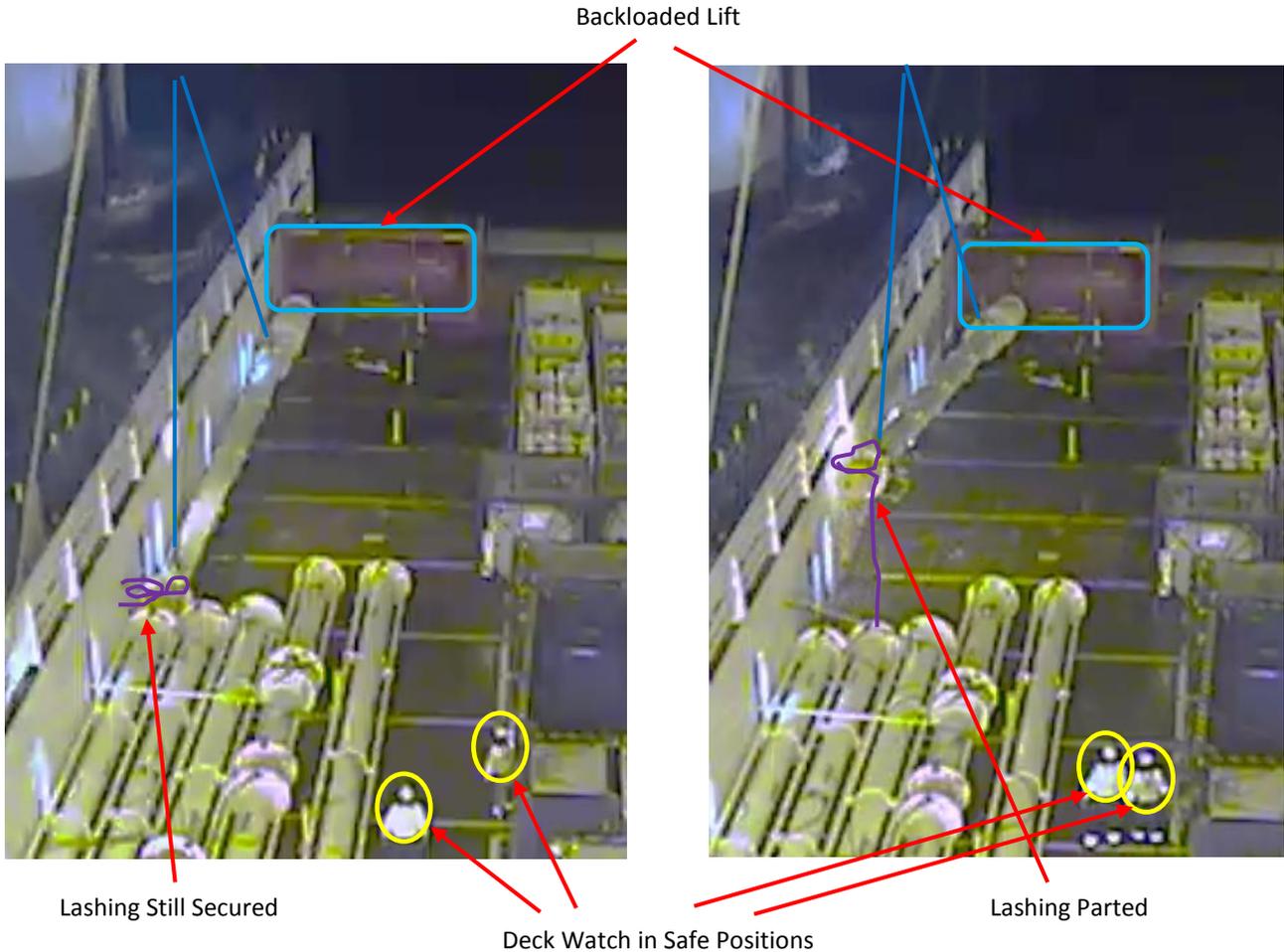
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## Photographs / Supporting Information

1. Before the weight came onto the Crane

2. As the Lashing Parted and Slip Joint hits backload



**Could this have happened on your vessel?**

**Take time to discuss what processes you have in place to avoid such an incident**

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