

MMS

U.S. Department of the Interior
Minerals Management Service
Pacific OCS Region

Safety Alert

Notice No. 10
April 16, 1993

LIFTING OPERATIONS

During repositioning of a sand bin with a crane on a Pacific Outer Continental Shelf Region (POCSR) platform recently, two of the pad eyes broke and one end of the bin fell and punctured holes in the platform deck. In addition, there have been a number of rigging failures during cargo transfers between supply vessels and POCSR facilities during the last few years, some of which resulted in cargo losses overboard. To prevent recurrences of these types of accidents, the Minerals Management Service (MMS) has identified safety measures to be followed:

1. When bins or other containers are moved by crane, operators should ensure that the stresses on the pad eyes, due to (1.) the weight of the bin and its contents, (2.) the configuration of the slings, and (3.) the dynamic offshore conditions, do not exceed design capacity for the pad eyes. The design criteria, with applicable safety factors, must be taken into account along with any visible corrosion or weakening of critical parts of the transfer containers.
2. With respect to the rigging failures, operators must follow the measures specified in American Petroleum Institute Recommended Practice for Operation and Maintenance of Offshore Cranes, API RP 2D, which is incorporated by reference into MMS's regulations at 30 CFR 250.20, Safe and workmanlike operations, (c) Crane operations. The sections on handling, attaching, moving, and holding the load are particularly pertinent to this matter.

Our Safety Alert Notice #8, dated January 28, 1993, entitled "Lifting Operations," highlighted the measures relevant to a fatal accident involving a load which dropped due to a parted sling.

Careful consideration of all lifting operations is necessary because of the tragic results that can come about due to equipment failures or lapses of attention or judgement.