

TIP OF THE SPEAR SECOND QUARTER FY17 EVALUATION SUMMARY

All activity weight handling programs evaluated in the second quarter of fiscal year 2017 were satisfactory (two programs were 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) during the evaluation. Unsafe crane and rigging observations by Navy Crane Center evaluation teams increased by 50 percent in the second quarter. These were tangible deficiencies, and self-recognition of such deficiencies, along with the development of effective metrics, can form the basis of a strong self-assessment, from which true program improvement can be achieved.

The poor performance of pre-use checks and simulated lifts, particularly for category 3 cranes, continued into the second quarter are ripe areas for the monitor program.

A trend for unsatisfactory cranes that continued into the second quarter 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

59 Navy WHE programs were evaluated. 56 were fully satisfactory. 2 programs were marginally satisfactory. 1 program was not rated.

For FY17 to date, 117 activity programs were evaluated, with 3 programs found marginally satisfactory and no unsatisfactory programs (100% satisfactory rate).

SATISFACTORY CRANES

42 of 50 cranes were satisfactory (84%). For FY17, 83 of 102 cranes were satisfactory (81%).

REASONS FOR UNSATISFACTORY CRANES

- Improper check of hoist secondary limit switch (three cranes).
- Incorrect load test procedure (portable gantry travel test).
- Damaged wire rope not previously identified.
- Hoist brakes not tested individually.
- Misspooled wire rope.
- Bridge brake air gap out of specification.

EVALUATION ITEMS

- Lack of surveillance program or established program that needs improvement - 34 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.) - 32 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.) – 17 items.
- ODCLs/OMCLs and simulated lifts performed incorrectly or not performed - 16 items.
- ODCL/OMCL documentation deficiencies (including incorrect form used) – 13 items.
- Unrecognized/unreported accidents or near misses (including damaged gear not investigated for cause) – 13 items.
- Local weight handling program instruction/standard operating procedures non-existent or inadequate - 11 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) – 11 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) - 10 items.
- Rigging gear/crane structures/other section 14 equipment not in the program or lack documentation - 10 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 PPE not utilized, deficiencies not identified) – 9 items.
- Expired or non-program gear in use or not segregated from in-service gear - 9 items.
- Deficient or worn rigging gear (including noncompliant gear) – 8 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.
- 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) – 7 items.
- Inspection and certification documentation errors - 7 items.
- Lack of leading metrics/metrics not being properly analyzed – 7 items.
- Lack of (or low number of) lower order crane or rigging accident and near-miss reports – 6 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) – 6 items.

- Designation issues (no designation, performance examiner designation not specific, designee not qualified, NAVFAC P-307 not referenced.) – 6 items.

- No procedure for tagging equipment with known deficiencies and/or tagging equipment that is out of certification – 6 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) – 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.

- Poor engineering/technical evaluations – 5 items.