



# H S E

HEALTH SAFETY ENVIRONMENTAL



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## *Crane Incident*

We recently had an incident during crane operations that created a situation where an “all stop” was called and an investigation was required.

### **Summary**

While performing crane operations offshore, a GIS crane operator was directed & verified, via three way communications, by deck coordinator to lift a basket off of a vessel. The Riggers hooked to the basket onboard the vessel and the crane operator began to lift basket. When he was approximately 3 foot off the vessels deck the aux line overload alarm went off, causing the crane operator to set the basket back on the deck of the vessel. He then moved the crane clear from the vessel, called all stop and notified his supervisor that he had overloaded the crane's aux line. Supervisor notified proper Client personnel onboard the platform. Crane was shut down and Client personnel performed a crane overload inspection and found no damage, then the crane was returned into service.

During the RCA, there were protective systems in place that worked well and some that were overlooked, or did not work. Below we have identified both of the groupings to provide clarity on this situation.

### **Did Not Work or Not In Place**

- Prior to unloading vessels for this platform, a Manifest Review Meeting is held to review “big block lifts” or lifts that must be made with the main line vs the auxiliary line. This meeting is usually held the night before in an effort to prepare the crew and facility deck for the loads coming in. This meeting did not happen prior to this incident because the crew worked late and did not receive the manifest in time to conduct the meeting.
- Due to congestion on the deck, some of the items on the vessel needed to remain there and be offloaded at a later time. The crew focused on this task to assure that the right materials were being offloaded. By focusing on this part of the task, relaying the weight of the loads to the operator (3-way communication) did not happen as it normally would have. This was also a contributing factor to the overload.

### **Worked Well**

- Crane overload warning system was in place and responded correctly. When the operator picked the load up as trained, the alarm sounded and allowed the operator to quickly land the load without further issues.
- The crane operator lifted the load as trained, smoothly and only a few feet off of the deck prior to raising to platform. This allowed the alarm to sound and quickly land the load without endangering other personnel.

As a result of the RCA, we also identified that conducting a review of the manifest load weights, load chart and verifying big block lifts prior to making crane lifts was not listed as a critical step on the pre-populated JSEA. We have now added this step as a reminder of steps that must be completed prior to completing the JSEA and conducting lifting operations.

If you should have any further questions or concerns, please contact the Corporate HSE department.

**SAFETY ALERT**