

INCIDENT ALERT

LOCATION:	AGGREGATE DREDGER	ALERT STATUS:	Normal
ACTIVITY:	LIFTING	DATE ISSUED:	03/12/2020 16:24:47
SUB ACTIVITY:	NO SUB ACTIVITY AVAILABLE	INCIDENT No:	03580

TITLE

Fatal 6 - Lifting operation LTI injury - BMAPA Alert

COUNTRY OF ORIGIN

ACCIDENT / INCIDENT DETAILS

The crew of a UK marine aggregate dredger were undertaking the task of positioning the intermediate wire reel onto the deck of the vessel to facilitate the intermediate wire change.

The task involved lifting the wire spool over the dredge pipe and landing it into the A-Frame trestle. On the first attempt the reel was lifted with the sides of reel in the direction forward to aft. On lifting the wire over the pipe, it became evident that in this direction it would not fit between the dredge pipe and the ships hand railings.

The reel was rotated 90 degrees, lowered past the dredge pipe and then rotated again back 90 degrees and lined up with the A-Frame trestle. On lining up with the A-Frame trestle it became apparent the reel was too wide to fit.

The task was halted, and the reel was returned to shore. A decision was then made to use 2 independent trestles which were set up in a different position on deck. An attempt was made to land the reel in this position, but the dredge pipe reduced the available space in this area and the reel was too big to fit.

A decision was then made to move back to the original location and the trestles were set up in this location. The wire reel was lifted on-board, a cross bar was then inserted through the centre of the reel to facilitate rotating the reel into the fore and aft direction. During the rotation, the reel moved more quickly than in the previous attempts, it was at this point the IP sustained a crush injury to his left forefinger. The reel crushed his finger against the upright stanchion of the hand railings.

ACCIDENT / INCIDENT IMAGES



LEARNING POINTS / ACTIONS TAKEN

Learning points:

- The dimensions of the reels used to dispatch replacement wires are not a standard size.
- If a particular size is required to fit an existing support trestle or to enable access through a hatchway to the hold for storage then it should be specified at the point of order.

Actions

- All vessels to discuss this incident in detail at the next available opportunity and ask "...could this happen on my watch?"
- All vessels to reflect on risk assessments for changing wires to ensure effective hazard identification has been completed.

LEARNING POINTS / ACTIONS IMAGES