



Marine Notice No. 24 of 2024

Notice to all Shipowners, Fishing Vessel Owners, Agents, Shipmasters, Skippers, Fishers, Yachtsmen and Seafarers

Safety requirements with regard to operation of cranes and other lifting equipment on fishing vessels

The Department of Transport wishes to draw attention to a recent report, published by the Marine Casualty Investigation Board (MCIB), concerning an investigation into an incident involving an articulated deck crane on the fishing vessel AQUILA off the Co. Cork coast on 7 November 2021. The full report may be obtained from the MCIB's website via the following link - [MCIB Report No. 312](#).

The MCIB highlighted that the incident occurred as a result of loss of fluid from the main jib hydraulic cylinder which occurred between the cylinder and the check valve. It was noted that an adequate risk assessment was not made when the crane was first installed on the vessel. The crane operator's elevated control position did not have a clear view of the crane's underneath surfaces during the net recovery slewing operation and did not give a clear spatial appreciation of the crane's main lift cylinder relative to the vessel's bulwark or guard rail.

The purpose of this Marine Notice is to remind owners, employers and crewmembers of fishing vessels of the following:

- The obligation to complete and document a thorough risk assessment of their operations in compliance with the Safety, Health and Welfare at Work (General application) Regulations 2007 ([S.I. No. 299 of 2007](#)), as amended by the Safety, Health and Welfare at Work (General Application) (Amendment) Regulations 2007 ([S.I. No. 732 of 2007](#)), the Safety, Health and Welfare at Work (General Application) (Amendment) Regulations 2020 ([S.I. No. 2 of 2020](#)) and the Safety, Health and Welfare at Work (General Application) (Amendment) (No. 2) Regulations 2021 ([S.I. No. 619 of 2021](#)). Particular attention should be paid to Chapter 2 of Part 2: Use of Work Equipment, especially the examination and testing of lifting equipment, having a safe system of work and maintaining accurate and complete up to date maintenance records and registers of lifting equipment onboard. See also the [Guide to the Safety, Health and Welfare at Work Act 2005](#) publish by the Health and Safety Authority.

The Department would like to remind employers, skippers and crewmembers that they should ensure that particular consideration is given to the hazards associated with the operation of articulated deck cranes in deck areas presenting restricted observation of working areas and/or risk of collision with structural obstacles within the cranes lifting area. Specific requirements that should be considered can be found but are not limited to the following Statutory Instruments:

- [S.I. No. 325/1999](#) - Safety, Health and Welfare At Work (Fishing Vessels) Regulations, 1999 – Paragraph 2 (9) of the First Schedule, Requirements for New Fishing Vessels;
- [S.I. No. 325/1999](#) - Safety, Health and Welfare At Work (Fishing Vessels) Regulations, 1999 – Paragraph 2 (9) of the Second Schedule, Requirements for Existing Fishing Vessels;
- [S.I. No. 418/2002](#) – Fishing Vessels (Safety Provisions) Regulations 2002 – Regulation 6 (4);
- [S.I. No. 299/2007](#) - Safety, Health and Welfare at Work (General Application) Regulations 2007 - Regulation 61, and Schedule 1, part B (regarding the periodic examination of lifting equipment);
- [S.I. No. 640/2007](#) - Merchant Shipping (Safety of Fishing Vessels) (15-24 Metres) Regulations 2007 – Regulation 44.

The Department would also like remind employers, skippers and crewmembers of fishing vessels of the requirement for training for the operation of cranes, that crews should be made aware of the hazards associated with lifting equipment and heavy loads operating overhead, reminding them that cranes should be operated by trained and competent persons and reminding them that appropriate risk assessments are carried out prior to crane deck operations.

Note: Marine Notices are issued purely for maritime safety and navigation reasons and should not be construed as conferring rights or granting permissions.

Irish Maritime Administration,
Department of Transport,
Leeson Lane, Dublin 2, D02 TR60, Ireland.

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For any technical assistance in relation to this Marine Notice, please contact:
The Marine Survey Office, email: MSO@transport.gov.ie.
For general enquiries, please contact the Maritime Safety Policy Division, email:
MaritimeSafetyPolicyDivision@transport.gov.ie.
Written enquiries concerning Marine Notices should be addressed to:
Dept. of Transport, Maritime Safety Policy Division, Leeson Lane, Dublin 2, D02 TR60, Ireland.
email: MarineNotices@transport.gov.ie or visit us at: www.gov.ie/transport.