



15 February 2024

# Safety Bulletin 2 /2024

## Small tweak, big difference



Dear all,

G2 Ocean is committed to providing a safe and healthy work environment for all personnel involved in our operations. The purpose of our Safety Bulletins is to raise awareness of health & safety risks associated with cargo operations.

G2 Ocean works with several hundred stevedore companies worldwide. We believe that by seeking and sharing insights across company and country boundaries, we can prevent future incidents together. Descriptions of incidents will always be fully anonymised.

This edition is about an incident where cargo was dropped during crane ops. Kudos to the stevedores, for sharing key findings from their investigation report. They have the same commitment to sharing safety information as we have in G2 Ocean. If you have any feedback, please email us at: [safety@g2ocean.com](mailto:safety@g2ocean.com)

Best regards G2 Ocean Team

### Heavy objects dropped

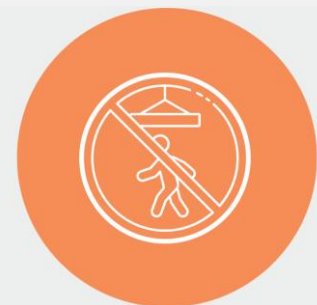
The vessel was discharging aluminium slabs, using the vessel's gantry crane.

The weight of one unit was 25 tons. Two slabs were discharged per crane lift, in a basket configuration.

During what seemed like an ordinary lift, both slabs slipped out of the slings due to an abrupt crane movement. They dropped several meters.

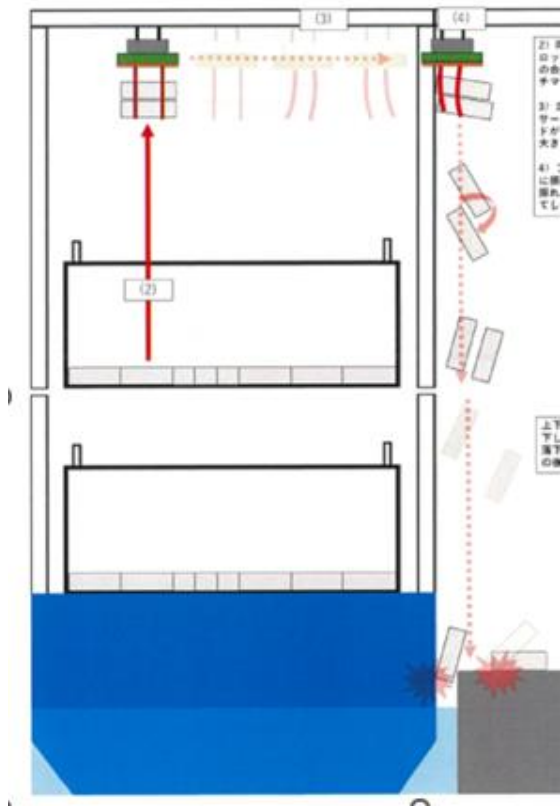


The incident highlights how following the "Life-Saving Rules" really can be the difference between lives lost and "just" damage to property.



## NEVER WALK UNDER A SUSPENDED LOAD

Stay clear of crane operations.



The crane's direction of travel is abeam, not fore-and aft. Abrupt crane movements can always occur, because of a mistake by the crane operator or a technical malfunction. If it happens, the cargo is much more likely to slide out of the slings, if the direction of the cargo is as shown in the top right corner.



### Insight

**Insight** is one of G2 Ocean's safety behaviours. We expect this behaviour from our own employees, and everyone we work with. After this incident, the stevedores shared their investigation report with us, and the drawing above is from their report. By sharing insights we can reduce the risk of a similar incident happening again.

### Consequences:



- The dropped cargo units were recovered with assistance from divers and use of a shore crane.
- There was minor damage to the vessel and quay.
- Potential fatality if dropped cargo hit stevedores, crew or other persons in the area.

### Lesson learned:



- Consider the orientation of slabs, and all other types of cargo. Use the safer option, even if it adds a few seconds to each lifting operation.
- Assess risk. Sometimes a minor tweak in working method can significantly reduce risk. Having more than one safety barrier will ensure that a single human error or a minor technical malfunction does not have catastrophic consequences.
- Never walk under a suspended load. Make it a habit to walk on the sea-side when the vessel is alongside. Avoid the side facing the quay, where cargo operations are ongoing.