

# Marine Safety Flash

## A15-26 (15<sup>th</sup> October)



### Dropped Gangway

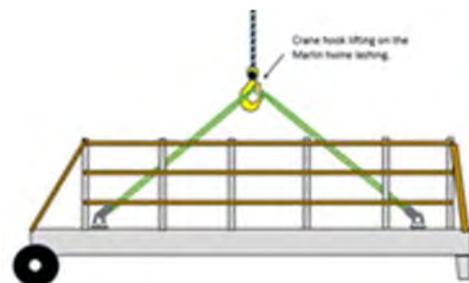
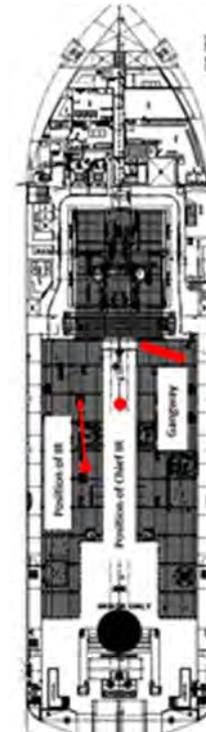
#### Incident Overview

At approximately 06:55, from a safe position on the main deck, Person 1 (P1) used the starboard cranes remote control to operate the crane. P1 proceeded to lift the gangway (length 5m, weight approximately 125kg) from its cradle on the upper deck. Once it was clear of the cradle, P1 began to slowly slew it around, at which point the gangway fell. The gangway initially made contact with the roller on the upper deck then dropped approximately 10 meters landing on the main deck. At the time of the event, P1 shouted out to alert Person 2 (P2), the only other person present on the main deck.

P1 was in an approximate position 10 meters aft of the forward section of the main deck and P2 was a further 10 meters behind P1 on the port side, walking forward.

The deck crew immediately inspected the gangway and lifting arrangements. On inspection, they identified that there had not been a failure of lifting equipment. All four of the 2 tonne, 3m long polyester webbing endless slings remained intact and shackled to the lifting points on the gangway and the crane hook was intact and fully operational.

It had been previously noted that the Marlin twine had been used as a lashing, connecting the eyes of two slings on both sides of the gangway. On inspection, the slings had separated and pieces of Marlin twine was found present on the main deck /drop zone. On further investigation, the gangway was lifted on the Marlin twine lashings connecting the slings, which parted under the weight of the gangway. The crane hook was not passed through the four endless slings.



#### Key Findings

**CRITICAL FACTORS:** The wrong section of the lifting arrangement was attached to the crane hook.

**CONTRIBUTING FACTORS:** The lashed together of two slings at the centre gave the impression of one continuous strop on each side of the gangway.

#### Recommendations

1. Visually inspect all gangway lifting equipment and remove any non-certified items i.e.: lashing, whipping, cables ties etc.
2. Review / develop the ship specific procedure and risk assessments for deploying gangways, reinforce the importance of inspecting lifting gear and arrangements, ensuring a clear deck for the load path and use of barriers where possible.
3. Review current lifting procedures
  - o To provide a lifting standards and specification for Ships Lifting Equipment.
  - o Provide instruction for lifting teams.