

# Safety Alert

**Number: 18-19**

**Published: 27/07/2018**

**Subject: Snagged Lift**

## What Happened / Narrative

During deck cargo operations at an offshore location, a hoisted 10ft container became snagged on the bridle of a backloaded tote tank. A 'Stop Stop Stop' was given over the Radio and the Crane Operator immediately stopped hoisting and both containers remained suspended 3m off the deck. The Crane Op tried unsuccessfully to manoeuvre both containers free but due to restricted space on the deck he was forced to land the containers on top of a nearby tubular stack.

## Why Did it Happen / Cause

The investigation identified several contributing factors:

- The usable deck space was fully utilised with limited space to manoeuvre and stow cargo.
- The number of lifts declared for offload and backload altered significantly while the vessel was on location, including additional tubulars to be backloaded.
- The snagged bridle could not be seen from deck level by the crew or from above by the Bridge Team and Crane Op.
- Each corner of the 10ft container was fitted with a guiding pin which stopped the snagged bridle slipping free as the weight came on.
- The snagged bridle was not 'tucked away' or secured when the tank was backloaded.

## Corrective Actions Taken / Recommendations

When safe to do so, the vessels deck crew approached the lift and removed the bridle using a long boat hook. The containers were safely discharged and deck items securely re-stowed with minor cosmetic damage to the tote tank.

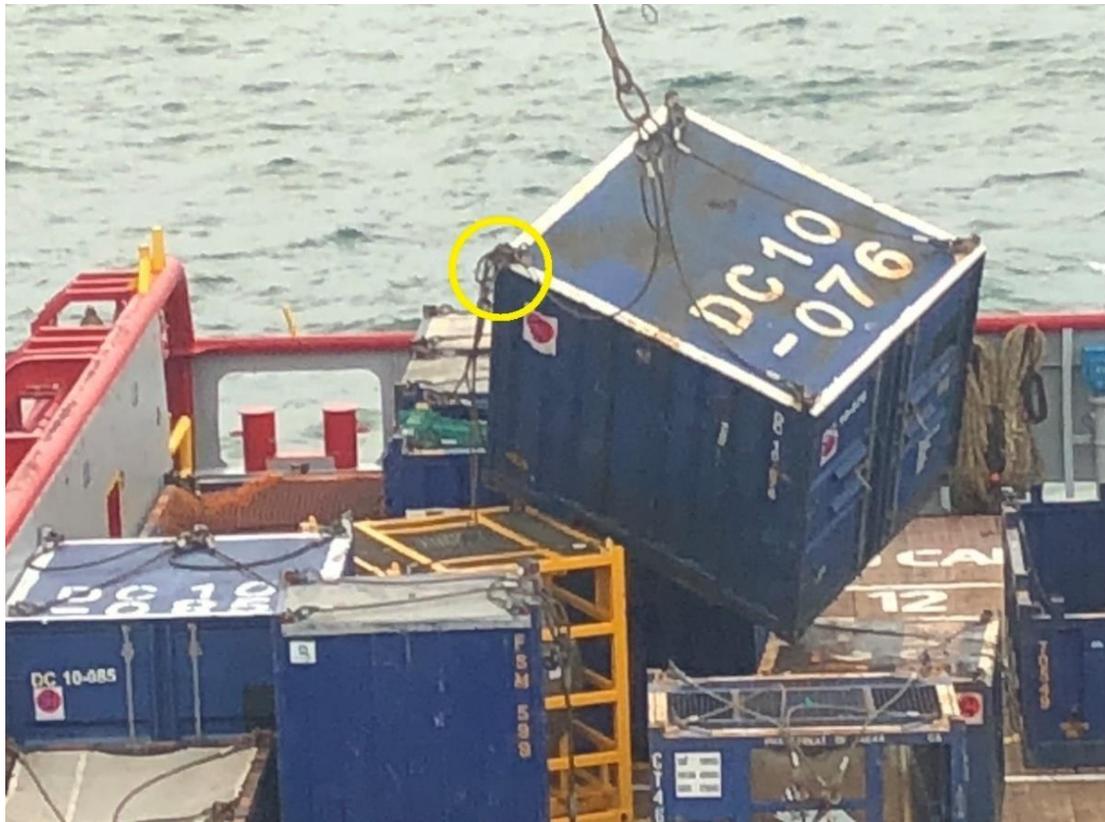
With this in mind, the vessel owner highlighted the following points:

- A comprehensive toolbox talk was carried out prior to operations which included the topic of checking for potential snag hazards. All vessels should continue this practice prior to cargo operations and discuss continued vigilance in searching for potential snag hazards throughout the operation.
- The deck crew were in a safe location, well clear of the lifts and at no time were they at risk during the operation. Vessels operate in a dynamic and ever-changing environment; crew members must identify and remain in a safe place while lifting operations are ongoing.
- The bridle of the tote tank could have been tucked away into the grillage after disconnecting the hook. These actions would not have prevented this incident but may help prevent future similar incidents before they occur.
- The Charterer was informed in accordance with their procedures, this contributed to an effective and conclusive investigation. The Bridge Team should take time to research the reporting requirements included in the briefing pack when going on hire and before a potential incident should occur.

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## Photographs / Supporting Information



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