

Safety Alert

Ref No: SA-014-2024

18 December 2024

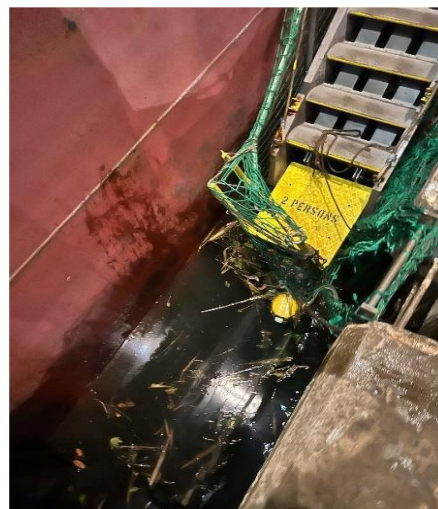
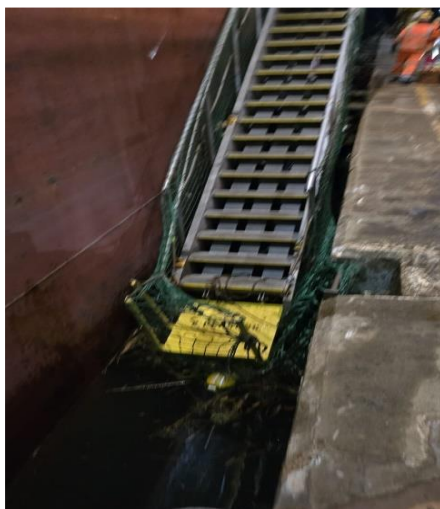
Ship's gangway fell from quay

On 02 October 2024, the gangway of a container vessel detached from the quayside injuring five lashers. Four of the injuries were reportable under RIDDOR as over-seven-day injuries, while one was classified as minor.

What happened:

Movement of the vessel on the tidal berth resulted in the ship's gangway resting partially over the quayside ladder void. As the five lashers were ascending the gangway, the gangway moved from the quay wall, swinging back to the side of the vessel and dropping approximately 2-3 meters below the quay wall (images below).

Consequently, the five lashers fell, one of the lashers at the bottom of the gangway falling into the water, another being caught in the gangway netting and the other three falling onto the gangway itself. The submerged lasher was recovered from the water via the quayside ladder, first aiders attended the scene, three lashers were sent to A&E and two sent home. Additionally, the Terminal Supervisor spoke with the Chief Officer of the vessel and crew.



Key findings:

- Tidal movement of the vessel caused the gangway to move position, and the gangway roller encroached on the ladder void, causing it to be less stable.
- Vessel gangway procedure requiring supervision at all times, was not followed. At the time of incident, the gangway hoist wires were slack enough to for the gangway to drop approximately three meters.
- Markings on the quayside, around the ladder were faded and of insufficient colour and size to raise awareness of potential quayside hazard.
- The IP was not wearing his chinstrap when going up the gangway resulting in losing his helmet during the fall into the water, where he narrowly missed striking the quayside fender.
- A large painted sign showing the maximum load of the gangway was faded.
- There was no life buoy present at the lower part of the gangway supplied by the vessel as per HSE ACOP.

Considerations for members:

Members may wish to consider the following actions:

- Position vessel gangways away from ladder voids.
- Review operations to ensure that written procedures are followed in practice.
- All employees must wear PPE correctly.
- All signs on the vessel and on the gangway must clear in providing information regarding maximum load, capacity and potential hazards.
- Carry out pre-work gangway and vessel checks before vessel operations commence and at suitable intervals throughout.
- Encourage the use of stop work authorities if unsafe situations are observed.
- Review markings for quayside hazards such as ladder voids to ensure they are suitable.

PSS would like to thank DP World Southampton for sharing the details of this incident and the related learnings at the base of this alert.



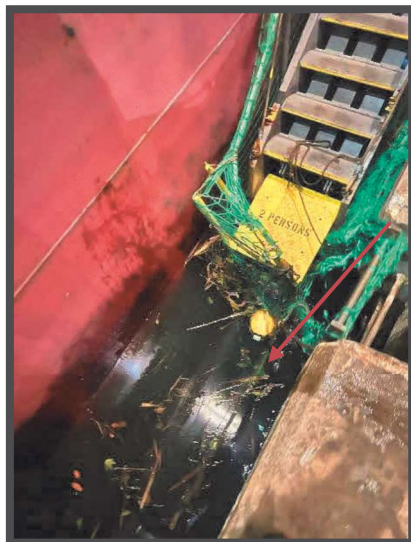
DPWS SAFETY BULLETIN – 02 October 2024

Gangway fell from quay.

