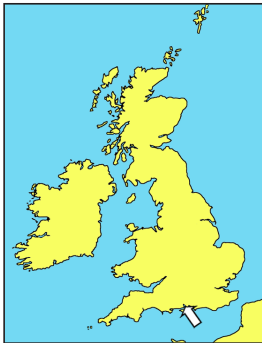


SYNOPSIS



At 1001 on 7 March 2010, the 85t 'A' frame on board the Netherlands registered floating sheerleg *Cormorant* collapsed on to the deck while being lifted into position. Substantial damage was caused to the wheelhouse, the 'A' frame and its supporting frames, and to deck fittings. Although there were three people in the wheelhouse and two on deck, there were no injuries.

The MAIB investigation has identified a number of factors which contributed to the accident, including:

- A deck fitting was overloaded by the unco-ordinated use of winches.
- The lifting operation was interrupted and the master's concentration was broken by the arrival of the vessel's commercial agent.
- The lifting operation had not been identified as a key shipboard operation. Consequently, no risk assessment had been carried out and there were no written procedures provided.

This was the third accident within 6 months investigated by the MAIB which involved the failure of a 'non-cargo' lifting appliance. A safety flyer has been issued to the shipping industry to highlight the importance of the identification of key shipboard operations and the maintenance and testing of all lifting appliances.

Recommendations have been made to the vessel's manager, Multraship B.V., and the Netherlands Transport and Water Management Inspectorate aimed at improving the safe operation of the company's vessels and ensuring that lifting appliances are treated in accordance with Netherlands regulation.