

**TIP OF THE SPEAR  
THIRD QUARTER FY16 EVALUATION SUMMARY**

**SUMMARY OF PROGRAMS EVALUATED**

66 Navy WHE programs were evaluated. Equipment reviews were performed at 2 remote deployment sites.

61 Navy programs were fully satisfactory  
5 Programs were marginally satisfactory

100% satisfactory rate. (100% for first three quarters of FY16)

**SATISFACTORY CRANES**

36 of 52 cranes were satisfactory (69%)  
Total for three quarters: 127/170 (75%)

Reasons for Unsatisfactory Cranes. Recurring Trend: Improper check of secondary limit switch on five cranes.

Improper check of hoist secondary limit switch (five cranes)  
Hoist brake out of specification (two cranes)  
Mismatched load bearing fasteners not evaluated (two cranes)  
Building obstruction in way of crane (two cranes)  
Damaged/leaking boom hoist cylinder seal  
Oil seeping on hoist brake  
Reeving configuration not tested  
Hoist hook would not rotate smoothly  
Undervoltage condition on diesel engine  
Trolley trunnion pivot bolt nut loose  
Hoist does not have a secondary braking means  
Hoist and travel drive chain measurements out of specification  
Wire rope crushed on drums of mobile boat hoist

**EVALUATION ITEMS**

Significant Items: 13 activities received one or more significant items. The items identified include:

- Weaknesses in government oversight of the program.
- Lack of management and supervisory oversight.
- Improvements needed in weight handling program leadership.
- Crane accident severity.
- Weaknesses in crane certification attention to detail.
- Manning vulnerability.
- Multiple hoists without secondary braking means.
- Overall weaknesses in weight handling program management.

- Continued weakness in accident and near miss identification and investigation.
- Level of knowledge weaknesses.
- Lack of surveillance program.

Common Evaluation Items (five or more items):

- Lack of surveillance program or established program that needs improvement - 32 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.) - 27 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.) - 24 items.
- ODCLs/OMCLs and simulated lifts performed incorrectly or not performed - 21 items.
- Inspection and certification documentation errors - 18 items.
- No procedure for tagging equipment with known deficiencies and/or tagging equipment that is out of certification – 17 items.
- Lack of (or low number of) lower order crane accident and near-miss reports – 16 items.
- Rigging gear/crane structures/other section 14 equipment not in the program or lack documentation - 16 items.
- Local WH instruction non-existent or inadequate - 15 items.
- Operator license/file discrepancies (no 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 2 years; license not in possession of operator; operating with expired license; operating with no license) – 13 items
- Poor inspections/inspection processes (incl. 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 PPE not utilized; deficiencies not identified) – 12 items.
- Deficient or worn rigging gear (including noncompliant gear) – 10 items.

- Unrecognized/unreported accidents or near misses (including damaged gear not investigated for cause) – 9 items.
- Rigging gear, containers, brows, test weights, etc., not marked properly or marking not understood by riggers (including illegible marking, mismatched components, SPS vs GPS, pin diameter not marked on alternate yarn roundslings) – 8 items.
- Staffing issues (shortages in critical areas, no succession planning, APT staffing, high turnover of military personnel, inadequate engineering support; total reliance on remote contractor) – 8 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) - 8 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) – 6 items.
- Lockout/tagout violations (PPE not used for energy check; verification not performed; supervisor's annual review not performed; hazard analysis not performed for PPE requirements) – 6 items.
- Crane 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, test weights not traceable to NIST, not all LB/LC/OSD components tested, no restraint used for single eye-to-eye wire rope sling) – 6 items.
- Rigging gear/section 14 gear load test issues (load not held for prescribed time or duration not noted, documentation missing, not tested properly, not tested, pin diameter not identified) – 6 items.
- Expired or non-program gear in use or not segregated from in-service gear - 5 items.
- Poor oversight of contractor responsibilities– 5 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) – 5 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) – 5 items.