

# Safety Alert

**Number: 16-15**

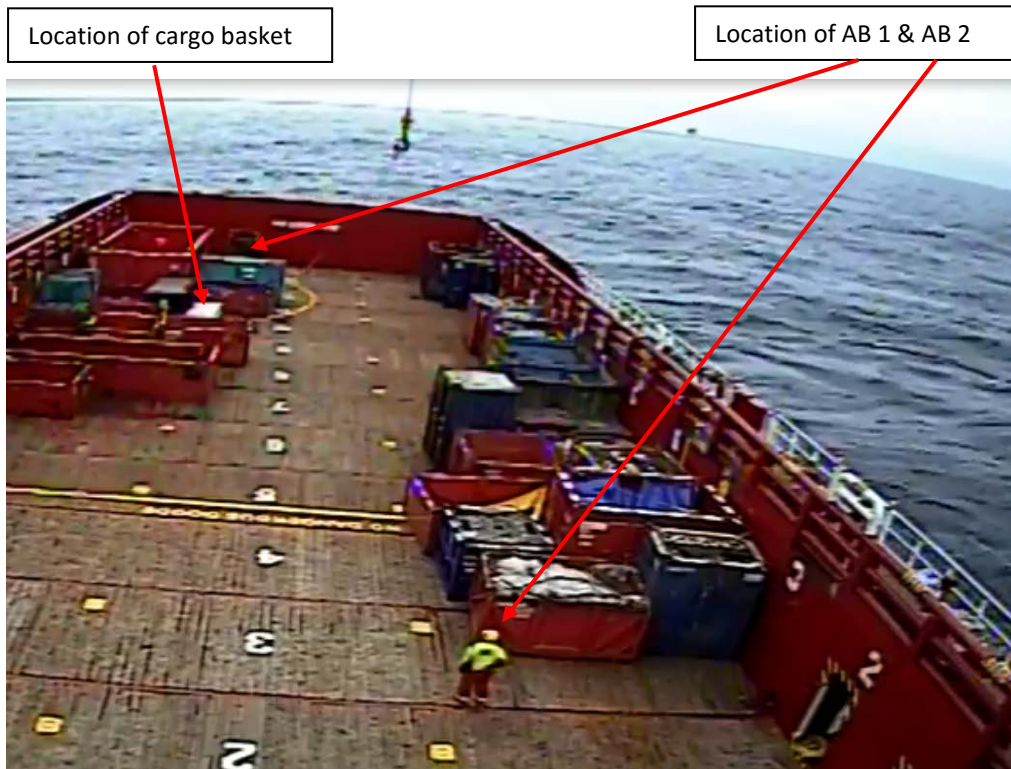
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**Subject: 'Stop the Job' Your Responsibility**

## What Happened / Narrative

A PSV was working alongside an offshore installation carrying out cargo operations which included the discharge of a small cargo basket.

After unhooking the previous back loaded CCU the AB's 'walked the crane' approximately 15 metres and hooked on a cargo basket, they then left the area and the crane began to take the strain. As the slack was being taken up the lifting bridle caught under the lid of the basket, fortunately the crane driver noticed the lifting bridle snagging and lowered the load, unfortunately both AB's had walked away from the basket in different directions neither observing the basket being lifted and so neither were aware that the lifting bridle had snagged, nor could they see each other to highlight the problem.



After a short time both AB's made their way back to the basket and cleared the lifting bridles. They then stood clear in a safe haven nearby while the crane took up the slack but once again the lifting bridle caught on the lid, this time buckling the lid exposing the cargo inside.



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## Points to Note / Corrective Actions Taken

### Points to Note:

- All involved (both on the vessel & on the installation) were reported as experienced in PSV operations.
- The AB's on-board the vessel routinely carried radios to maintain contact with the bridge and crane. All were reported as fully operational although they did not routinely talk to the crane driver during every lift.
- As the incident progressed there was minimal communication between the crane operator and the ABs regarding what problems were being encountered and how they would proceed.
- The full operation and difficulties encountered were witnessed by at least 3 individual parties (the AB's on deck, the bridge team and the installation) however no-one stopped the job.
- The vessel has since undertaken a full review of their cargo handling procedures including:
  1. A time out for safety meeting to discuss the incident
  2. A review of their cargo operations procedures and risk assessment
  3. A revision of their cargo operations toolbox talk to include items such as enforcing 'stop the job', working together as a team, good communications with the installation and avoiding 'walking the crane'

## Photographs / Supporting Information

The 'Guidelines for Offshore Marine Operations' document (GOMO) provides further information and guidance on the above subject. (See section 6 Operational Communications & meetings, and section 9 Logistics and cargo handling operations).

<http://www.g-omo.info/>

Also consult the Safe Packing and Handling of Cargo Issue 6 (In particular Section 9. Carriage of goods by sea. Para 10 Snagging hazards) which gives further information on cargo snagging.

<http://onshoreoffshorecargo.com/>