

# OPERATIONAL EXCELLENCE

INSTRUCTIONS FOR THE SAFE USE OF: MODULAR CARGO BASKET MCB1

This document is issued in accordance with the requirements of DNV 2.7-1 / ISO 10855. It outlines the care & safe use of **Modular Cargo Basket MCB-1** & is based on the Oil & Gas UK “Best Practice for the Safe Packing & Handling of Cargo to & from Offshore Locations”. It should be read in conjunction with the instructions for the safe use of Wire Rope Slings & safe use of Shackles.

This information is of a general nature only covering the main points for the safe use of a Modular Cargo Basket MCB-1. It may be necessary to supplement this information for specific operations.

## ALWAYS

- Always ensure operators wear appropriate personal protective equipment (PPE), e.g. gloves, hard hat, safety glasses, & safety footwear.
- Always ensure assembly / reconfiguration is performed by an SES Energy competent person only.
- Always ensure dangerous goods are shipped in compliance with the requirements of the IMDG Code.
- Always ensure the required configuration matches the configuration shown in this document
- Always ensure the operator has understood this procedure/instruction prior to use of the basket.
- Always ensure that all personnel are clear from the locking arrangement/connection points during this procedure to prevent risk of bodily harm to the installer.

## NEVER

- Never use equipment without carrying out a pre-use inspection.
- Never use equipment that has not been periodically inspected & certified.

- Never replace lifting sets without the approval of a competent person.
- Never use equipment out with its intended purpose.

## PRE-USE INSPECTION

- Ensure locking block, locking socket & securing bolts are well lubricated with marine grade anti-seize lubricant/grease & are free of obvious signs of damage.
- Ensure all securing bolts are fitted & safely secured via crown nut & cotter pins.
- Ensure tie down points are in place & fit for purpose.
- Ensure nets (if fitted) are fit for purpose.
- Ensure the data plate is legible & demonstrates sufficient certification.
- Ensure the safety, identification, & information markings are clear & legible.
- Ensure the lifting set is correctly fitted with shackles & split pins fully engaged.
- Ensure the lifting set is free of obvious signs of damage, e.g. abrasion, corrosion, wear, chemical attack, & mechanical damage.

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## LOADING & OPERATION

- Ensure the load is equally distributed and does not exceed the payload of the unit.
- Ensure the load is safely secured using the provided lashing point(s).
- Utilise net attachment points for securing the net to the basket where applicable.
- Check working load limit embossed on lashing point.

## MOVEMENT & TRANSPORT

- Ensure all signs & placards are in place & in compliance with the IMDG Code.
- Ensure forklift pockets, frame, etc., are free of potential dropped objects.
- Ensure the total weight does not exceed the maximum gross weight of the unit.
- Ensure all lifting is performed using the forklift pockets or dedicated lifting set.
- Lifting must be carried out by competent persons in accordance with an appropriate lifting plan.
- Utilise tag lines when lifting as required.

## MAINTENANCE & INSPECTION

Any surface damage must be regularly treated to combat corrosion.

Lifting sets shall be subjected to as a minimum as per requirements:

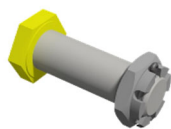
- Visual examination of complete lifting set at intervals not exceeding 12 months.
  - Non-destructive examination including visual examination of components & joining links excluding legs at intervals not exceeding 48 months.
  - Visual examination of shackles & wire rope legs at intervals not exceeding 6 months.
  - Non-destructive examination, & visual examination of chain sling legs at intervals not exceeding 48 months.
- Units shall be subjected to as a minimum as per DNV 2.7-1 requirements:
- Visual examination at intervals not exceeding 12 months.
  - Non-destructive examination including visual examination at intervals not exceeding 48 months.
  - Proof load test, non-destructive examination & visual examination after substantial repair or alteration.

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## MODULAR CARGO BASKET



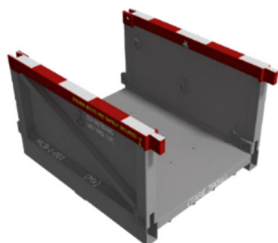
M30 x 140mm Hex Head Bolt x32

M30 Low Profile Castle Nut x32

4 x 50mm Cotter Pin x32



End Module Section x2



Middle Module Section x6



Centre Module Section x1

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## MODULAR CARGO BASKET CONFIGURATIONS

34' Configuration – Tare = 2,740kg – Max Payload = 10,000kg – Max Gross Weight = 12,740kg

MCB-1-### (E1) x 1  
MCB-1-### (C) x 1  
MCB-1-### (E2) x 1



43' Configuration – Tare = 3,520kg – Max Payload = 10,000kg – Max Gross Weight = 13,520kg

MCB-1-### (E1) x 1  
MCB-1-### (M1) x 1  
MCB-1-### (C) x 1  
MCB-1-### (M2) x 1  
MCB-1-### (E2) x 1



