

JOB SAFETY ANALYSIS-OFFSHORE CRANE TRANSFER

Activity	Basket Transfer	Analysis by:		Approved:	
Location	Various	Position:		Position:	
Main Disciplines	All	Signature:		Signature:	
Other Disciplines		Date:		Date:	

Safety Equipment required for this task:

Hard hats	X	Gloves (Rubber)		Fire Extinguisher		Chemical suit		Personal Night Strobe	X
Safety boots	X	Work Vest	X	Scaffolding		Barriers		MOB Boat	X
Safety glasses	X	Safety Harness		Lifejacket		Audible warning		Torch	
Gloves	X	Permit to work		Goggles/Face Shield		Radio	X	Lock-out Tag-out	

Sequence of Basic Job Steps	Potential Accidents or Hazards	Recommended Safe Job Procedure
1. Basket	1. Poor Condition of transfer basket	1. Inspect conditions of basket prior to use 2. Ensure certification is in order
	2. Improperly hooked-on to crane	1. Ensure load line, sling, stabilizer are correctly fitted to crane hook and safety clip in place. 2. Ensure at least one snag resistant tag line is connected to underside of basket.
2. Personnel being transferred	1. Personnel tracking	1. Ensure transferring personnel have proper work identification
	2. Personnel use improper technique	1. Ensure all personnel have been trained/instructed on the techniques of offshore personnel crane transfer. 2. An experienced person should ride the basket if other passengers are inexperienced
	3. Too many passengers in basket	1. Ensure a maximum is not exceeded

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	4. Passenger does not feel confident or worries about his safety of ability to do the transfer	<ol style="list-style-type: none"> 1. Supervisor to assess confidence/fitness of passenger and remind them that transfer is done on a voluntary basis (STOP program) 2. Passenger should refuse to transfer by basket, if unsure
3. Crane	1. Unsuitable crane	<ol style="list-style-type: none"> 1. Use only cranes suitable for man riding 2. Regular maintenance 3. "Freefall" or non-powered lowering mode is deactivated
	2. Crane driver	<ol style="list-style-type: none"> 1. Crane driver performing the lift should be experienced and competent in personnel transfers. 2. Crane driver should have a good line of site at the take-off point-line of travel and landing site. 3. Crane driver should have a communication line with the banksmen and basket i.e. radio 4. Transfer should be performed smoothly 5. Basket should be moved over the water immediately after takeoff.
4 Travel path	1. Unsuitable take-off point	1. Take-off point should be in an open area free of obstruction and completely visible to the crane driver.
	2. Other lifting operations	1. The supervisor should ensure that other lifting activities will not interfere with the lift or safety of the passengers
	3. Obstructions/restrictions between take-off and landing points	1. A clear lift path should be determined prior to any decision to conduct basket transfers. Any potential obstructions/restrictions should be discussed by all involved. Not lift should take place if the basket cannot be safely transferred.

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	4.Unsuitable landing point	<ol style="list-style-type: none"> 1. A clear landing area should be established prior to any transfer. 2. The landing pint should be in an open area free of obstruction and completely visible to the crane driver. 3. The landing should be large enough to enable a safe landing and debarkation.
	5.Landing area is outside of reach of crane	<ol style="list-style-type: none"> 1. Required radius / lift height to be checked prior to transfer
5.The Transfer	1.Crane lifts basket before passengers are ready	<ol style="list-style-type: none"> 1. Crane driver should have clear view of basket and passengers. 2. Crane driver should start lift only upon receiving the banksman’s instructions. 3. Banksman should check with passengers that they are ready before giving instructions to crane driver. 4. Crane driver and banksman, should have radio contact established.
	2.C.O.G. basket differs to C.O.H> caused by vessel movements.	<ol style="list-style-type: none"> 1. Crane driver / banksmen to check and compensate before starting lift. 2. Rigger to control movements using tag line. 3. Passenger to remain alert to “swing” movements.
	3.Passenger falls from basket	<ol style="list-style-type: none"> 1. Passenger to hold on to basket using both hands interlocked together 2. passenger is not to wave, photograph, or any other activity that jeopardizes safety of passengers 3. Passengers should be wearing floatation devices

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	4.Luggage falls from basket	1. Unless specifically designed to carry light luggage (X-904) luggage should be transferred on a separate lift in a cargo basket.
6. The Landing		<ol style="list-style-type: none"> 1. Crane driver/banksman should have clear view of passengers, basket, and landing area 2. Passengers should always have knees bent prior to landing to reduce possible landing shock.
	1.Crane lowers basket too fast	
	2.Passengers step off too early	1. Passengers to wait until basket is lowered onto lay down area before stepping off.
	3.Basket touches down then is “raised” due to HLV movement or dining of vessel	<ol style="list-style-type: none"> 1. Crane driver to allow sufficient slack to compensate for vessel movements. 2. Passengers to be prepared to react and step off of basket.
	4.Too much slack in basket lifting sling	<ol style="list-style-type: none"> 1. Crane driver / banksman to monitor slack. 2. Passengers to step off basket as it touches down.
	5.Passenger injury after stepping off basket	<ol style="list-style-type: none"> 1. Do not step off too early. 2. Be aware of where you put your feet. 3. do not hold on to basket after stepping off (vessel movements could result in the basket being “raised” unexpectedly) 4. Move immediately away from basket (vessel movements could result in basket being “raised” and swinging towards passengers)