

Maritime New Zealand Guidelines

SAFETY BULLETIN ISSUE 14 – 2007 (AMENDED 2009)

February 2009

CRANE CONTROLS AND COMMUNICATIONS

This safety bulletin is for:

- New Zealand shipping companies
- New Zealand port companies and stevedoring companies
- New Zealand harbourmasters.

Purpose of this bulletin

A signalman was injured after lifting gear was lowered onto his back. As a result, this bulletin has been issued to alert all involved in crane operations to the importance of:

1. following safety procedures
2. safeguarding communications during cargo loading and discharging
3. reporting crane defects.

Key issues

- All crane defects must be reported and clearly communicated to everyone who might be affected.
- Appropriate onward action must be taken by the person who notes the defect(s). This could lead to the suspension of operations, initiation of maintenance work and informing those involved about the defect.
- The functionality of crane control safety features must be clearly understood by all parties involved in the crane operation. Control guards, locks, gates, limit switches and similar safe-guards must be understood, tested and used according to the manufacturer's recommendations.
- Operational and communication procedures covering when these safety features should be used or engaged should be detailed in the training of both the crane operators and signalmen and followed during all crane operations.
- As part of the training of personnel involved in crane operations, clear guidance on each of the individual's responsibilities should be provided and understood. The interactions between crane operators, signalmen, stevedores and the ship's crew should be clearly defined and explained. The safety observer/communicator role of the signalman should be clearly highlighted in this training.
- Visual communications, supported by radio, between the crane operator and the signalman are essential to safety. If these communications are lost, the crane operations must stop. The potential to lose communications should be mitigated through the appropriate allocation of work and be specially highlighted in the training material.

Further guidance

For additional guidance refer to Maritime New Zealand *Code of Safe Working Practices for Merchant Seafarers* 2007, Chapter 21 and Annex 21.1 "Code of Hand Signals". Both are available on the Maritime New Zealand website. http://www.maritimenz.govt.nz/Shipping_Safety/practices_seafarers.asp

Further Information

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