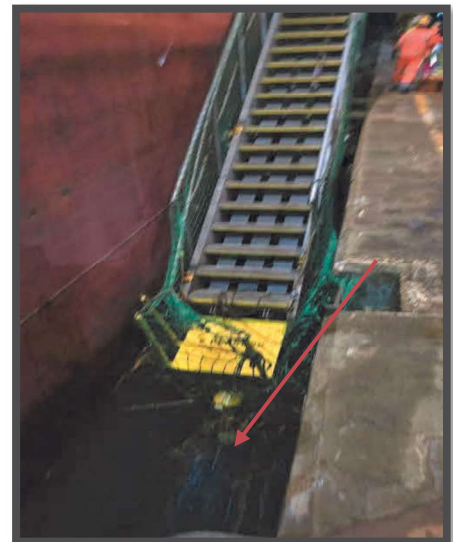
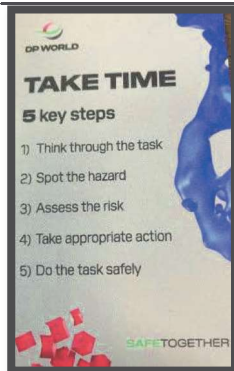
INCIDENT : Lashers injured when gangway of Al Nefud fell away from the quay
LOCATION : SCT 3 Berth
INCIDENT NUMBER : GBSOU-C1-24-0210-4235

INCIDENT SUMMARY

SCPS lashing gang were ascending the gangway of the AL NEFUD that was berthed on SCT 2/3. As they were ascending the gangway it moved from the quay wall, swung back to the side of the vessel and dropped approx. 2 to 3 meters below the quay wall. As it swung and dropped, five lashers who were in the process of ascending the gangway fell. The lasher at the bottom of the gangway fell backwards into the water with the other 4 all falling onto the gangway itself.



Red arrows show direction the gangway fell away from quay wall – approx. 2.5mtrs towards the water.



Photos of gangway post incident. There is no CCTV available of the incident.

IMMEDIATE ACTION TAKEN

- Lasher pulled from the water via the quayside ladder.
- All Injured persons brought back to the quay and the gangway raised by the crew.
- First aiders called to attend scene.
- Lasher who had been in the water kept warm with coats and then foil blanket from the first aider.
- Gangway secured and a prow placed onto the quay.
- Terminal Supervisor spoke with the chief officer of the vessel and the crew. (awaiting report from vessel)
- Injured parties taken to reception.
- Three lashers sent to A&E to be checked out.
- Two lashers sent home after the incident.



KEY MESSAGE FOR COMMUNICATION

Kindly discuss and re-enforce the below points with your teams:

WORKFORCE KEY POINTS FOR DISCUSSION:

- Exercise your “**Stop Work Authority**” if you observe unsafe work, unsafe acts or conditions or a situation where you are in doubt.
- **Safe System of Work refresher – [006 Ship Safety rev 23.pdf](#) section 3.3**
- It is the responsibility of the vessel to provide a safe means of access to and from the vessel and this should always be, where practicable, via the gangway.
- Access to the vessel via the gangway shall not be permitted until the gangway has been secured and safely rigged and netted. At times it may be necessary for a prow [a gangway extension piece] to be fitted between the foot of the gangway and the quay. In such cases; this must have suitable guard rails and safety netting in place. If this is not the case, then a terminal supervisor or shipside coordinator must advise the vessel’s Chief Officer to take remedial action.
- Caution must be exercised when accessing the vessel via the gangway, especially in inclement weather conditions. In the event that a gangway is at an unsafe angle (i.e. too steep) due to the state of the tide and / or draft of the vessel then the ship’s crew are to be informed and requested to adjust the angle of the gangway prior to access / egress.
- **Pre-Work Vessel Inspections**
- When a vessel arrives at DPWS, a Terminal Supervisor shall carry out a pre-work vessel inspection. Should a Terminal Supervisor be unavailable, then this task is to be delegated to a Shipside Coordinator or a suitable Leading Hand. Pre-work vessel inspections are to be completed as soon as possible after the vessel arrives. The purpose of the inspection is to assess the current state of the vessel in the areas that terminal staff will be working or passing through and identify any obvious hazards that may be present.
- Should a hazard be identified on board the vessel that has the potential to adversely impact on safety, such as defective gangways, guardrails, access ladders or hatch covers (whether during the pre-work vessel inspection or by those working on the ship during normal vessel operations) then a vessel’s officer is to be informed immediately and requested to rectify the concern.
- **Always remember our Commitments We Live By in this case Fundamentals –**
- I will: Take time to identify hazards and ensure risk controls are in place
- I will: Stop unsafe work and report unsafe acts and conditions
- I will: Look out for myself and the safety of everyone in my workplace
- **Important Safety reminder to all accessing/egressing vessels**
- Prior to accessing/egressing all gangways the workforce are reminded to ensure you **Take Time** to check gangways integrity and if in doubt use your **Stop Work Authority**.

FURTHER INFORMATION

To enquire about this incident or any incident within DP World Southampton please contact your HSE team in person or email safetydepartment@dpworldsouthampton.com

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02 October 2024