



15 September 2024

# Safety Bulletin 9 /2024

## Damaged crane wires



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 damaged crane hoisting wires. Often there is more than one root cause and several contributing factors, it is a big topic for a two-pager. We are seeking insights on material fatigue and technical issues, but again we observe that human intervention can also make a difference.

If you have any feedback, please email us at: [safety@g2ocean.com](mailto:safety@g2ocean.com)

Best regards G2 Ocean Team

### Root causes

Over the last months there have been incidents where the hoisting wire either parted, or wire damage was observed during cargo operations and the wire replaced, before further incident.

We are working closely with the vessels' technical managers to identify root causes. Changes to replacement intervals and maintenance & inspection routines are implemented. Some damaged wires have been sent to laboratory for testing, the root cause is not yet identified in all cases .

What we know with certainty is that "wire touching hatch coaming" is a root cause in *some* of the incidents, and a contributing factor in others.



Example of extreme wire damage. Grease marks are clearly visible on the coaming, the wire rope has been dragged over the coaming repetitively.

**RIGHT:**

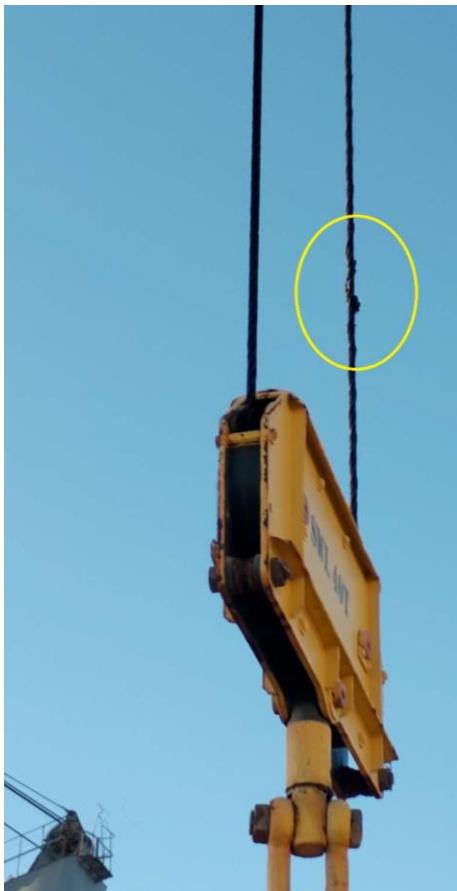
**Case 1:**

The wire was touching the overhang. Crew intervened and stopped the operation.

**LEFT & BELOW:**

**Case 2:**

A crew member spotted wire damage during loading (yellow circle), and alerted the crane operator.



**Intervention** is one of G2 Ocean’s safety behaviours. We expect this behaviour from our own employees, and everyone we work with, including crew and stevedores. Stop the operations if you observe that the wire is touching the hatch coaming, or if you think that the wire is damaged.

**Consequences:**



- Cargo operations were stopped immediately. In both cases the damaged wires had to be replaced. The wires did not snap and there was no dropped cargo.
- Potential injuries, which could be fatal for stevedores and crew .

**Lesson learned:**



- Stop operations if the wire touches the coaming. Crew and stevedores should report this to G2 Ocean immediately.
- At the pre-ops and daily meetings, assess the of risk of wire touching coaming during the crane operations. The risk will be higher if the cargo hold has an overhang. Possible risk-mitigating actions:
  - Use a different size or type of frame.
  - Use forklifts to re-position cargo inside the hold, making it easier to access for the crane operator.
  - Use a shore crane.