

Marine Safety Forum – Safety Flash 12-07

Issued: 15th February 2012

Subject: Snagged Cargo Carrying Unit During Offshore Discharge

During a routine cargo discharge operation the corner stacking point on a skip snagged on the top of one of the vessels safe haven openings.

This resulted in a 21t overload on the platforms crane and damage to the skips lifting bridle and stacking point as shown below.



The following pictures are from a re-enactment with similar types of CCU:



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The re-enactment exercise was very useful as it validated our perceptions. I.E.:-

1. Skips with corner stacking points are more likely to snag in the vessels safe haven openings compared to skips with inboard stacking points.
2. Safe haven openings with a rounded top significantly reduce the likelihood of skips and other CCU's snagging.

The Recommendations from this investigation are:

1. CCU manufacturers to consider re-engineering units which have corner stacking points
2. Safe haven openings to be constructed so as to incorporate a rounded edge (approximately 100mm diameter) around the upper third of the opening
3. When loading deck cargo consider the potential for CCU's to snag on vessel structures, in particular safe haven openings
4. OOW/Deck crew to provide guidance/instruction to crane operators on best position for CCU's on **their** vessel
5. Consider where practicable loading CCU's with snagging potential away from the safe haven openings
6. Make installation aware of any lifts that have the potential to snag

Reference Material:

“Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations”
section 9.10.1

“Cargo Snagging & Safe Havens Good Practice” June 2007

Safety Alert 09-40 “Snagged Cargo Carrying Unit in Safe Haven”

Safety Alert 05-22 “Design Issues with Safe Havens”

All reference material available from www.marinesafetyforum.org