



**Operational Alerts** inform Signal Mutual Members of serious incidents within the Mutual that resulted in permanent disability, death, or a significant near miss. If you have similar operations, please share this Operational Alert and have a safety discussion with operation managers, supervisors, equipment operators, and all affected employees. It is imperative that management review their operational controls at all levels to mitigate similar hazardous conditions and/or acts.

## INCIDENT: SHIP ACCESS

### SUMMARY OF RECENT INCIDENT

incident Safe access to vessels is paramount for all members across the mutual to complete their work. Whether placed by the facility or the ship's crew, ensuring safe access is paramount to successful job completion.

Recent concerns from mutual members regarding safe access to vessels has demonstrated a gap in both knowledge of requirements and who bears responsibility for safe access.

### CONSIDERATIONS

OSHA's 1915.74 (Shipyards Employment) and 1918.22 (Longshoring) standards are similar and govern access to vessels.

- ✓ Both standards require "proper trim" for all accesses to vessels. Facilities may want to institute a checklist that verifies conditions during loading/unloading operations. The periodicity for checking accesses should consider tide and shift changes.
- ✓ Post signs with contact information at shoreside access for reporting unsafe boarding conditions. This is especially important for third party's that access the vessel.

### KEY REQUIREMENTS

1. There shall be no obstructions preventing access and safe passage to the gangway.
2. Gangways must have handrails at a height of approximately 33 inches high with a mid-rail. Chain, wire rope, wood, pipe or rope are acceptable, but they must be kept taut. They must be supported so they do not become accidentally dislodged.
3. If the foot of a gangway is more than one foot (.30 m) away from the edge of the apron, the space between them shall be bridged by a firm walkway equipped with a hand rail with a minimum height of approximately 33 inches (.84 m) with midrails on both sides. Local requirements in some ports mandate that any gangway that cannot be properly landed on the dock requires the use of a gangplank (bridge), so as to disallow any member of the workforce from crossing a gap of any size between the dock and the dock plate."
4. OSHA 1915.74 (C)(2) – Unless employees can step safely to or from the wharf, float, barge, or river towboat, either a ramp meeting the requirements of paragraph ©(1) of this section or a safe walkway



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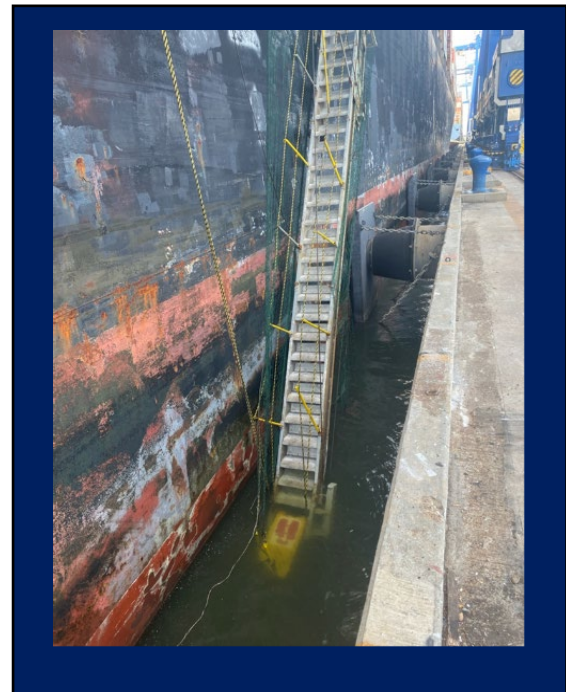
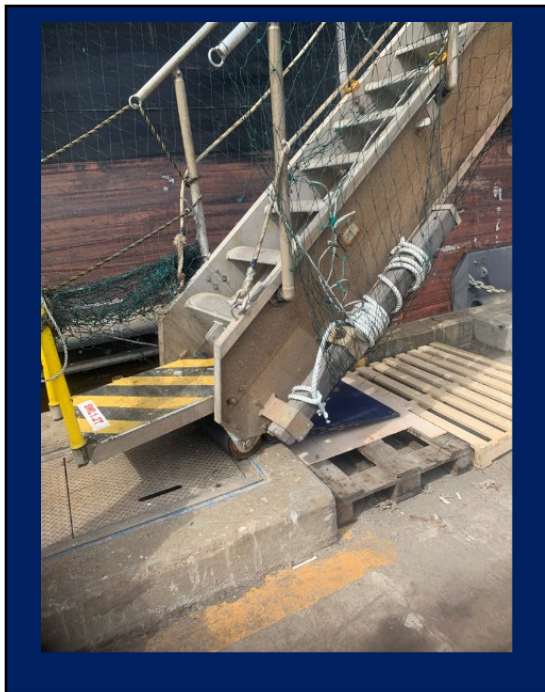
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meeting the requirements of paragraph (a)(7) of this section shall be provided. When a walkway is impracticable, a substantial straight ladder, extending at least 36 inches above the upper landing surface and adequately secured against shifting or slipping, shall be provided. When conditions are such that neither a walkway nor a straight ladder can be used, a Jacob's ladder in accordance with the requirements of paragraph (d) of this section may be used.

5. Metal gangways should always be grounded to the vessel.
6. Avoid using makeshift steps for accessing gangway (example: stacked pallets, wood blocks, etc.)
7. It is critical that the gangway/ramp safety be assessed and assured routinely over a shift. The gangway must be secured and appropriately trimmed. Ship lateral movement, tidal conditions, and other operational changes may result in the ramp access and safety being compromised. If the gangway/ramp shows gaps in access either at dockside or near the ship entrance, it must immediately be secured, and access denied until compliant with regulations. Adequate lighting should be provided to illuminate the means of embarkation and disembarkation, including the positions on deck and ashore.



Example: The member alerted the vessel that the gangway was not safely footed on the pier. While re-positioning the hoist line parted, causing the gangway to fall into the water. Vigilant review before allowing employees access, prevented a potential injury event.



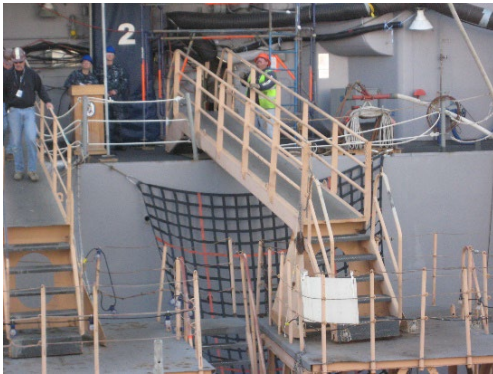
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8. Cargo or crane operations shall never take place over the gangway while it is in use.



**Improper Access- DO NOT USE**



**Properly Placed and Trimmed Gangways**

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