

TIP OF THE SPEAR FIRST QUARTER FY17 EVALUATION SUMMARY

All activities evaluated in the first quarter of fiscal year 2017 were satisfactory (one was marginally satisfactory). The most common evaluation item continued to be the lack of a monitor program or an established program that needs improvement. A monitor program is now mandatory (effective date 1 July 2017), and it should include monitoring all weight handling related processes (maintenance, load test, inspection, etc.) and not just crane and rigging operations. Activities should now be recognizing and documenting in their monitor programs the types of unsafe crane and rigging operations, poor maintenance and inspection practices, and load test issues, as applicable, that are frequently observed by the evaluation teams (see below) in the relatively short period of the evaluation. The poor performance of pre-use checks and simulated lifts, particularly for category 3 cranes, are other ripe areas for the monitoring program.

Another new requirement that will improve the weight handling programs is basic metrics to assist in evaluating and assessing program performance. Many activities have yet to start developing metrics while others are not properly utilizing their metrics to make necessary changes in their programs. All activities must have basic metrics in place by 1 July 2017.

One trend for unsatisfactory cranes was the failure to test the hoist secondary limit switch by block actuation. This one-time procedure is addressed in NAVFAC P-307, appendix C, item 64 for category 1 and 4 cranes, and appendix D, item 29, for category 2 and 3 cranes.

SUMMARY OF PROGRAMS EVALUATED

58 Navy WHE programs were evaluated.
57 programs were fully satisfactory.
1 program was marginally satisfactory.

SATISFACTORY CRANES

41 of 52 cranes were satisfactory (79%).

REASONS FOR UNSATISFACTORY CRANES

- Improper check of hoist secondary limit switch (five cranes).
- Incorrect load test procedures.
- Trolley binding while traversing curves.
- Load test was not performed after disassembly of hoist load brake.
- Mobile crane turntable bolts not checked for tightness.
- Hook nut welded to hook, preventing disassembly and hook NDT.
- Runway rail spacing was not compatible with the crane span.

EVALUATION ITEMS

COMMON EVALUATION ITEMS (FIVE OR MORE ITEMS):

- Lack of surveillance program or established program that needs improvement - 39 items.
- Operator's daily checklists/Operator's monthly checklists (ODCs/OMDs) and simulated lifts performed incorrectly or not performed - 22 items.
- Various unsafe crane and rigging operations observed by the audit team (side loading, unattended load, standing/walking beneath load, operating without signals, poor signaling, pinch points, slings bunched in hooks, load not balanced, no synthetic sling protection, brakes not checked at start of lift, side loading of shackles, trackwalker out of position, swivel hoist rings not torqued, trolley racked to one side, etc.) - 22 items.
- Inspection and certification documentation errors - 21 items.
- Operator license/file discrepancies (no Objective Quality Evidence (OQE) of performance exam; examiner not licensed; no OQE of safety course; no OQE of operation to waive performance test; course not signed by examiner; course improperly graded; corrective lenses not noted; course not graded; licensed for more than two years; license not in possession of operator; operating with expired license; operating with no license) – 19 items.
- Operators/riggers/test directors lacked essential knowledge (recognizing crane accidents, complex lifts, knowing the weight of the load, how to connect special equipment, etc.) – 16 items.
- Local weight handling instruction/standard operating procedures non-existent or inadequate - 14 items.
- ODCL/OMCL documentation deficiencies (including incorrect form used) – 14 items.
- Training issues, including contractor personnel (training not taken; refresher training not taken or not taken within three months of license renewal; lack of inspector training; locally required training not taken, etc.) - 13 items.
- Lack of (or low number of) lower order crane or rigging accident and near-miss reports – 10 items.
- Unrecognized/unreported accidents or near misses (including damaged gear not investigated for cause) – 9 items.
- Poor inspections/inspection processes (including inspector removing load bearing fasteners voiding certification, inspections not performed, work documents not available for in-process inspections, unsafe practices, wire rope not inspected completely, fall protection personal protective equipment not utilized, deficiencies not identified) – 9 items.
- Crane test/load test issues (load test not performed after replacement of load bearing part, test instructions not clear or complete, damaged test weights, lift attachments not marked for multiple/stacked weights, test radius incorrect, inefficient test weights, incorrect test load, LMI not re-verified after bypassing, insufficient test personnel, excessive load testing, weighing equipment for test weights not traceable to NIST, not all LB/LC/OSD components tested, no restraint used for single eye-to-eye wire rope sling) – 9 items.
- Crane marking issues (monorail tracks not marked with rated capacities, directional signs not marked on crane, crane capacity incorrectly marked, hook not prominently identified, electrical equipment not marked per NEC, certification tag not visible to operator) – 8 items.
- Expired or non-program gear in use or not segregated from in-service gear - 7 items.
- Rigging gear/crane structures/other section 14 equipment not in the program or lack documentation - 7 items.
- Lack of leading metrics/metrics not being properly analyzed – 7 items.

- Poor maintenance practices or maintenance/inspection not performed as required (significant corrosion evident, parts not tagged/bagged, hazardous materials not properly stored, work documents not available, lubrication not per schedule, lack of long-range maintenance schedule, components not reassembled properly, activity deficient in structural bolt installation) – 7 items.
- No procedure for tagging equipment with known deficiencies and/or tagging equipment that is out of certification – 6 items.
- Poor oversight of contractor responsibilities (maintenance, tests, operations) – 6 items.
- Inadequate pre-lift brief or brief not conducted – 6 items.
- Unapproved crane or gear alteration – 6 items.
- Crane improperly stowed/secured (hook block in, or too close to, upper limit switch or stowed in path of traffic, machines, etc., power not secured) – 5 items.
- Deficient or worn rigging gear (including noncompliant gear) – 5 items.
- Work document issues (lacked sufficient detail, no work document for inspection disassembly, no statement of work for contractor service providers, inspection document not signed, work document not issued) – 5 items.
- Bound load issues (not identified as complex lifts, load indicating device not used, chainfall not used) – 5 items.