

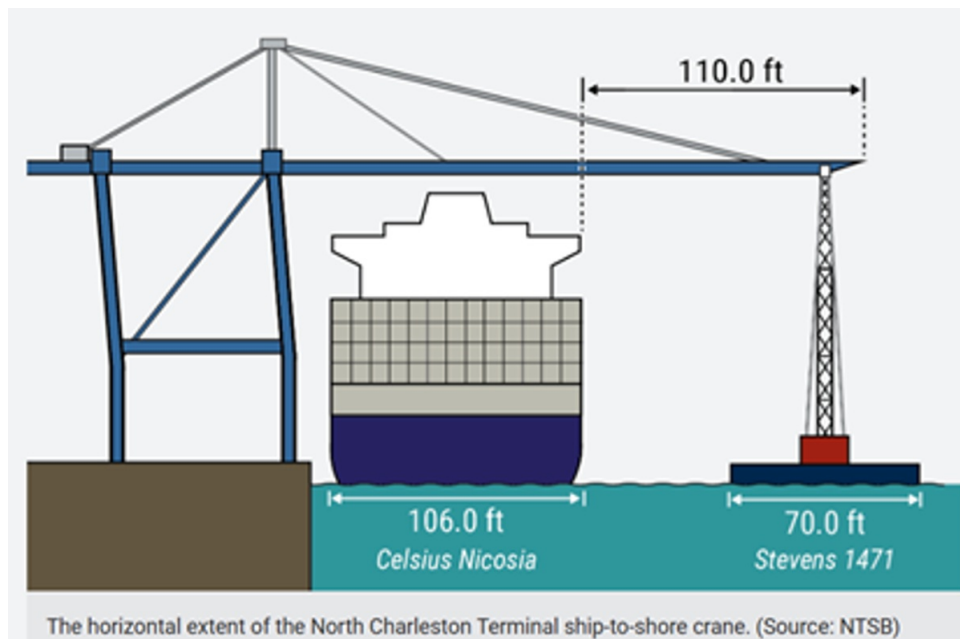
NTSB: Vessel crane contact with shore-side crane

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What happened?

The National Transportation Safety Board of the United States (NTSB) has published Report [MIR-25-09](#) and Investigation [DCA24FM014](#) into an incident in which a crane on a crane barge came into unplanned contact with a shore-side crane, causing \$4.5 million worth of damage.

A towing vessel was pushing crane barge *Stevens 1471* in the Cooper River at North Charleston, SC, when the barge crane contacted a dockside crane at the North Charleston Terminal. There were no injuries, and no pollution was reported. Damage to the terminal's crane was estimated to be over \$4.5 million.



What went wrong?

Investigation determined that the probable cause of the contact of the crane barge with the dockside crane was a failure to properly identify that the ship-to-shore crane was an overhead hazard.

The lessons

Understand that dockside cranes, overbridges and other structures such as offshore platforms and offshore wind turbine installations may be a significant

overhead hazard. Dockside cranes in particular, when conducting cargo operations on a vessel and in the lowered position, may extend considerably beyond the side of the vessel and become a hazard to tall vessels (with high air drafts) transiting nearby. Ensure bridge crew know the dimensions of the vessel they are in control of.

IMCA Safety Flashes summarise key safety matters and incidents, allowing lessons to be more easily learnt for the benefit of the entire offshore industry.

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