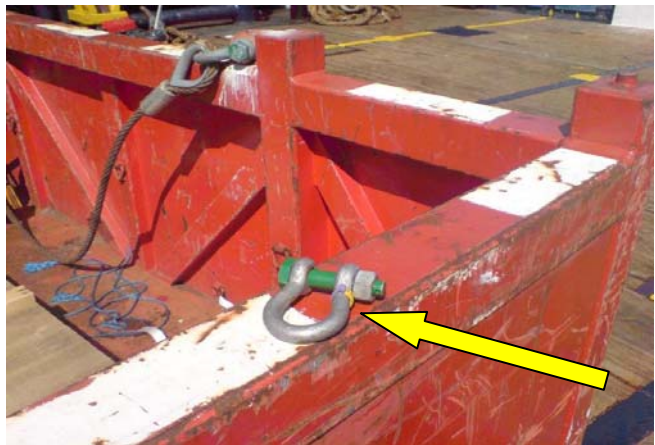


Do you have a problem with potential dropped objects when back-loading cargo?

Judging by the number of safety alerts in the industry, most of us do.



The Banksman's Label may be the answer

BANKSMAN'S CHECKS COMPLETED

DATE

NAME _____

____ / ____ / ____

SIGNATURE _____



- Enhances the UKOG check-sheet
- Devised to address the high number of potential dropped objects left on back-loads to supply vessels.
- Since implementation in East Irish Sea there have been no potential dropped objects reported during cargo ops
- Clearly shows to all parties that backload checks have been completed
- Ensures ownership by the banksman

- **Reduces the chances of human error by involving others**

Background

As a company Centrica Energy Upstream EIS already used the UKOG recommended check sheet for backloads. These checks address the risks posed by inadequately packed, checked and labelled backloads. Good as this system is, it does not lend its self to be completed on the deck immediately prior to lifting the backload; particularly in wet, windy conditions. This leads to the practice of these check sheets being completed shortly before the lift and being transferred to the vessel with the manifest. This introduces the opportunity for someone to leave an object on the equipment prior to backload and also often means that the person who has signed the UKOG check sheet isn't the person attaching the hook. The system detailed below addresses this issue as the banksman after checking the load signs and dates a High Vis label attaching it to the lifting eye, immediately prior to attaching the hook. This label makes it obvious to all involved in the lift whether the checks have been completed or not, and ensures the banksman personally takes ownership of the check.

The System

The Banksman's Label system consists of attaching a highly visible label to the lifting eye of backloads immediately prior to attaching the crane hook, indicating that the banksman's checks for dropped object hazards has been completed. As the label is visible to everyone involved in the lift, it gives them ownership of ensuring the checks have been completed prior to back loading, and the opportunity to stop the operation if no label is visible.

Method

1. Immediately prior to lifting equipment the banksman will carry out his usual checks, these will including a check for loose materials and that all doors / hatches are secure.
2. The banksman will date and sign the high visibility label and attach it to hook eye of equipment to be lifted.
3. Prior to commencing a lift the Crane Operator, or if a blind lift the second banksman will check that a high visibility Banksman's Label is attached to the lift. If not the lift will be declined until the checks are completed and the label attached
4. The boat crew should check when the lift becomes visible to them that the Banksman's Label is attached to the lifting eye. If not the lift should be refused until the checks have been completed, and those involved in the lifting operation immediately informed. If the backload is on the boat deck before it's noticed that the label is missing, the boat crew should inform those involved in the lift immediately and refuse any further backload until checks have been completed and label(s) attached.
5. On receipt of the load the receiver will immediately, after unhooking it, remove the High Vis label, thereby ensuring there is no confusion during any future lifts involving the equipment.

We have implemented the system only for backload, not outbound cargo. Whether due to diligence by boat's crews, or vessel movement dislodging any loose items en-route, we have no history of potential dropped objects arriving onboard from supply boats.

For further information please contact Paul Clatsworthy on p.clat@btopenworld.com