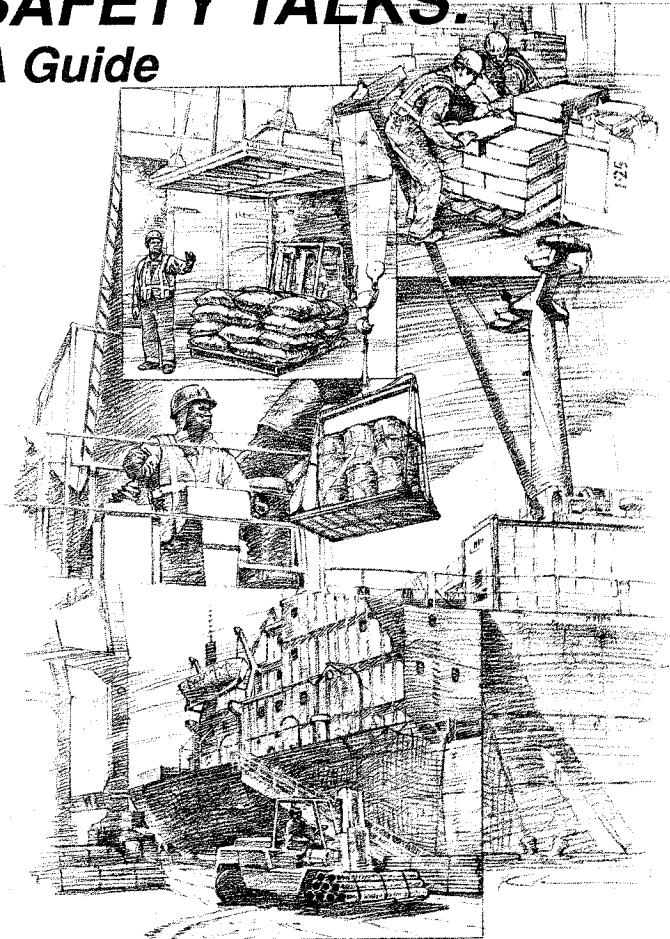


GANGWAY

SAFETY TALKS:

A Guide



Pacific Maritime Association
Training/Accident Prevention Department

GANGWAY SAFETY TALKS: A Guide



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FOR THE SUPERVISOR

This guide has been developed to provide the front-line supervisor with a variety of ideas for gangway safety talks. The ideas are presented in two parts. **Part I-- Doing Your Own Talk**, is intended to help you develop your own gangway safety talks. It consists of advice on how to develop your talk and some suggested topics. Please use these ideas as a basis for the development of your own talks.

Part II-- Sample Talks, presents a series of sample gangway safety talks. Each of these ideas has been developed to attract and maintain the longshoremen's attention, and to motivate the entire gang to work efficiently and safely in order to protect themselves and the cargo they handle. These talks should be modified, as appropriate, to better suit your specific needs. They are intended to serve as examples of the type of talk you might use.

Remember, safety is no accident. It's your job to sell safety to the work gang by being enthusiastic and honest in your concern for their safety. Your actions and observations regarding safety on the job indicate your honest concern.

This booklet can help you sell safety to the work gang and to help reduce the odds of their being involved in accidents. The purpose of the Gangway Safety talk is to establish a safe basis for the gang's shift. This can be achieved in two ways: First, by motivating them to work safely. Second, by providing information, facts and procedures that will result in a safer operation.

The ideas in this guide include a variety of accident prevention topics and motivational approaches. Your own experience in longshoring is the most important ingredient you should add. Capitalize on your job experience!

Preparation— review the scripts and select one appropriate for the operation. Modify the ideas presented in this guide to best suit the job and the work gang. You should be able to present your talk informally and in a casual manner without reading directly from this guide.

Presentation— to start your presentation, call everyone together where you will not be interrupted and where you can have everyone's attention. Include in your talk any

specific information about the given cargo, location and operation that they need to know. Give the talk in your own words using the guide's ideas as notes. Better yet, make your own notes or an outline. Do not read from this guide. Remember, the gangway talk is only one part of how you will motivate your gang to work safely. The most important element of job safety will be your day-to-day observations and actions on the job site.

