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Safety Bulletin 8 /2026

Crane wire damaged



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.

In this edition we describe an incident where the crane wire rubbed against the hatch coaming. This is something very visible, and we want more persons to step up and stop it.

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

Best regards G2 Ocean Team

Steel touching steel

Over the last months we in G2 Ocean have seen a positive trend with regards to crane incidents. Training and tweaks in work practices have reduced the risk of crane wires touching the vessel structure. This improvement would not have happened without support from vessel crew and stevedores. Thank you!



In our fleet there are countless crane lifts every year. The risk is still there, and we want to maintain the momentum.

This cargo hold has an overhang, which increases the risk of the wire being dragged against the coaming. The crew has put up a mooring rope, to protect the bulkhead and alert the crane driver if the wire is too close.

Crane wires touching the coaming is just one category of unsafe crane operations. Scan this code to see real-life examples of other unsafe acts:





During unloading of steel slabs, several wire strands broke. Fortunately, the core of the wire did not break. Crew observed the incident and immediately alerted the crane driver.

In the picture above, the grease marks clearly show that the wire has been dragged against the bulkhead. The damaged part of the wire was sent to a laboratory to verify the root cause.



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. It takes a bit of courage, but you have G2 Ocean's support if you stop unsafe operations.

Consequences:



- There were no injuries. The damaged wire was replaced.
- Potential fatality from dropped objects, if the wire had snapped. Stevedores were working inside the hold at the time of the incident.

Lesson learned:



- If you see the wire rubbing against the hatch coaming, hatch cover or any other part of the vessel: Stop the operation.
- There is no single measure which can eliminate the risk for all operations, but in most situations practical solutions can be found. Examples include:
 - Using a different size or type of lifting frame.
 - Using forklifts to re-position cargo inside the hold.
 - Protecting the bulkhead with mooring ropes.