

# Safety Alert

**Number: 23-01**

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**Subject: Tubular Load Strikes Vessel Light**

## What Happened / Narrative

While transferring tubulars from one trailer to another using an onshore crane, the operator lost control of the load and was advised to land the swinging load onto the deck of vessel. In the process of doing this, the load struck one of the vessel lights damaging the bracket.

## Why Did it Happen / Cause

- The crane operator slewed the load over the indicated landing area however the momentum had increased, and the load started to swing. The load then gathered further momentum making it impossible for the crane operator to rectify
- The boat foreman who was below the bridge of the vessel made the decision to land the load on the deck of the vessel due to the possibility of one of the joints slipping from the slings. While lowering the load to the vessel deck the joints swung through the bull rails damaging the vessel light
- Slings were incorrectly applied (offshore) with a combination of being too long and choked towards the center allowing little tension on the sling
- The weight of the load was 800kg against a hook block weight of 2200kg making it difficult for the crane driver to control the load

## Corrective Actions Taken / Recommendations

- The two joints should have been shipped in a basket - loose joints should not be bundled as a pair and especially with the length variations (Bundled joints should always be odd number)
- Lifting operations must always be compliant with company lifting procedures. Any deviations require a deviation or management of change request
- A memo was sent to all of the members sites regarding the importance of communications during lifting operations
- Liaise with offshore teams regarding condition of backloaded tubulars. Instruction to be given to all quayside teams to report any tubular handling which is inconsistent with current good practice
- Reflective learning session held to discuss the 'Swiss Cheese' model effect with quayside team, focus on key trigger points missed when 'Stop the Job' should have been implemented
- Camera to be fitted to crane booms to support vision of crane driver

## Photographs / Supporting Information



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