

Marine Safety Forum – Safety Flash 15-17

Issued: 4th May 2015

Subject: Tag Line Incident

What Happened

During back loading operations one of three tag lines in use became trapped under the basket that had just been landed on the supply vessel.

The vessel deck crew consisted of one banksman and two load handlers. The load handlers released the baskets lifting bridle from the crane and proceeded to hook the three tag lines back onto the crane hook for retrieval back to the rig.

The banksman who was handling the crane hook secured all three tag lines into the crane hook unaware that one of the tag lines was trapped under the load and that he was standing in a potential pinch point.

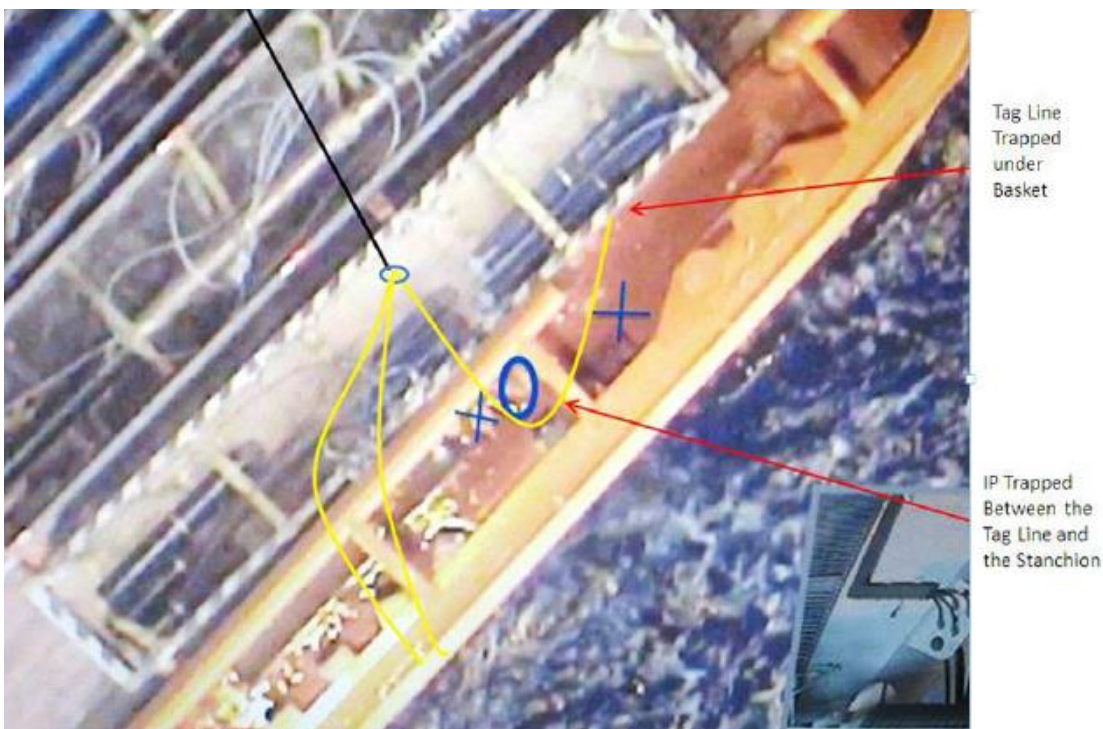
Photograph 1 below shows the tag line (yellow line) routed around the stanchion and the banksman attached to the crane hook (blue circle).

The banksman signaled by radio for the crane operator to hoist up the hook and tag lines. As the crane hoisted the hook, the trapped tag line became tight pinning the banksman against the stanchion with the tag line.

The banksman with assistance from one of the load handlers managed to move the tag line enabling him to give the radio command to lower the hook.

The crane operator lowered the crane hook releasing the banksman.

Photograph 1 – Location of Trapped Tag Line



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Photograph 2 – View of Basket and IP Location



Contributing Factors / Causes

- Inadequate supervision and oversight by vessel banksman; did not follow job duties and stay well clear of “any” lift (includes all personnel)
- Inexperience of sling men on vessel (relatively new personnel)
- Failure to recognize the hazard

Preventative Measures / Actions

- Review procedures with customer and vessel operator to address appropriate use of tag lines including use of risk assessment for when to use or not to use tag lines. (review of WRA between vessel and rig before loading/unloading operations commence)
- Vessel operator to address this incident with their staff for proper banksman duties
- Rig personnel to review this incident (in particular crane operators) and communicate with vessel supervision when vessel crews are not following correct procedure
- Use of ‘Time Out for Safety’ as appropriate

G-OMO Guidance on the Use of Tag Lines

Ref: Section 9.14

In general, it is recommended that the use of tag lines should be avoided.

However, it is recognised that their use may be advantageous in handling some of the cargo items referred to above (unusual cargo items loaded onto vessel decks), and also that they are in general use in certain parts of the world.

Guidelines for their make-up and use are therefore included in Appendix 9 – C.

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