**Description of incident *(No company names or site locations)***

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| Module 2 was lifted in place and while doing so when it was almost in place a loud noise was heard from the top of the boom. Crane operator of that crane reported shortly after that the crane winch wouldn’t work anymore and by topping down the crane boom the load was safely installed on its anchors. After lowering the boom, it turned out that the outer jacket of the main hoist rope was severely damaged. The bird nest of broken wires must have pushed the crane’s end switch up, causing the winch to stop. |

**Contributing Factors/Cause(s) *(if any)***

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| Crane operator made a mistake when reeving the blocks; when putting the safety pin that holds the main hoist rope in its sheaves in place the pin was pushed under the rope instead of over it. This caused the rope to run over the pin instead of over the sheaves, thus damaging the outside of the hoist rope.  Crane operator did the reeving early morning all by himself while it was still dark and did not check the right position of the safety pin. |

**Root Cause(s)**

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| Crane operator did not correctly follow company protocol and did not check the reeving. |

**Other Potential Causes *(if any)***

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| Due to poor planning and time pressure by contractor crane operators could not relocate cranes late afternoon the previous day, but instead decided to start early morning at 5:30 AM. |

**Corrective Actions or Recurrence Controls**

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| Crane operator to be re-educated in the reeving protocol. HSE present at the remaining 2 critical lifts.  Ensure that the vital check of the correct position of the safety pin over the hoist rope is done, and recorded preferably by taking pictures (if permitted at the work site).  Include in the reeving procedure to have a cross check if there is an opportunity to do that, e.g. if there are more crane operators or experienced rigger on site.  Avoid this type of critical activities being done outside daylight hours.  Paint the safety pins in high visible reflective yellow so that it is better visible and reflects in torch light.  Explore opportunities for other technical measures, e.g. laser sensor over the safety pins. |

**Lessons Learned**

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| No listed. |

**Photos or Sketches**

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| No listed. |