

CRANE & WIRE INSPECTIONS

(Including MO32)



Christy & Griffin offer an inspection service which helps customers to meet their statutory legal requirements, mitigate against risk, and prevent injury or accident to personnel through exhaustive and rigorous testing of crane and wire condition.

Whenever ship's gear is to be used in cargo handling, or equipment handling, there is a statutory and legal obligation for the contracting party to ensure that the gear is fit for use.

These inspections are a statutory requirement, however it is becoming more common for shipping companies to also request such inspections. The expenditure of fitting a new crane wire does not stop at the wire itself, as significant 'off hire' delays can result, and very often can involve additional delays in obtaining a replacement if no spare wires are carried on board.

C&G have in place a system for the inspection of vessel cranes and wires to establish their suitability for use covering a wide range of cargo operations. With four Master Mariners, a qualified Rigger and a Shipwright within the business unit, C&G can draw upon many years of valuable experience and knowledge.

C&G utilise their own crane checklist and wire rope risk matrix in conjunction with Marine Orders (Part 32), to determine whether the particular crane is safe for use during the proposed operation.

Crane wires are inspected using the matrix system that not only encompass the rules and regulations set out in MO32, and can determine 'history' of any wire, but the visual inspection can uncover potential issues since last inspection entry.

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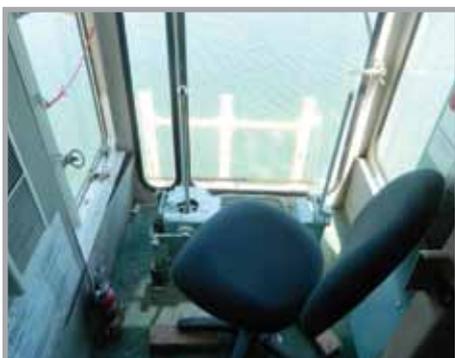


MO32 Part 10 - Powers & functions of Surveyors & Prescribed Authorities

10.1.1 - "The Master of a ship or the owner of shore equipment, as appropriate shall permit a surveyor to inspect materials handling equipment to which this part applies, at any reasonable time".

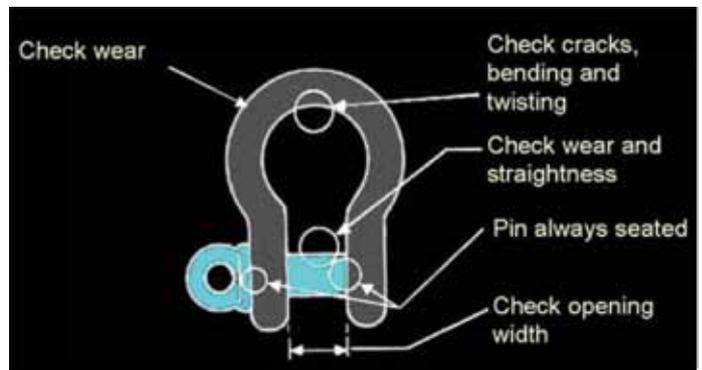
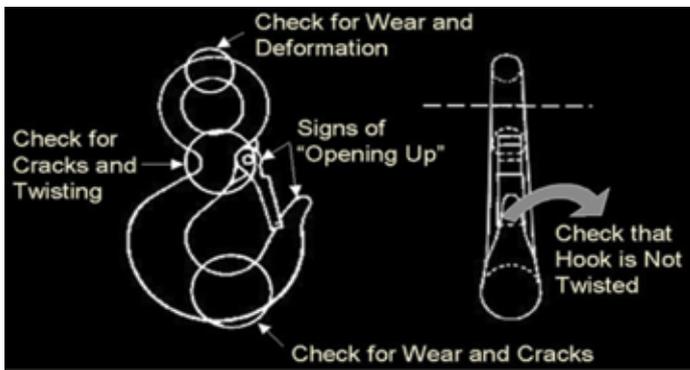
CRANES → CRANE WIRES → CARGO GEAR

The cranes are also checked for smooth operational controls, as any abrupt or jerking movements can "shock load" the system, that could not only cause serious injury to stevedores, but also the potential for damage to crane or cargo.



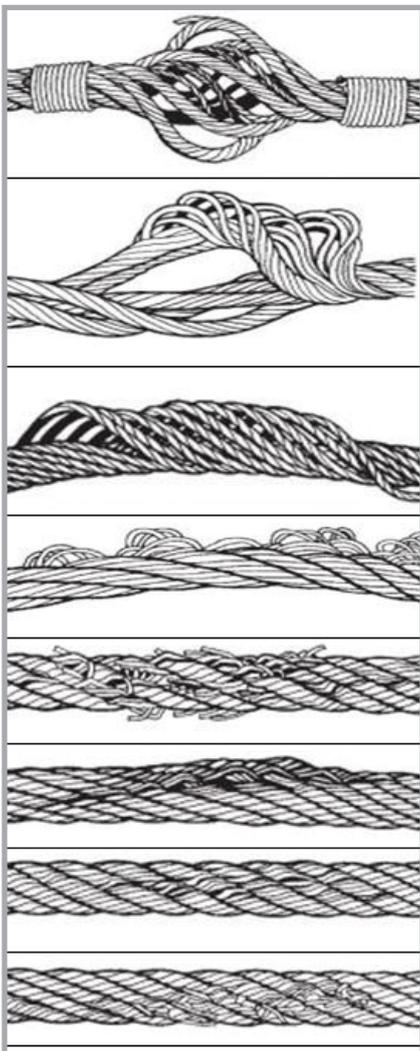
C&G, having a strong focus on safety, believe it is imperative to conduct these inspections thoroughly, with the aim of ensuring that anyone working around the area of the cranes arc isn't placed in a position of harm.

Inspections are conducted with a vessel representative present to ensure transparency and to highlight any problems as they are discovered.



Above highlight the areas to be aware of during cargo gear inspections of hooks and shackles. Checks for cracking, wear and distortions; anything that could potentially cause the apparatus to “fail”, be that during inspection or operationally.

The image (right), shows a distorted crane block. Parting of the cheek plates could cause the loss of the load being lifted and conceivably drop all components from and including the block down. The risk of injury to personnel working in the surrounding area increases exponentially in this scenario.



Severely damaged crane wire



Crane block with damaged “V”

Wire ropes can be distorted or damaged in several ways as pictured to the left.

Regular greasing of wires with a marine suitable product is necessary to preserve the wire’s integrity.

If the vessel does not keep up to date with its wire maintenance schedule, it is possible that not only the surface, but more worryingly, the core can become dry and brittle. In this condition it is quite conceivable that the wire could fail. The potential for this type of failure can be difficult to detect, and it is the experience that C&G possess, by not only the visual checks, but the examination of the history of any wire that can lead to an indicative conclusion that a wire is potentially dangerous.

SUMMARY

When representing stevedores, or party employing stevedores:

- Prevention of injury, accident, or death.
- Compliance with legal obligations.

When representing shipping companies:

- Unbiased advice as to actual condition of ship’s gear.
- Prevention of costly off hire delays.



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