



Safety Alert

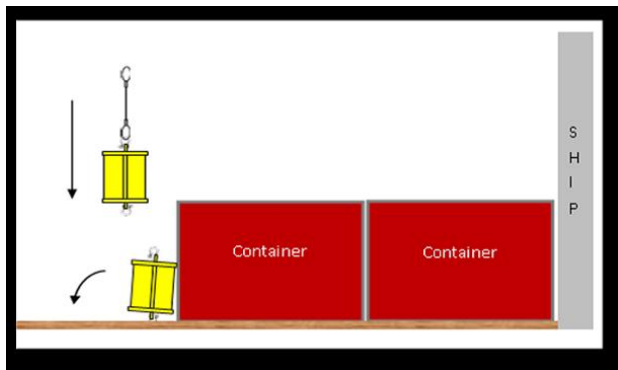
From the International Association of Drilling Contractors

ALERT 12 – 30

UNSTABLE LIFTING DEVICE INJURES CREWMAN

WHAT HAPPENED:

The vessel was about to complete discharging and back loading at the platform. The last lift to come down was an “I” shaped spreader beam which measured approximately 8 meters (26 feet) long. The top and bottom of the beam has two lifting eyes situated at each end. The crane operator lowered and set the beam down on the lifting eyes directly against a previously loaded 20 foot (6 meter) basket. When the tension was taken off of the lifting slings, the two Able Seamen (ABs) moved towards the beam to release the slings from the hook. As soon as the slings were disconnected, both ABs focused their attention on the hook to make sure it would not hit them. At that moment, the ship made a slight rolling movement towards the starboard side and the beam flipped over, landing on top of and fracturing the left ankle of one of the AB's.



WHAT CAUSED IT:

- The landing was unstable and the spreader fell on its side due to the beams eyes on the bottom side.
- The weather and position of the vessel was calm. The small movements from the vessel attributed to the beam standing for approx. 30 seconds in the upright position against the container.
- The spreader was not listed on the pre (concept) backload manifest.
- The crew was not aware that the spreader beam was to be back loaded beforehand and, therefore, was not discussed it in the toolbox meeting.
- This lifting beam was not considered hazardous cargo (unstable cargo) by all personnel involved and accepted to be loaded on the vessel.
- The AB's were both focused on the hook after the cargo was landed, as they considered the beam stable and did not move a safe distance away from the beam.
- The injured AB was new to the industry and he was teamed-up with a colleague who worked for the company for 11 years.
- After the beam was unhooked, the injured AB was moving towards instead of away from the cargo.

CORRECTIVE ACTIONS: To address this incident, this company did the following:

- The crew was reminded that every lift must be properly planned (Manifest).
- All members of the lifting team were reminded that there must be clear communication between the deck, bridge and rig.
- It was emphasized to the deck crewmen that more attention should be paid to every lift.
- The deck crew was reminded not to unhook any cargo until it is stabilized on deck.
- The company took steps to ensure good induction and familiarization for new crew members.

****Full Credit to Marine Safety Forum – Safety Flash 12-40****

The Corrective Actions stated in this alert are one company's attempts to address the incident, and do not necessarily reflect the position of IADC or the IADC HSE Committee.

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