

## ACTION NOTE - UPDATE

### SAFECO CRAZY FROG

On 3 July 2009 a Crazy Frog suffered a collapse in one of its arms at a fair in Blackpool. An investigation is underway by HSE. Parts of the ride have been removed to the Health and Safety Laboratory at Buxton. The ride was 6 years old and had been in the current owner's possession for approximately 5 years. This is an update to the Action Note issued on 31 July 2009.

#### **Problem:**

The ride affected is a large Safeco Crazy Frogs and initial visual investigations have shown that:

- The failure occurred at a partial transverse weld at the upper right corner of the box section arm, looking down the arm towards the pivot.
- The presence of the partial transverse weld in the incident arm suggests a weld repair of a previously identified defect. It is not clear yet when this weld was made.
- The nature and cause of this previous defect can only be speculated on at the present but it is possible that it may be associated with and have been possibly initiated by one of the tack welds to the cable conduit.

Further inspection of the affected ride has identified further cracking in another arm at approximately the same location (460mm back toward the pivot from the widest part of the arm) but this time through clean, un-welded material. This is not related to any tack welds for conduits. This was revealed during a thorough inspection where the light boards were taken off to reveal the suspect area and some paint was removed from the metal of the arm. The arm has been removed to HSL for examination.

Following are more photographs which will allow operators to accurately identify the areas requiring close attention:





Investigations are continuing into this matter at HSL and it may be some weeks before a definitive answer as to why the problem occurred emerges.

**Action:**

Given the previous history of this machine the following action is now required from controllers as an interim measure.

1. As soon as possible, rides should be subject to an NDT test as per the ride's respective schedule. This should include the areas shown in the photographs.
2. Controllers are to consult their AIB about an ongoing, regular inspection regime to ensure that any crack is identified quickly and any subsequent propagation is picked up and stopped. It is stressed that the speed of propagation of any cracks is not known but is thought to be rapid.

Further detail about a substantive solution to the problem will be promulgated when known.

I am writing to HSE NFIT Inspectors informing them of the contents of this Action Note Revision. They may wish to discuss with you your procedures for regularly monitoring this area of your ride.

Any further information required can be obtained from M Sandell on 07527002689.

M Sandell  
HM Inspector of H&S  
Dated: 5 August 2009