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Safety Bulletin 05 /2026

A new workplace every day

Know your vessel

For a stevedore, it is rarely time to really get familiar with the “workplace”, i.e. the vessel. Some will never call the same port twice, and most port calls lasts less than a week. This adds to the safety risk.

Most of our vessels are quite similar by design, but equipment, access routes to the holds etc will always be a bit different. Most of our vessels have 40 t or higher capacity cranes, while some have 30 t only.

The picture below was taken during pulp loading, some weeks ago. The frame can be rigged for 8 x 2 units per crane lift, there are 8 (orange) beams available. Only 6 beams were in use this day, lifting 6 x 2 units. The frame is not used to its full capacity, because the SWL of the vessel crane is 30 t.



Just as the stevedores are getting familiar with one vessel, it departs, and the next one arrives.

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 which highlights how seeking and sharing information about each vessel’s limitations and peculiarities, can prevent incidents.

If you have any feedback, please email us at:

safety@g2ocean.com

Best regards G2 Ocean Team

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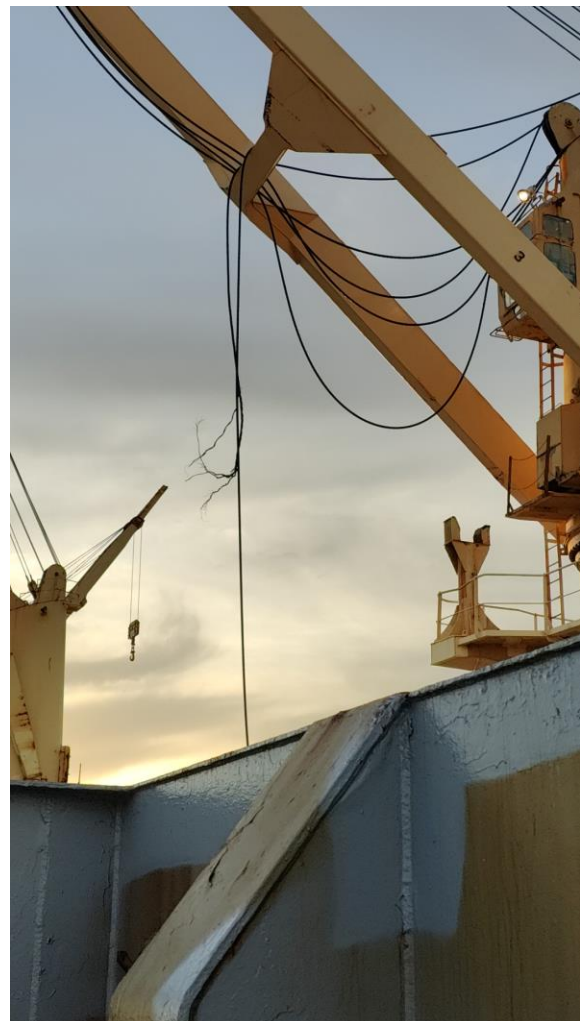
Loading: 6 x 2 pulp units per lift.

Incident during discharging:

This is the same cargo shown on the previous page, now at the port of discharge. The hoisting wire broke, and the cargo, frame and hook dropped down on the quay.

Immediate cause: Stevedores made a human error and hooked up too many units to the frame: 8 x 2 units, instead of 6 x 2.

The combined weight of the 16 units (32 t) and the spreader (3.4 t) was 35.4 t, above the 30 t Safe Working Load of the crane.



Insight is one of G2 Ocean's safety behaviours. We expect this behaviour from our own employees, and everyone we work with. It means seeking and sharing insights between everyone involved. When a vessel arrives in port, try to see the cargo operations from the other side's perspective: What may be different today?

Consequences:

- Actual: Damage to the crane hoisting wire, which was replaced.
- Potential: Fatal injuries to stevedores, crew or any other person working in the area, either on board or on the quayside.

Lesson learned:

- This vessel had never been to the discharging port before, while other vessels with higher capacity cranes call this port frequently.
- The root cause of this incident is yet to be identified. It is always good practice to seek and share insights about the vessel and the cargo operation, at the onboard safety meeting. Make sure all stevedores, on every shift, know the limitations of the vessel.