



# H S E

HEALTH SAFETY ENVIRONMENTAL



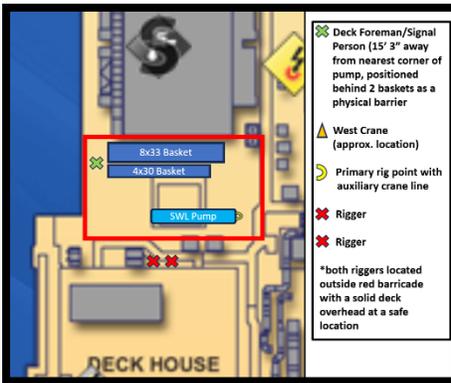
Alert #: SA 29-23

Date: August 3<sup>rd</sup>, 2023

## Rigging Failure Leads to Near Miss

Please note, this incident did not involve a GIS crew and is being shared for informational purpose.

On July 24<sup>th</sup>, 2023, a crane crew was attempting to land a Seawater Lift Pump (SWLP) on the main deck of a production platform. Due to the size and nature of the load, the SWLP was lifted and flown in a vertical position. However, due to complexity of the load, the SWLP would have to be laid horizontal to deck.



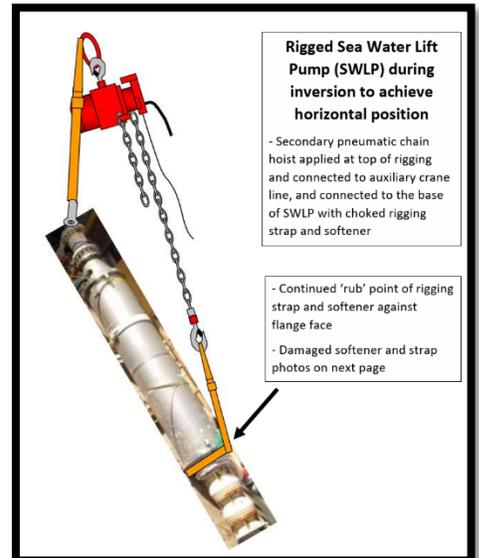
In order to accomplish this, the rigging crew would have to invert the SWLP. While in the process of inverting the SWLP to the horizontal position, the designated signal person (DSP) noticed that a rigging strap was binding against a teflon centralizer causing it to become unstable. The DSP called an all stop to ensure no one was with in the barricaded area and informed the rest of the rigging crew of the potential hazard.

As the team continued with the lift, the pump motor-end was approximately one foot off of the deck when the rigging strap broke free causing part the load, weighing approximately 17,600 LBS total, to drop to the deck.

Due to the complexity of this lift, it was attempted utilizing the crane's auxiliary or fast line and a pneumatic chain hoist to aid in the inversion.

The actions taken by the crew during the lift ensured the safety of all involved. The area was barricaded prior to the lift and during the lift the crew remained vigilant of potential hazards. Once a hazard was identified, the DSP halted the job to ensure everyone's safety. The DSP remained in the barricaded area, but took great care in ensuring that he was positioned outside of the cone of exposure and was further protected behind two cargo baskets.

In the future, both the main and auxiliary lines will be utilized during a high-risk lift and chain falls will no longer be utilized. This will eliminate the potential of slings rolling due to force. Furthermore, a greater emphasis shall be place on the location of the applied rigging to ensure that contact is not made with sharp edges or stress points.



**Report all incidents immediately to the GIS Hotline**  
**1-855-543-5163**

Following your initial phone call, an incident report **must** be completed and e-mailed to:  
[incident@gisy.com](mailto:incident@gisy.com)

SAFETY ALERT