



15 October 2025

Safety Bulletin 10 /2025

Rough handling of cranes



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 unsafe operation of cranes, and we explain in detail what we mean by “unsafe”.

If you have any feedback, please email us at: safety@g2ocean.com

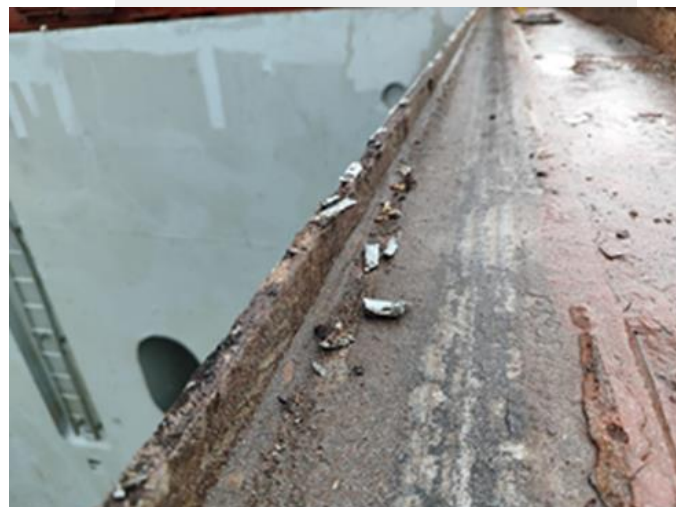
Best regards G2 Ocean Team

What is “rough”?

Over the last months there have been incidents where the crane hoisting wire was damaged. In some of these cases the wire broke, and the load dropped. “Rough handling” or “unsafe operation” is often identified as a root cause or contributing factor.

This is what we mean by “rough”:

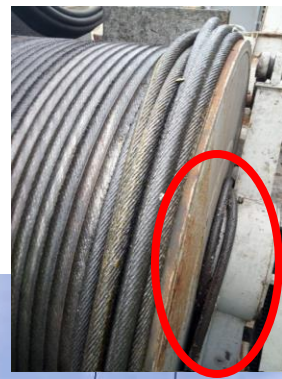
1. Allowing the wire to touch the hatch coaming or any other part of the vessel.
2. Abrupt movements, such as sudden starts, stops and changes in direction.
3. *Pulling* cargo, rather than *lifting* it. Sideway forces cause damage to crane bearings and sheaves, which will impact the wire.
4. Allowing the wire to become slack, causing it to get entangled in other crane parts.
5. Ignoring indications that there is a technical malfunction, such as unusual sounds or warning lights in the operator’s panel.
6. Operating the crane outside its design limitations, overriding safety devices.



Evidence that the wire has been dragged repetitively over the hatch coaming.



Scan this QR code to see a two-minute video, clarifying with real-life examples what we mean by “unsafe crane handling”.



Innovation 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. Look for safer ways of working! Change stow patterns or lifting methods, to enable safe crane operation.

Consequences:

- There have been incidents this year which have caused damage to crane wires.
- Potential injuries when wires break and the load drops. This could be fatal for stevedores and crew.

Lesson learned:

- If you observe unsafe crane handling: Stop the operation.
- If a habit of rough handling has developed over time: Vessel crew, stevedores and we in G2 Ocean can find safer ways of loading the cargo. That has already been done in some ports. Examples of solutions:
 - 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.