

Shore-side crane boom collides with vessel mast

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During shipyard lifting operations, the boom of a dock crane made contact with the vessel mast.

What happened?

As a result of the collision, a wind sensor and GPS sensor were dislodged and fell to deck. Additionally, a fixing clamp was later found on the main deck, approximately 30m away.

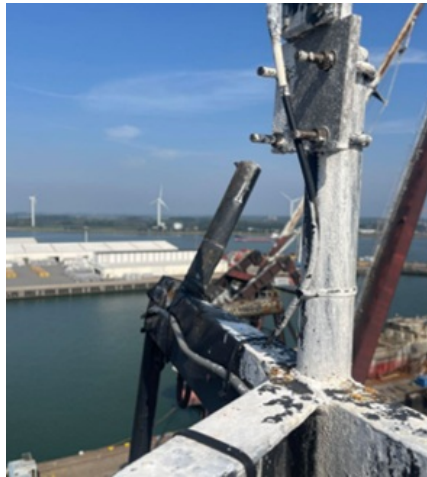
IOPG Life Saving Rules:



Safe mechanical lifting



Boom adjacent to mast after the incident



Damage on the mast

This was a high potential incident; both the wind sensor and the fixing clamp could have struck a person, potentially causing serious injury or even fatality.

What went wrong?

- The yard crane operator was simultaneously driving the dock crane, slewing, and booming out, without maintaining visual control during the operation. This was in contravention of the yard's own lifting procedures.
- The dockyard crane operated independently, without waiting for signals from the banksman on the vessel.
- The banksman was not positioned to effectively observe potential obstacles.
- The dockyard crane operator lacked clear visibility and could not see any potential clashes.

Actions and topics for discussion

- Ensure that all stakeholders – vessel crew, third party crew, dockyard crew, management - understand just how critical is the role of the banksman in lifting operations.
- It is vital to have clear communication between the banksman and crane operator.
- Ensure the dockyard management have received all the right information they need before the vessel goes into dock and before operations begin. This should include:
 - Vessel “General Arrangement” drawings, including details of potential obstacles;
 - Vessel dimensions.

Members should refer to:

- [IMCA HSS032 Guidance on safety in shipyards](#)

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