



Lifting of Personnel with Seatrax Cranes and Hoists

All Seatrax offshore cranes carry a **nameplate** with the **API 2C monogram** and are approved by Seatrax for the purpose of lifting personnel when operated and maintained in accordance with the latest edition of **API Recommended Practice 2D**. These cranes are designed and manufactured in compliance with API Specification 2C.



The first sentences of the scope of API Specification 2C are reproduced below in italics (emphasis added):

Figure 1

*“This specification provides requirements for design, construction, and testing of new offshore pedestal-mounted cranes. For the purposes of this specification, offshore cranes are defined as pedestal-mounted elevating and rotating lift devices **for transfer of materials or personnel from marine vessels, barges and structures.**”*

This wording is very clear and unequivocal. An **API 2C** crane is a device intended to be used for lifting people. As the **manufacturer**, we know it. As the **user**, you know it. The **regulatory agencies** know it and the **certifying authorities** know it. Therefore, in our view, **this use cannot be disclaimed**. Certainly not by us and not by any of our vendors or sub-contractors.

Confirmation of compliance to **API Specification 2C** is evidenced by the use of a **nameplate**, which is partially reproduced below in italics:

“Offshore cranes that meet all the requirements of this specification shall have a permanent nameplate of stainless steel or other metallic material of equal corrosion resistance in a marine environment affixed to the structure in a conspicuous location protected from damage and disfigurement.”



Figure 2

An example of the **nameplate** used on all Seatrax offshore cranes is shown in Figure 1.

In summary, it should be evident that all offshore cranes that are in compliance with **API Specification 2C** must be “**approved**” by the **manufacturer** for **personnel handling**. A **nameplate**, such as in Figure 1, is confirmation of this approval. Additionally, the use of the API mark is a further warranty of this **approval**.



Figure 3

Now common sense tells us that this **approval** must also extend to the **hooks, blocks, hoist lines and hoists** (or **winches**) that are fitted to the crane. These are the components most directly associated with the actual **lifting of personnel** and, are after all, certainly parts of the crane. This is the precise intent of **API Specification 2C** with respect to **hoists**, which is partially reproduced below in italics (emphasis added):

*“Boom, main and auxiliary hoists shall be **approved** by the **manufacturer** for **personnel handling** and shall be indicated as such on their nameplate.”*

This requirement for **additional nameplate approval** was put in place to address those instances where the crane **manufacturer** uses **hoists** manufactured by third party vendors. Seatrax designs and manufactures all of the **hoists** used in our offshore cranes. No third party hoist manufacturer is involved, so this requirement may not strictly apply to us. However, to meet the spirit of the requirement, Seatrax affixes **additional nameplates** to all **boom and load hoists**.

An example of one of these **nameplates** for a typical **boom hoist** is shown in Figure 2. An example of one of these **nameplates** for a typical **main/aux hoist** is shown in Figures 3.

To summarize, **API 2C** offshore cranes, and the **hoists** that are part of them, are by definition devices intended to be used for **personnel handling**.

Some crane and **hoist manufacturers** impose requirements for periodic disassembly of the **hoists** as a condition for maintaining **approval** for **personnel handling**. This is often proposed as part of an annual inspection and is sometimes presented as an API requirement, which is untrue. API has no such requirement.

Seatrax does not agree with this approach. We do not require and do not recommend periodic “time-based” **hoist** disassembly, performed only for purposes of inspection. Specifically, this type of disassembly is not required and not recommended as part of an annual inspection on Seatrax cranes and **hoists**.