

NSL Web Downloads

SUITABILITY OF CRANES FOR MAN RIDING

As part of our commitment to improving safety, and to aid good working practices, we've made the following NSL documents free for you to use.

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NSL Ltd
42 Queens Road
Aberdeen AB15 4YE
United Kingdom
eMail: info@nsl-aberdeen.com
Tel: +44 (0) 1224 208988

NSL America Inc.
Millennium Tower
10375 Richmond Avenue
Suite 1300
Houston TX 77042
eMail: info@nsl-america.com
Tel: +1 (713) 785 2363

Azerbaijan Branch Office
Caspian Plaza
18th Floor 44 J. Jabbarly Street
Baku AZ1065
Azerbaijan
eMail: info@nsl-caspian.com
Tel: +994 12 418 76 21

NSL Middle East
c/o Venture Gulf Group
Oil & Gas Division
PO Box 2515 Doha
Qatar
Street No.24
Salwa Industrial Area
eMail: info@nsl-middleeast.com
Tel: +974 450 5730

NSL USER DOCUMENTS

SUITABILITY OF CRANES FOR MAN RIDING

Due to specific verification requirements, the suitability of cranes for man-riding must be assessed for each and every operation. To assist with the assessment, a tick list has been prepared which should be completed by the appropriate competent person appointed by the duty holder under SI 1998 No 2307.

		YES	NO
1	Has it been established that no other viable option of carrying out the work is available?		
2	Are all the necessary certificates for the crane, crane wire ropes, slings and other associated equipment current?		
3	Has the crane and associated equipment been thoroughly inspected by a suitably qualified / competent person within the last 6 months?		
4	Is the crane in good condition, regularly inspected and maintained and are records kept to substantiate this?		
5	Are all the safety features and systems working properly (eg Rated Capacity Indicators (RCIs), overhoist limiters, etc)?		
6	In the event of a complete power failure, will the crane maintain the load in a safe condition (eg do the brakes fail to the applied position)?		
7	Are the brakes applied progressively (eg to avoid shock or snatch loading)?		
8	In the event of a complete power failure, can the load be lowered manually to a position where the personnel can be recovered safely or can they self-rescue?		
9	In the event of a primary brake or transmission system failure, will the load be prevented from free-falling (eg is there a secondary braking system or does the transmission system have hydraulic retardation to prevent this)?		
10	In the event of the primary brake system failing, can the load be lowered manually to a position where the personnel can be recovered safely?		
11	Is the crane fitted with an emergency stop which is located for immediate operation by the crane operator?		
12	Is the crane so designed that inadvertant freefall is prevented when the drive train is in motion or the hook is loaded?		

Please refer to the reverse side of this document for further instructions

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IF THE ANSWER TO ALL OF THE QUESTIONS ON THE PREVIOUS PAGE IS YES, THE CRANE IS SUITABLE FOR MAN-RIDING AND SHOULD BE MARKED ACCORDINGLY

IF THE ANSWER TO ANY OF THE QUESTIONS OVERLEAF IS NO, THE CRANE IS NOT SUITABLE FOR MAN-RIDING AND MUST BE MARKED ACCORDINGLY

Once it has been established that the crane is suitable for man-riding operations, you must plan the actual operation you are about to perform and carry out a risk assessment in the normal manner.

If the risks have been minimised and deemed acceptable, you can then carry out the lifting operation in accordance with your generic procedures for man-riding operations as long as:

- 1 The workover basket / transfer basket complies with the current LOLER (SI 1998 No 2307) recommendations.
- 2 Personnel have been trained / have experience of work / transfer baskets.
- 3 The crane operator has been trained and assessed as competent for this type of basket / transfer operation.
- 4 An operator / mechanic capable of operating the crane is available in the event of an emergency.
- 5 The crane is inspected by the operator prior to the lifting operation.
- 6 A line of communication has been established between the operator and the personnel in the work basket (including a dedicated banksman if required).
- 7 The environmental conditions have been established by a competent person as being suitable for lifting / transferring personnel by this method.

Note: This document has been viewed and commented on by the UK Health & Safety Executive (Offshore Safety Division). The Executive have no objection in principle to this guidance relating to the suitability of cranes for man-riding purposes being used as good practice within the offshore industry.

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