

Marine Safety Flash



A16-18 (13th May 2016)

Damage to onboard Crane during vessel unloading

Incident Overview

While discharging cargo from a vessel, via crane lift onto the wharf, the cargo being lifted (40' long stock) struck the motor of the rail crane on the vessel resulting in a cracked housing unit.

From the deck of the vessel, the dogman visually inspected the vessel where the impact occurred and reported the incident to his supervisor. The report indicated that no damage to the vessel was sustained. However upon closer inspection of the area of impact, damage to the motor housing unit was observed. See images below.



a) Close up of cracked motor.
cargo struck the motor.

b) Blue paint markings where the

Key Findings

- **Inadequate Procedures or Standards:** Current '*Vessel Loading and discharging*' and '*Dogging and Rigging Operations*' SOPs do not instruct the dogman to ensure they has a continuous clear view of the lift prior to and during the lift.
- **Inadequate Procedures or Standards:** Current '*Vessel Loading and discharging*' and '*Dogging and Rigging Operations*' SOPs do not specify reporting and escalation protocols when an incident occurs.

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- **Incorrect lifting:** The crane operator and dogman did not stop the job when he noticed the load being lifted was uneven.

The root cause of the incident is that the current SOPs do not instruct the dogman to maintain a continuous clear view of the lift prior to and during the lift.

It was identified that there were inadequacies with the current SOPs which did not specify requirements for the dogman to maintain a continuous clear visual contact with the load being lifted.

It was also identified that “Take 5” risk assessments are conducted only for new vessels that enter the port.

Incident was reported by dogman to supervisor. No damage to vessel was reported at the time.

Drug and alcohol screening was conducted on persons involved.

Recommendations

Port Authority are to review and update its SOPs for “Vessel Loading and discharging’ and “dogging and Rigging Operations” to include the following:

- Revised SOP to include dogman having a continuous clear view of the lift prior to and during the lift.
- To specify reporting and escalation protocols when an incident occurs to vessel operators
- Toolbox talks to include Stop Work Authority.