Safety Alert

PORT SKILLS & SAFETY

Ref No: SA-014-2024

18 December 2024

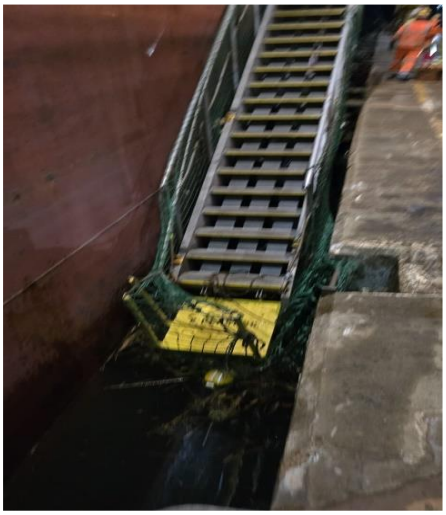
Ship’s gangway fell from quay

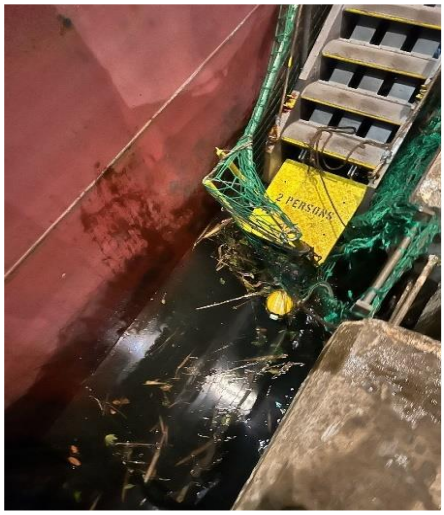
On 02 October 2024, the gangway of a container vessel detached from the quayside injuring five lashers. Four of the injuries were reportable under RIDDOR as over-seven-day injuries, while one was classified as minor.

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.