

Operator bruises hand due to release of stored energy in operation to free stuck davit (lifting device) - BMAPA Alert

WHAT HAPPENED

While moving a stuck lifting davit which was wedged under a fire main pipe with the use of a chain block onboard a UK marine aggregate dredger, the slewing wheel hit the IP's hand causing bruising when the davit arm released.

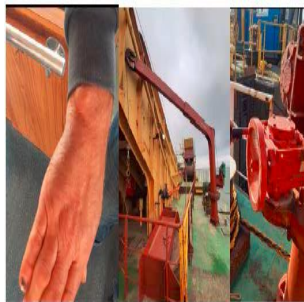
All likely tools required for the job had been taken to the work area where a Point of Work Risk Assessment (POWRA) and Point of Lift Safety Assessment (POLSA) were carried out prior to commencing the job.

To free the boom of the davit a chain block was rigged so the boom would be pulled downward and outward. While the boom was loaded up by the chain block the boom came free from under the pipe and moved suddenly outboard. At this point the slewing wheel spun round where upon the handle of the wheel struck the IP on the back of the hand.

Prior to this incident the discharge boom was moved past its normal operating parameters at a wharf to facilitate discharge. The hazards involved had not been clearly identified as the boom conveyor struck the davit and pushed the davit underneath the fire main where it became stuck. No formal Risk Assessments were in place for either the movement of the discharge boom to facilitate discharge beyond normal operating parameters, or the subsequent freeing of the davit back into its normal position.

A formal RA may have identified the potential of hitting the davit in the first place and subsequently the release of stored energy when the boom was released by the chain block.

The POWRA must only be used for low risk tasks and there was sufficient time to plan and complete the RA for the movement of the davit which occurred 4 days after it was wedged under the fire main.



LEARNING POINTS / ACTIONS TAKEN

- When conducting Risk Assessments ensure all hazards are clearly identified especially when identifying the potential of stored energy being present.
- Any operational equipment being moved beyond its normal operating parameters must be fully risk assessed and approved by the Ship Manager beforehand, except if for "preservation of life", the ship or the environment under the master's discretion.

LOCATION: AGGREGATE DREDGER
ACTIVITY: MAINTENANCE & HOUSEKEEPING
SUB ACTIVITY: N/A

ALERT STATUS: Normal
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