

# Safety Alert

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**Subject: Slip on Tag Line During Crane Operations**

## What Happened / Narrative

The vessel was preparing to commence cargo operations offshore. 2 AB's were on deck ready to hook a DP reference system target onto the installation crane. A tag line was attached to the box containing the target.

The box was hooked on and 1 AB was seen to fall to the deck.

The box was lifted by the crane once the AB was back on his feet and clear of the area. The AB was uninjured.

A time out for safety was immediately taken and the incident discussed, before work continued.

## Why Did it Happen / Cause

After hooking on, the affected AB had hold of the mid part of the tag line and took a step back. The fall was due to the AB standing on the end of the tag line and slipping.

Industry guidelines (GOMO) state that the use of tag lines should generally be avoided. However, it is recognised that certain conditions may require the use of them – this operation required the use of a tag line due to the relatively very light and fragile nature of the item being transferred.

The guidelines go on to state:

- All sections of the line, including slack must be kept in front of the body, between the handler and the load.
- Where two or more persons are handling the same line, ALL must work on the same side of the line. Any slack must be kept in front of the group.

These points are in accordance with the basics of good seamanship.

It is recognised that utilising tag lines with standard cargo units inherently puts distance between the handlers and tag line due to the dimensions involved. In this case, with a small box to be transferred, the tag line was far closer to the handlers and required further care and preparations to avoid conflict.

Additional pre-planning by the handlers should have been conducted:

- Identify side of box handlers will work at and the direction they will move away to.
- Run the tag line at the opposite side of the box and in the other direction.

Again, these points would be in accordance with the basics of good seamanship.

## Corrective Actions Taken / Recommendations

The risk assessment for deck cargo operations was reviewed to ensure the risks associated with tag lines are fully assessed, controlled and documented.

A recorded briefing for all ABs on the contents of the reviewed risk assessment was carried out.

Additional training in the use of tag lines, particularly with the use of small objects, and utilising the ship's crane for realism, was carried out.

Future operations will be closely monitored from the Bridge

This near miss had a high potential for serious injury:

- The crane could have lifted the load and impacted with the AB lying on the deck
- The crane could have lifted the load and the tag line could have tightened around the ABs leg lifting him off the deck.

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