52' Configuration – Tare = 4,300kg – Max Payload = 10,000kg – Max Gross Weight = 14,300kg

MCB-1-### (E1) x 1  
MCB-1-### (M1) x 1  
MCB-1-### (M2) x 1  
MCB-1-### (C) x 1  
MCB-1-### (M3) x 1  
MCB-1-### (M4) x 1  
MCB-1-### (E2) x 1



62' Configuration – Tare = 5,080kg – Max Payload = 10,000kg – Max Gross Weight = 15,080kg

MCB-1-### (E1) x 1  
MCB-1-### (M1) x 1  
MCB-1-### (M2) x 1  
MCB-1-### (M3) x 1  
MCB-1-### (C) x 1  
MCB-1-### (M4) x 1  
MCB-1-### (M5) x 1  
MCB-1-### (M6) x 1  
MCB-1-### (E2) x 1

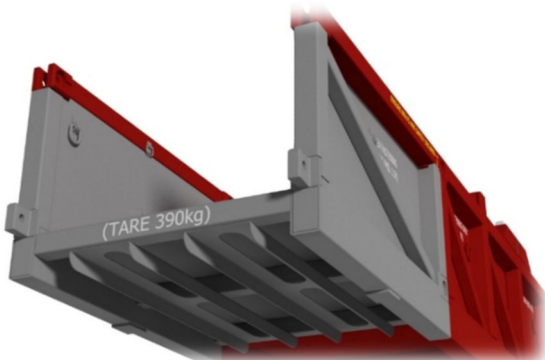
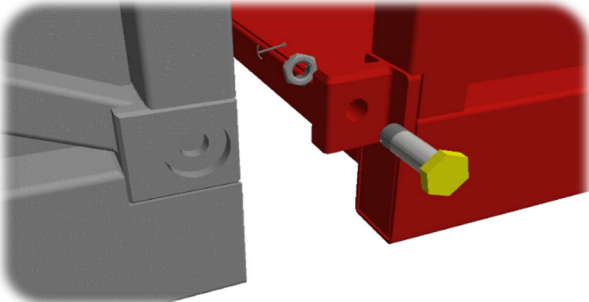
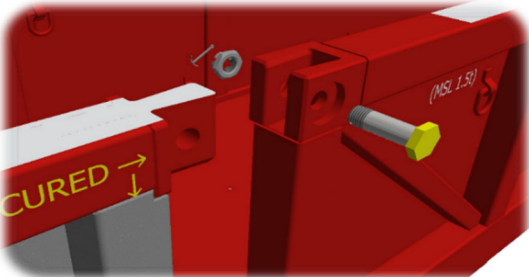


**Note: under no circumstances must the individual sections be mixed between different units**

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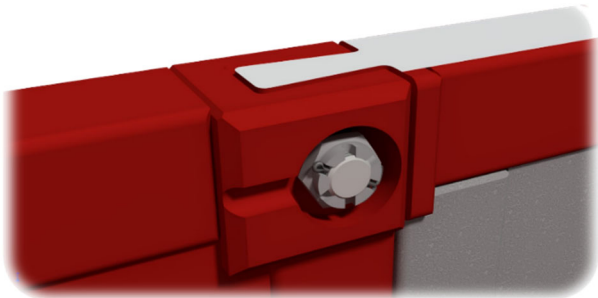
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## ASSEMBLY INSTRUCTIONS

|                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p>1) With the centre module (C) section sitting on a level &amp; secure position the middle module (M#) sections can be manoeuvred into position. Ensure that the locking blocks are in alignment with the locking sockets before pushing the parts together &amp; lowering into position. Always ensure that all personnel are clear from the locking arrangement/connection points during this procedure to prevent risk of bodily harm to the installer.</p> |
|   | <p>2) The individual modular sections can all be maneuvered into position with a forklift truck or pallet truck using the fork pockets or alternatively can be installed via a crane using the appropriate installed lifting points.</p>                                                                                                                                                                                                                         |
|  | <p>3) Lower connection</p> <p>Once the modular sections have been connected together they have to be secured into place via the M30 bolt, castle nut &amp; cotter pin.</p>                                                                                                                                                                                                                                                                                       |
|  | <p>4) Upper Connection</p> <p>Once the modular sections have been connected together they have to be secured into place via the M30 bolt, castle nut &amp; cotter pin.</p>                                                                                                                                                                                                                                                                                       |

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- 5) Ensure that the castle nut is installed onto the inside face of the basket & that the cotter pin has been correctly installed to ensure it does not release during transit.

Continue steps 1, 2, 3, 4 & 5 until you have installed the correct amount of middle sections (M#) for the desired configuration (up to max 6 in total).



- 6) Once the required amount of middle sections (M#) have been installed follow the same procedure to install the end modular (E#) section ensuring again that they have been secured in place with the M30 bolt, castle nut & cotter pin.



- 7) When all the required modular sections have been installed perform a final walk around to ensure all sections have been secured correctly before loading or lifting the basket.

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