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Safety Bulletin 1 /2025

Dropped steel cargo



Discharging of slinged pipes.

Dear all,

G2 Ocean is committed to providing a safe and healthy work environment for all personnel involved in our operations. The purpose of our Safety Bulletins is to raise awareness of health & safety risks associated with cargo operations.

G2 Ocean works with several hundred stevedore companies worldwide. We believe that by seeking and sharing insights across company and country boundaries, we can prevent future incidents together. Descriptions of incidents will always be fully anonymised.

This edition is about dropped steel cargo during crane operations, a stark reminder that never walking under a suspended load can be a life-saving habit. If you have any feedback, please email us at: safety@g2ocean.com

Best regards G2 Ocean Team

Slings and safety



NEVER WALK UNDER A SUSPENDED LOAD
 Stay clear of crane operations.

Over the last months there have been incidents where slinged steel cargo dropped.

Fortunately, the above Life-Saving Rule was followed by everyone involved. On the next page, you will find details about two of the incidents.

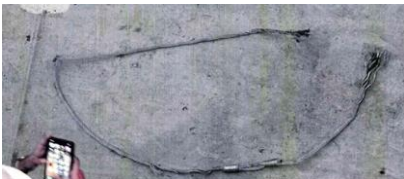


The risk increases if steel bands, used to bundle cargo items together, are touching the lifting slings. The sharp band can potentially cut the softer sling material during the lift. This unsafe condition was rectified before the lift.

Incident 1:



A bundle of H-beams dropped when the below wire sling parted during the crane lift. Likely cause: Chafing during the sea voyage and contact with a sharp cargo edge had damaged the wire prior to the lift.



Incident 2:



A steel bar of 866 kg slipped from the sling and dropped into the hold



Insight is one of G2 Ocean's safety behaviours, it means that we all should seek and share insights on safety. We expect this from our own employees, and everyone we work with. Under "lessons learned" you will find insights from one of our employees, who has decades of experience with steel cargo.

Consequences:



- In both incidents there was damage to the vessel's ballast tanks, causing delays.
- Potential injuries, which could be fatal for stevedores and crew .

Lesson learned:



Reduce likelihood:

- The crane operator must avoid abrupt movements.
- Use sufficient dunnage in the correct positions, to protect the slings from chafing during the sea voyage.
- Put the slings in the correct position, away from sharp bands and edges.
- Inspect slings to the extent possible, before the lift.
- Final check: Pause for a moment at the start of every lift, with all persons at safe distance.

Reduce consequence:

- Never walk under a suspended load. 2