

CARGO SAFETY AND SECURITY



DROPS

DROPPED OBJECTS PREVENTION SCHEME

»» SNAG HAZARDS

A Snag Hazard is best defined as any lift which has a potential for the lifting set to snag on its contents whilst being lifted.

Snags risk the weight of the load being transferred from the certified lifting points to a loose object which has no load bearing capacity. In general nothing should protrude outwith the cargo-carrying unit.

It is also important to recognise that even items contained within a CCU or frame can become a Snag Hazard, because when loading/offloading offshore the vessel rises and falls and, as such, the lifting gear has the potential to fall into the unit and snag on its contents. **A tarpaulin, net or other means, should be used to cover such items.**



»» These protruding legs could easily become entangled with the lifting gear causing a hazard to those involved in loading or offloading.



»» This unit is protruding both over the top and over the edge of the CCU causing a hazard to those involved in loading and offloading.

»» DROPPED OBJECTS

A Dropped Object is defined as any loose item found on cargo which is not properly retained and therefore has the potential to fall off whilst in transit by road or sea.

The most common example of this is hand tools which have been used in preparation of the lift – eg a spanner used for tightening bull dog grips on pipe bundles or pliers used for removing split pins from the lifting gear of a CCU.

The law of physics dictates that **even the smallest nut can have a devastating effect when it falls 90 feet in the air on to a seaman handling cargo on the deck of a supply vessel.** Similarly, if an object falls off of a truck travelling at a speed of 40 miles per hour and strikes the windscreen of a car, it is clear that this could have disastrous results.



»» Loose debris in forklift pocket. This is a common occurrence which causes a hazard to road users and everyone involved in the lifting operation.



»» Ratchet Spanner left on tubulars by slinging crew.

»» SECURING DOORS

In addition to securing the cargo, it is also vitally important that the CCU doors are also properly secured.

Most CCUs have metal door handle mechanisms consisting of a locking bar complete with locking cam at each end, securing handle and handle retaining clip. The door must be closed properly and all components must be fully engaged and further secured by a secondary securing device such as a metal karabiner, a 'Customs' type metal seal or a wire door seal.

All lifts should have attached an inspection tag to either identify its current transit status as inbound or outbound cargo.

The tag shall be annotated by the relevant persons to confirm that the CCU is properly prepared, packed and sea fastened in a manner to satisfy the conditions that it could reasonably be expected to encounter during transport.



»» SECURING CARGO

All cargo carried within CCUs should be restrained for 'worst weather conditions'.

The restraining devices should have a predetermined breaking strain – eg ratchet straps or cordstrap (rope is not recommended). In certain cases a combination of wood and straps can be used and in extreme cases it may be necessary to use mechanical aids such as turnbuckles.

All closed units should have a container net to ensure that objects do not fall out when opened.

It is advisable to cover objects within an open unit with a net or tarpaulin.



DURING FORKLIFT OPERATIONS REMEMBER SAFETY FIRST REGARDLESS OF URGENCY AS UNDUE HASTE OR SPEED KILLS!

Please refer to the **UKOOA Guidelines for the Safe Packing and Handling of Cargo to and from Offshore Locations.**

COMPLACENCY IS A KILLER...

IF YOU SEE AN UNSAFE ACT, STOP THE JOB AND TAKE TIME OUT FOR SAFETY

DROPPED OBJECTS DO HARM AND DO KILL

CHOOSE YOUR FUTURE MAKE A DIFFERENCE