PART I — Doing Your Own Talk

You can develop your own safety talks based upon your own experience and knowledge of longshore work. It's best to develop your talk around one or two key subjects. The ideas presented in this Part may help you develop the topic and contents of your own safety talk. Other sources for a topic may include:

A. A recent injury, accident, or near-miss. Such a topic will be of interest since workers are likely to be familiar with the incident. Do not get involved in assigning blame when discussing a real incident. Instead, describe the injury, how it happened and how it could have been avoided or made less serious by following the safety rules. Discuss safety code violations that may have contributed to the accident. You can promote the use of protective equipment by referring to incidents where its use helped avoid injury. Remember, the purpose of reviewing an accident is to promote safety and accident prevention — not to place blame.

B. Accident statistics kept by the employer or the PMA. How likely is an injury? As an example, based on recent OSHA records, we had 13.8 lost time injuries per 100

workers. However, we had 36.7 reported injuries per 100 workers. That's more than one reported injury for every 3 longshoremen! Longshoremen are about twice as likely to have a reported on-the-job injury than is the average U.S. worker. Clearly, there is a need to promote safe work practices.

C. The type of operation, or the type of cargo being worked. You may want to refer to the *Pacific Coast Marine Safety Code* for specific safety procedures and equipment. The nature of the cargo being worked can often provide the topic for a safety talk. The "Safety Topics Checklist" in this guide may suggest some additional topics, or it may assist you with the content of your gangway talk. Each different type of cargo and each type of operation has its own specific set of risks.

In developing your own gangway talk, you should recognize that most longshoremen are skilled and experienced in their work. Rather than being told the specific procedures for a given operation, they most often need to be motivated to work safely. They need to be reminded of safety procedures and constantly encouraged to follow safe practices. The only limitation is your imagination.

CONTAINER OPERATIONS — Safety Topics

Gangway — Trim

- Top/Mid-rails
- Structure
- Slipping Hazards/Obstructions
- Illumination
- Safety Net

Deck — Walkways: Obstructions & Slip/Trip Hazards

- Illumination

Lashing — Portable Ladders

- Personnel Cages
- Other Means of Access
- Container Top Condition
- Fall Protection
- Securing Systems

Cranes — Hand Signals

- Radio Communications
- Emergency Shutdown Procedures
- Warning Systems
- Access
- Safe Working Capacity

Tractor/Chassis — Equipment Inspection

- Proper Operation
- Traffic Patterns, Lanes and Routes
- Traffic Control

SAFETY CHECKLIST — General

The following checklist can be used as the basis for developing your own safety talk.

Housekeeping — Walkways

- Deck

- Hold

- Dock

Gangway — Top/Mid-rails

- Safety Net

- Structure

- Obstructions; Slip & Trip

- Illumination

- Clear of Traffic Lanes

Hatches — Covers

- Ladders

- Tents/Tarps

Ship's Gear & Rigging — Cranes

- Booms

- Winches

- Guys & Preventers

- Blocks & Pins

- Sheaves

- Padeyes

- Ropes

- Wires

- Shackles and Pins

- Spreader

- Working Loads

- Emergency Procedures

Stevedore Gear — Slings

- Bridles

- Spreaders

- Shackles/Pins

- Hooks

- Working Load

- Wires

Vehicles — Tractors/Chassis

- Lift Trucks

- Container Handling Equipment

- Operating Procedures

- Emergency Procedures

- Pedestrians

- Traffic Control

- Equipment Inspection

Personal Protective Equipment

- (as appropriate) —

- Hard Hats

- Respirators

- Safety Shoes, Calks

- Clothing, High Visibility Vest

- Life Jackets

- Ear Muffs or Plugs

- Gloves

- Fall Protection

Other — First Aid Supplies/Stokes Basket

- Fire Fighting Equipment

- Adequate Illumination

- Emergency Procedures

SAFETY TIPS FOR AUTO OPERATIONS

Gangway — Mid and top railings in sound condition and securely in place. Placed clear of traffic areas. Safety net in place.

