

Safety Alert

Number: 20-08

Published: 16/10/2020

Subject: Cargo Snagging

What Happened / Narrative

A vessel was engaged in deck cargo operations at an offshore location. A number of lifts had been successfully discharged and backloaded which led to limited space on deck. The crane operator advised the next lift would be the 25ft basket on the starboard side which was duly connected to the crane hook. The vessel deck crew moved to a safe place and confirmed the crane op was clear to hoist. As the crane operator began to lift the basket off the deck, the vessel bridge team noticed a corner of the basket had become snagged on the bridle of a nearby heli tank and called 'Stop Stop Stop' over the VHF. The call was not acknowledged, and the crane operator continued to hoist. As the 25ft basket was raised approximately 3m above the deck, the snagged lift was suspended approximately 0.5m and the 'Stop' call was given again by the bridge team. The crane operator continued to hoist causing the basket to rotate over the adjacent cargo and a third 'Stop' call was issued by the bridge team. The crane operator acknowledged the third stop call and began to take avoiding action. The crane operator was able to successfully land the snagged helitank in a clear area of the deck. The snagged lift was naturally freed, the vessel deck crew remained in a safe location and the basket successfully offloaded without further incident.

During the incident, the vessel crew actions were in accordance with company procedure and industry best practice. There was no reasonable explanation for not implementing the company reporting procedure which was in direct conflict with the promoted safety culture. Inevitably, the incident was reported and handled appropriately by the installation crew. This was reported to the charterer and eventually to the company management team with a request for explanation.

Immediately post incident, the crane operator and vessel master discussed the event where it was agreed operations could continue, provided all parties agreed to acknowledge any stop calls moving forward. The vessel Master also understood that the crane operator did not intend to report the near miss incident and agreed to co-operate.

Failure to report the incident deprives the opportunity to reflect on the lessons learned and identify preventative actions. Lessons learned relating to snagged lifts in particular are widely circulated in the industry. A similar incident was shared by the Marine Safety Forum within Safety Flash 18-19.

Why Did it Happen / Cause

An investigation was carried out in co-operation with all parties identifying actions which may have prevented the snagging event and further actions which may have reduced the potential impact of the scenario:

- The vessel deck crew did not 'tuck in' the heli-tank bridle on completion of backload
- The crane operator missed two opportunities to stop the job when the call was given
- The vessel master failed to report the incident in accordance with the company and charterers reporting procedure

In this case, there were no personnel injuries or property damage however the potential for harm still existed where it could have been prevented.

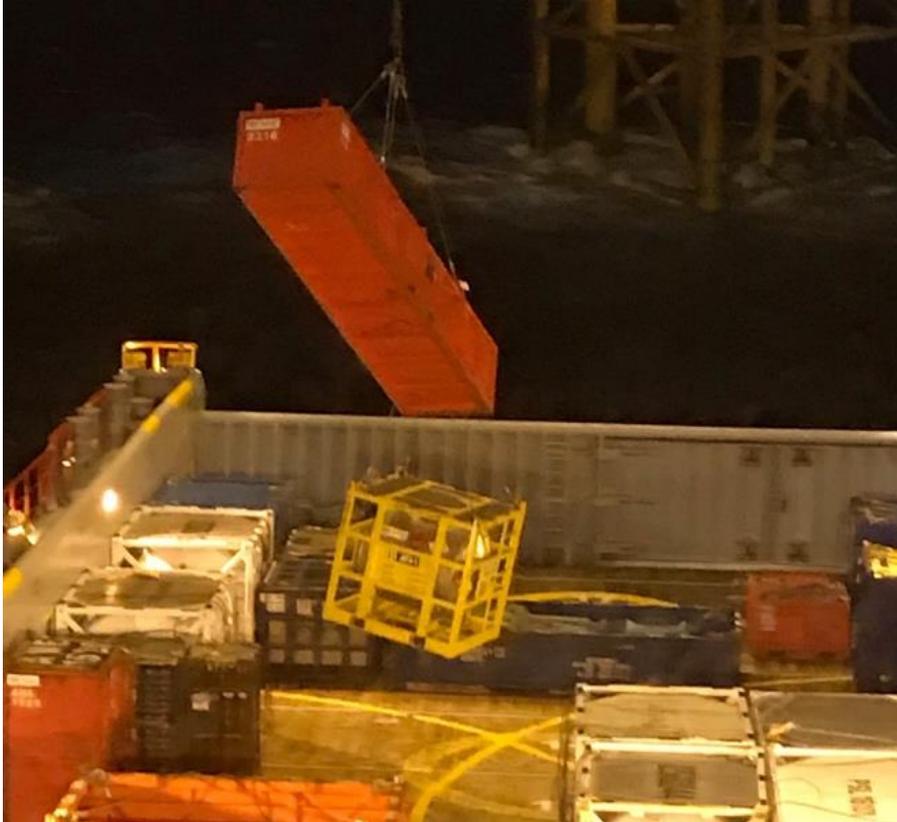
Corrective Actions Taken / Recommendations

- The vessel crew held a 'Time Out for Safety' to discuss the lessons learned focussing on industry best practice and incident reporting procedures.
- The platform operator has re-enforced the communication needs between vessel and platform crew, particularly in relation to 'stop the job'.
- The platform operator recognises a potential improvement in deck space management and planning. Vessel crew are encouraged to pro-actively give feedback in this area where possible.
- All crew are reminded to always be aware of potential snagging hazards and proactively take avoiding action where possible.
- Where possible, containerised cargo bridles should be stowed or tucked into the framework or basket to prevent snagging.

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Photographs / Supporting Information



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