

# Safety Alert

**Number: 18-23**

**Published: 26/10/2018**

**Subject: Near Miss – Potential Dropped Object**

## What Happened / Narrative

During cargo operations at an offshore location, a 20ft basket was discharged from aft on the main deck. Shortly afterwards bridge team were informed by the installation crew that a yellow metal plate was found trapped inside the forklift pocket of the basket. Later that day, a picture of the plate was sent to the vessel and ships staff confirmed that the plate originated from the vessel's deck.

The plate in question was used to protect a potential trip hazard (stanchion mounting holes) when not in use.

## Why Did it Happen / Cause

A detailed risk assessment for the operation was in place and as per standard practice, the risk assessment was used as the basis of the toolbox talk for the operation. The following hazards were amongst those specifically identified:

- Trip hazards marked or removed if possible. The use of these covers was justified in removing the high likelihood of a trip resulting in personal injury.
- Dropped objects prevented by a pre-inspection of the container prior to lifting and use of safe havens when any lift is suspended.

Note that the control measures listed did not include pre-inspection of the deck. The control measure requiring a pre-inspection of the container alone failed, as it did not identify the potential dropped object. However, it should be noted that the ability to conduct a full inspection of a container prior to lifting from a vessel's deck can be impaired and may not always identify all Potential Dropped Objects, e.g.

1. Weather conditions / water on deck may not allow a full check of fork pockets
2. The orientation of a container against the vessel's rail or other cargo may impair visibility of all areas that could harbour a Potential Dropped Object

## Corrective Actions Taken / Recommendations

A spare cover plate was immediately fitted, and the trip hazard removed. Ship Staff were also able to engineer a solution so that no single motion i.e. wave action on deck could result in the plate being inadvertently shifted. Additional pins have been added which will hold the plate in place unless intentionally removed.

Furthermore, the vessel owner implemented the following preventative measures fleet-wide:

1. Update the risk assessment - add pre-work inspection of the deck as an additional control measure against the hazard of Potential Dropped Objects
2. Update 500m entry checklist to include a requirement for a positive report to the bridge that the pre-work deck inspection has been completed
3. All Safety Officers to conduct inspection of the vessel plate cover arrangements to determine if a similar hazard could occur and take preventative action where necessary
4. Conduct an additional recorded briefing for all deck crew on the lessons learnt – particularly the potential failure of the pre-lift check of the container and the new requirement for a pre-work deck inspection

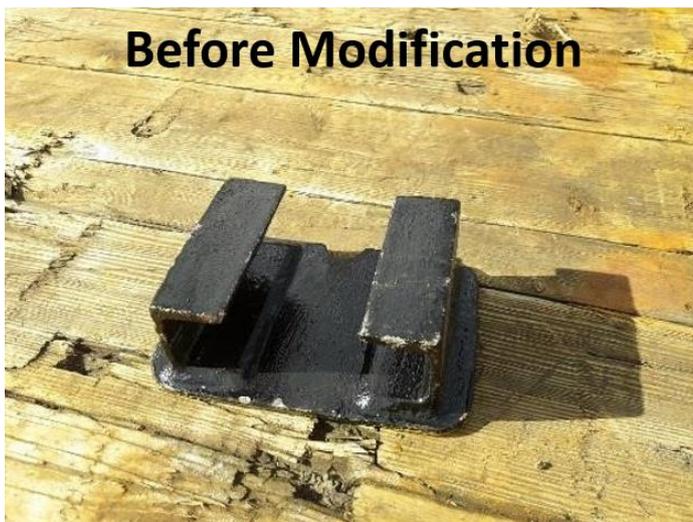
## Instructions to vessel owners fleet:

- All crew shall be made aware of this bulletin and contents by displaying on noticeboards, printed copies available in mess rooms and discussing all learning points and recommendations at the next onboard safety meeting
- Any applicable points shall be actioned to reduce the likelihood of a similar incident occurring on another vessel

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## Photographs / Supporting Information



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