Vessel — Oil leaks and spills cleaned up immediately. Lashing materials properly stowed in a timely manner. Do not swing or throw lashings. Men informed of, and knowledgeable of traffic patterns. While driving, be alert for obstacles, workers and equipment. Adequate lighting exists in all work areas. Be aware of the many tripping hazards: padeyes, lashing gear, deck fittings, etc. Be alert for low overheads — wear hard hats. Monitor carbon monoxide levels.

Yard — Make traffic patterns known to the gang. While driving be alert for obstacles, workers and equipment. Be alert to weather conditions and road surface. Obey all traffic regulations. Drivers should test brakes before moving vehicle. Use wipers and lights during adverse weather.

Remind the gang — Constantly watch out for low overheads. Wear hard hats. Do not run the engines any more than is necessary.

Walk to and from the shuttle, do not run. While on foot, stay out of the traffic lanes whenever possible. Drive at a safe speed. Report any and all damage. Be alert to any sharp edges on auto bodies. Do not wear clothing that may scratch the auto's finish. Be alert to carbon monoxide levels. Autos are tightly stowed, so use care when opening doors. Drive only in the designated traffic lanes. Walk only in the designated walkways.

When lashing under a vehicle, make sure others are aware of your presence. Work in teams of two, using the buddy system.

BREAK BULK SAFETY TIPS

Lift Drivers

Inspect your lift before beginning operations.

Check its operating controls.

Check its lifting capacity.

Obey the traffic regulations for the yard.

Be alert for workers on foot and other vehicles.

Sound the horn when approaching a blind corner.

Position all loads properly on forks.

Keep mast vertical or tilted back when lifting, lowering or carrying a load.

Maintain a clear view — drive backward if necessary.

Cross rail tracks at an angle.

Do not lift or carry men unless equipped to do so.

Frontmen

Keep the work area clear of debris, dunnage and other tripping hazards.

Inspect stevedore gear before use, and periodically during job.

Use your protective equipment: hard hat, gloves, high visibility vest, appropriate clothing and footwear.

Be alert for vehicles moving cargo around you. Stay clear of their traffic lanes.

Stand clear of the load when being moved by machinery.

Never allow a load to pass over you.

Keep hands and fingers clear of pinch points.

Avoid sprains and strains by making sure you have a secure grip and a safe stance when handling the gear.

Hatchtender

Inspect the gear before use.

Keep your work area clear of debris, dunnage and other tripping hazards.

Always be sure the load is properly slung, and men are clear before signaling to move the load.

Use clear hand signals.

Maintain a clear line of sight with the winch driver.

Use your protective equipment: hard hat, high visibility vest, gloves, appropriate clothing and footwear, and other equipment as appropriate.

Be aware of movement of the load by facing it at all times. Never allow a load to be hoisted over you.

Be sure that holdmen are clear and ready for the load.

Warn the workers in the danger area.

No one on the ladder while the load is moving in or out.

Winchmen

Inspect gear prior to start of job.

Check the warning devices.

Check the capacity.

Check condition of preventers and guys.

Familiarize yourself with the operating controls.

Make sure there are preventers on heel blocks.

Report any slippery conditions.

Always follow the hatchtender's signals.

Avoid sudden stops and starts with the load.

Stay alert and keep your hands on the controls.

Never hoist a load over the workers.

Keep the load level.

When leaving the controls, shut off the power and secure the equipment.

Holdmen

Use your protective equipment:

hard hats, gloves, appropriate clothing and footwear.

Stay clear of the hoisted load.

Steady the load only when at or below shoulder height, or use tag lines.

Keep hands and fingers clear of pinch points.

Make sure you always have secure footing.

When hand handling cargo use teamwork for heavy loads and employ proper lifting techniques.

Avoid sprains and strains through a secure grip and safe stance.

Keep an eye on the load and be especially cautious of whipping slings.

Remove loose dunnage from the load before hoisting.

FILL - IN

NOTE: this is a basic outline which can be used to address a variety of special circumstances. Just fill in the appropriate information. It can be used to identify wet decks, greasy decks, over height containers, jammed hatch lids, stuck cones, upside down cones, etc. Fill in the details or modify as appropriate for the job.

