

## Safety Bulletin 05 of 2019

### Near miss gangway fall

This Safety Bulletin is issued following the Port Skills and Safety alert that was issued on 20 November 2019. The safety alert was raised by the Bristol Port Company following the fall of a gangway onto the quayside from a height of approximately 16-18 metres.

Masters, vessels and harbours operators are reminded of their responsibility under the [Harbour Regulation \(Jersey\) 1962 Part 3](#) to maintain a safe means of access between the ship and the shore at all times when alongside in a Jersey Harbour.

Details of acceptable means of access can be found in the [SiP014 – Guidance on safe access and egress in ports](#), in Chapter 6 and 18 of the [Code of Safe Working Practices for Merchant Seaman](#) and [MGN 533](#).

Refer to Annex A to access all the Port Skills and Safety alerts issued.

26 November 2019

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Annex A:

Port Skills and Safety alerts – Accessible [Here](#).

 <b>THE BRISTOL PORT COMPANY</b>	<h2>SAFETY ALERT</h2>	SY059 S&T Ref: Gangway Fall Date: 20/11/19
<b>Leadership</b>	<b>Ownership</b>	<b>Learning</b>

### NEAR MISS: Gangway Fall

**Description of Incident:**

On Tuesday 19<sup>th</sup> November an incident occurred at Royal Portbury Dock, during preparations for a Pure Car Carrier to sail, whilst stowing a gangway for departure.

With the vessels stern ramp raised the Pilot was boarded via a gangway. When the ships crew recovered the gangway during its final stow it fell outboard and down from one end (falling approx. 16-18 metres) onto the quayside, narrowly missing a parked line handlers' vehicle.

Had the gangway hit the vehicle it would have inflicted serious damage to both the vehicle and occupants.

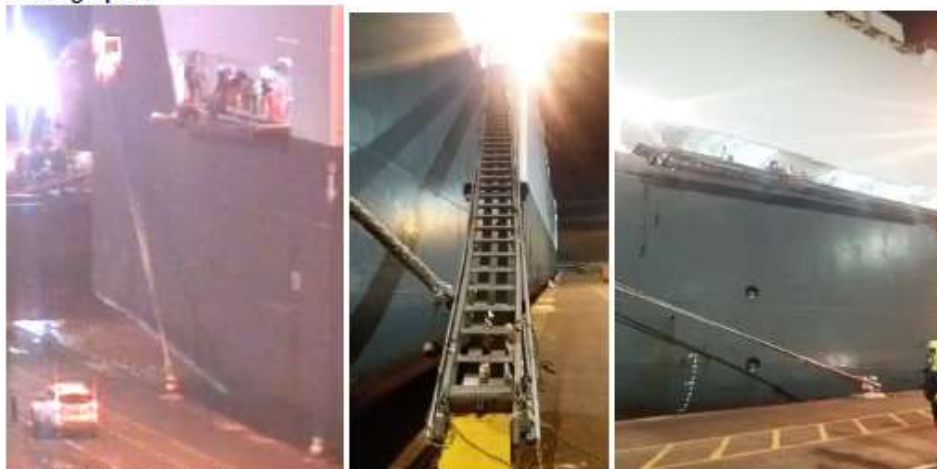
**Interim Findings:**

1. A wire parted during the lift of the gangway.
2. Line handler was parked in an operational area.
3. The gangway was not stowed when the line handler arrived putting him in close proximity to a lifting operation.

**Interim Recommendations:**

1. Introduce an exclusion zone for line handlers until it is safe to undertake mooring operations. This will be confirmed between Pilot and Master during the Master Pilot Exchange (MPX).
2. Vehicles to be kept clear of operational areas unless required for the task.
3. This alert should be cascaded, immediately, to the relevant parties.

**Photographs:**



\*Not vehicle involved

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