

Uncontrolled movement of cargo

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During offshore cargo operations alongside a rig, a single pipe loaded on deck shifted due to vessel motion and swell conditions.

What happened?

The pipe rolled over the wooden stopper arrangement, damaging a cargo container door and creating a potential risk to nearby personnel. The crew quickly secured the pipe with additional ratchet lashings and adjusted the vessel's heading to reduce rolling. No injuries, pollution, or loss of containment occurred.

Why did it happen?

- The pipe was stowed mid-deck without any direct restraint or a dedicated cargo basket/container. Existing securing arrangements using stoppers/chocks appeared as inadequate for the prevailing sea conditions.
- Cargo securing arrangements were not verified against actual and potential sea state conditions before lifting occurred.

IOGP Life Saving Rules:



Bypassing safety controls



Safe mechanical lifting



What can we learn?

- Cylindrical cargo like pipes – stuff that can roll - should always be treated as high-risk for rolling and shifting during offshore operations. Secondary securing methods should be applied immediately after placement, not only after movement is observed.
- Ensure there is effective cargo planning, risk assessment, communication,

and continuous reassessment of cargo security during changing weather and swell conditions.

- Regular inspection of lashings and securing arrangements is necessary throughout cargo operations.
- If necessary, if things look unsafe, remember you have the authority to stop the job, fix the problem and then continue once things are safe.

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