



Learning Event



LIFTING

HAZARD

Physical

(moving object - swinging load)

Person in
Line of Fire

CONSEQUENCES

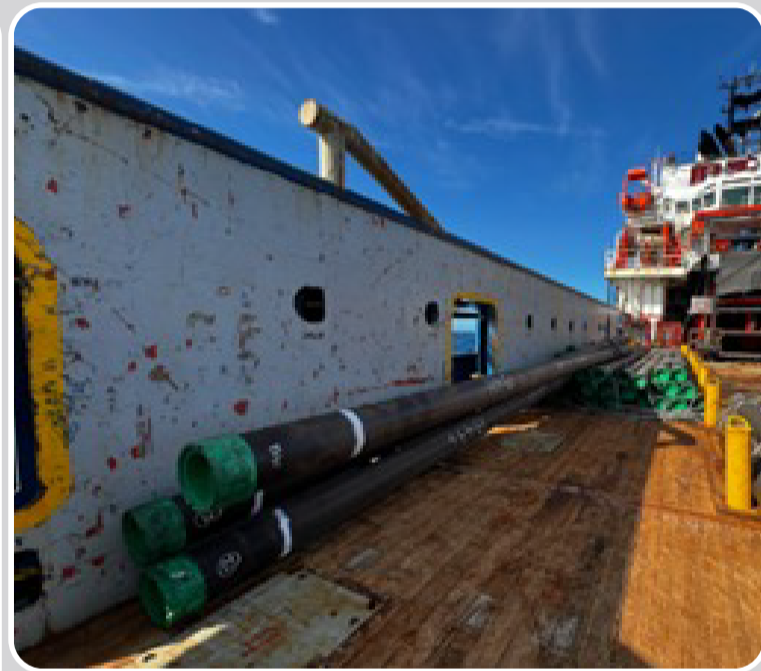
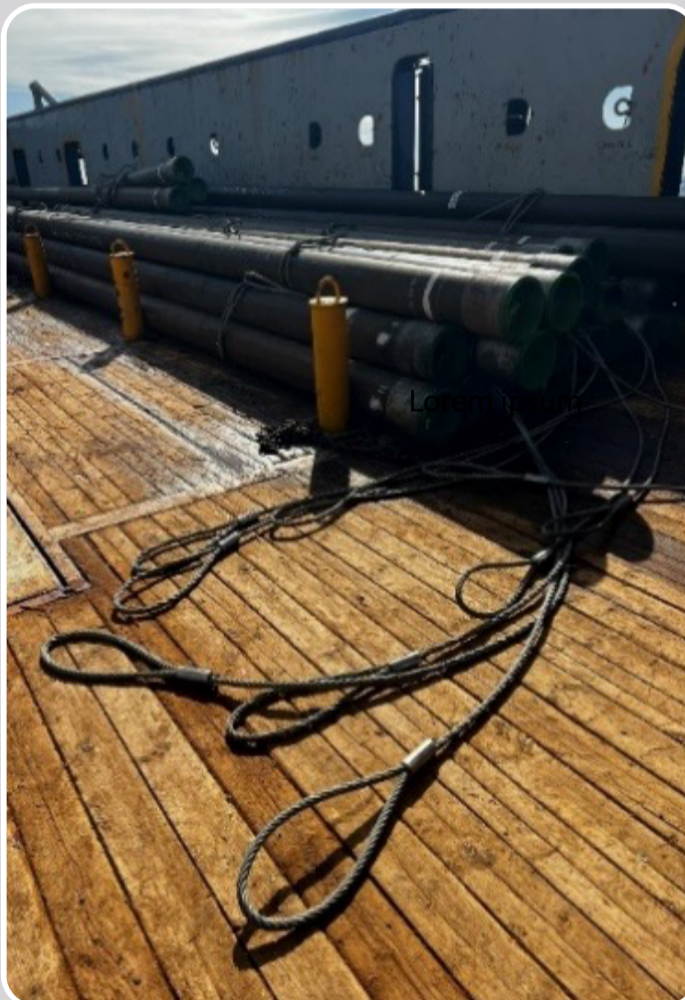
Actual: No harm to persons

Potential: This could have caused a fatality

WHAT ARE YOU DOING TO SAFELY MANAGE RISKS ASSOCIATED WITH OFFLOADING TUBULAR CARGOES FROM VESSELS?

What Happened?

An unexpected shift of casings occurred while offloading them from a vessel. The vessel was in position under the port crane and cargo operations commenced with three crew members on deck. The first two lifts were successfully completed. When preparing for the crane hook to come down for the third bundle of casing to be offloaded, two of the crew members laid out lifting slings and then one of them connected the tag line to the aft lifting sling. This crew member then departed the deck. The hook was lowered to deck level, and the remaining two crew members continued with the operation by connecting the crane stinger (wire rope sling) to each leg of the casing bundle hook without checking the connected taglines. The crane commenced taking the weight of the casing bundle, which then slipped and moved aft on the deck. The operation was immediately stopped and the crane operator ceased lifting to enable the crew to disconnect the load and clear the deck.



Why did it Happen?

- A crew member connected a tag line to an incorrect bundle sling.
- The tag line position was not verified prior to commencing the lift.

What did they Learn?

- The JSEA did not identify the risk of incorrect selection of slings (potential un-controlled movement) and sling verification prior to each lift. This should have been double-checked by another team member to confirm the correct sling is used.
- Due to the positioning of the slings on deck, it was difficult to trace the correct bundle. The "chokes" were behind the bundle (crash rail side). This, this combined with the positioning of the slings (forward and aft), made it difficult to visually confirm the correct selection.

IOGP Life-Saving Rules

- ✓ Be positioned to avoid: moving objects and dropped objects
- ✓ Establish and obey barriers and exclusion zones
- ✓ Take action to secure loose objects and report potential dropped objects
- ✓ Confirm that the equipment and load have been inspected and are fit for purpose
- ✓ Never walk under a suspended load



Ask yourself or your Crew:

- Do you handle tubulars in your workplace? What controls do you have in place to safely manage lifting tubulars? How do you manage line of fire risks during these operations?
- Do you implement double-checks during lifting operations to verify correct sling selection and positioning of tag lines prior to each lift?
- Does your company have a clearly defined stop work authority? Does everyone understand it? Is it effectively implemented?

Further information:

Oil Companies International Marine Forum (OCIMF) - Deck Cargo Management Onboard Offshore Vessels



SCAN ME

Guidelines for Offshore Marine Operations (GOMO) Appendix 9B: Transport of Tubular Cargoes and Appendix 9C: Guidelines on Makeup and Use of Tag Lines



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