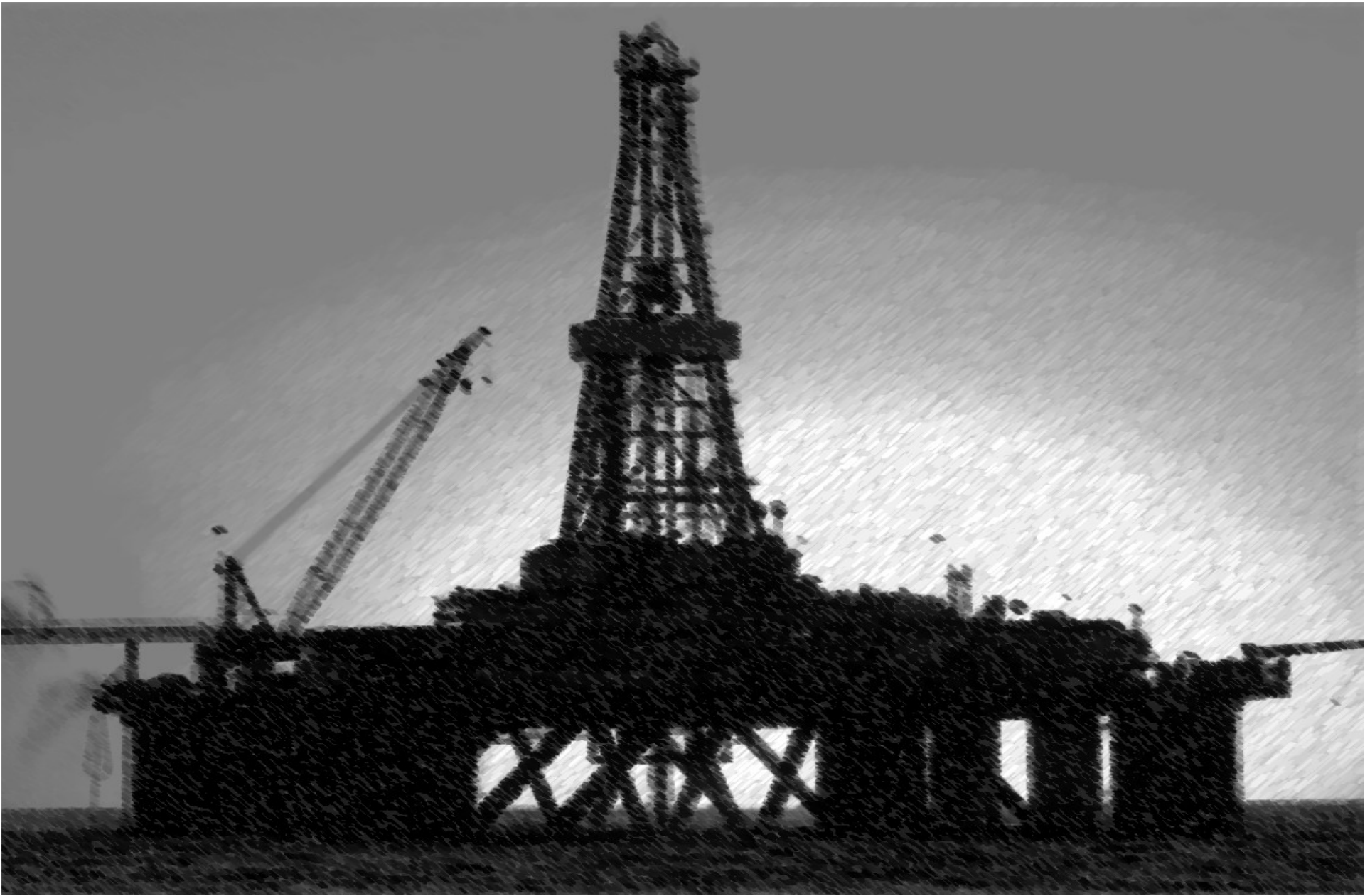




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Dropped Latch





- Description of the incident
- Immediate cause
- Underlying cause
- Root cause

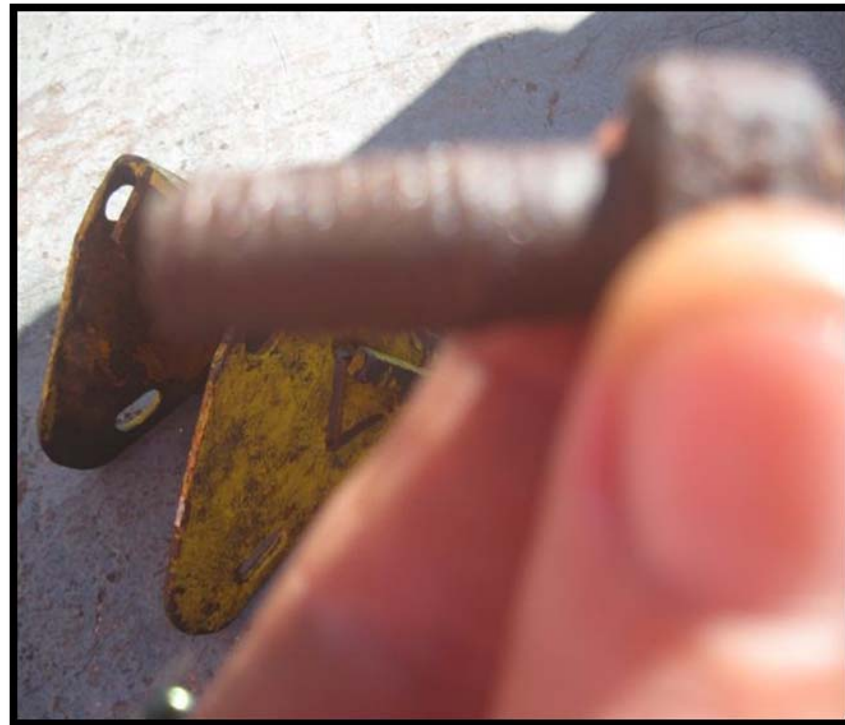
- 9th March 2009 - The starboard crane main block safety latch weighing 5.2kg fell from a height of approximately 120 feet landed on a container then bounced off coming to rest on the main deck

- Actual severity US \$1000 - \$20,000

- Potential severity Fatality



Securing pin sheared




Securing pin sheared



- Lack of adequate maintenance
- Non original design - Latch assembly 'rig modified'
- 30 Day – no specific latch inspection. Last done 20 Feb 2009
- 365 Day – Specific latch inspection operation functionality. Last done 26 Jan 2009
- External force contacting the securing pin latch – main block continually striking boom during operations with occasional contact between min block and headache ball of whip line

- 3rd Party crane inspection did not reveal any problems with the block
- 1825 Day – Hook and blocks to be fully stripped, NDT and rebuilt by 3rd party. Last done Jan 2004 – Certified Ok, no mention of safety latch
- 30 Day – DROPS inspection. Last done 14th Feb 2009 / 10 Mar 2009
- Port crane block is modified the same. Had new bolt installed – no history of who or when or why it was changed



Lack of competency and commitment by marine department in conducting PM tasks and routine inspection of deck cranes

- Shut down use of main block until hooks change out for OEM
- Fitted additional fall protection on the new latch (unavailable from manufacturer)
- Ensure inspection is carried out in approved manner
- Speak with 3rd party contractors about expectations before visiting rig
- Ensure RMS includes latch inspection
- A team of 2 – 3 experienced personnel added to the rig complement to assist in accelerated understanding and application of company principles, policies, procedures and performance improvement until the end of the current contract

Main Block Replacement Latch





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QUESTIONS?