Thanks for your attention. I would like to take a few moments and speak to you about safety on this job today. During today's operation, we will face some conditions that are unusual and may not have been experienced by some of you. So please be especially careful of

_____.

Remember to watch

_____.

Look out for

_____.

Instead of _____,
we will have to _____.
This is due to _____.

Because many of us have not worked this type of cargo (or operation) we will need to stay especially alert. Remember to watch out for each other.

Let's have a safe day. Let me know if you have any questions or problems with the procedures or gear.

Thanks.

THE GRAIN OPERATION — Safety Tips

Mooring lines should be tight before starting the job and checked periodically.

The gangway should be properly rigged, away from bollard and cleats.

Top and mid-rails and safety net secure and in place.

Check gangway frequently and adjust to compensate for changes in draft.

Bulwark steps properly rigged.

Cargo certified free of harmful fumigants prior to being worked by longshoremen.

A clear walkway at least 3 feet wide should exist on the weather deck.

All oil, grease, and excess grain should be cleaned up.

Respirators, dust masks, goggles, and coveralls should be available and used.

All workers should know when and how to use their protective equipment.

Automatic hatch covers should be properly secured.

All men are to be clear of hatch covers being raised or lowered.

Ladders safe for use — no broken rungs, and escape hatch secured.

The hatchtender is to check all workers into and out of the hold.

Maintain communication with the workers in the hold and the person controlling the flow of grain.

When using the trimming machine:

Stand to the side of the machine

Maintain communications with workers in the hold and the button pusher.

Keep the spout close to the pile to avoid excessive dust

Workers should stand clear of the spout

PART II — Sample Talks

This part consists of a collection of sample gangway safety talks. You could use these talks as they are written, but it would be better if these ideas are presented using your own words. Several of these sample talks are intended to motivate the gang to work in a safe manner and are not intended to inform them of specific work practices or procedures. However, several sample talks are included which do address specific types of cargoes and operations. Again, the most important element you can add is your own knowledge and experience in longshore work.

KEEP YOUR COOL

Thanks for your attention. I would like to talk to you today about working in hot weather. Hard work and a hot day can add up to heat stress and illness. Since the forecast is calling for a hot day, let's discuss heat related illness. It can come in three types: heat cramps, heat exhaustion, and heat stroke. They may occur singularly or in combination.

HEAT CRAMPS — are painful muscle spasms. The most active muscles are usually affected. Apply firm pressure to the cramp and gently massage.

HEAT EXHAUSTION — results when fluid loss through sweating exceeds fluid intake. Symptoms include: weakness or fatigue; nausea; headache; clammy skin; pale or flushed complexion; and normal body temperature. In serious cases the victim may vomit or faint. Remove the person from the heat, and cool him down. Have the person lie down. Give him some fluids (water) to drink.

HEAT STROKE — results when your built-in cooling system breaks down and you stop sweating. There may be little warning of heat stroke until it has become serious. Heat

stroke is very serious. The symptoms are: hot, dry and red or spotted skin; strong and rapid pulse; high temperature; confusion, delirium or convulsions; and perhaps unconsciousness. Heat stroke is a serious condition. A person can die if not properly treated. Remove the victim from the hot environment, lie down, and reduce body temperature by cooling him down. Remember, the body's own natural cooling system is not functioning. Treat for shock and monitor breathing and pulse.

The best cure for any heat related illness is prevention by not overexerting on hot, humid days. Also keep cool by use of appropriate clothing, shade and perhaps an occasional dousing with water. Remember, drinking water is available at work sites for your health and safety. Do not let yourself become dehydrated and prone to heat illness.

Heat illness can be sneaky. It can attack without warning. So let's have a safe job today by being extra alert to heat problems. Keep an eye out for each other —someone may not realize that they have the symptoms of heat illness. If someone comes down with a heat induced illness, please see that supervision is notified. Get the person out of

the hot environment, treat him for shock, and cool him down with water, or whatever is available.

Thanks for your attention.

FIRE SAFETY

Good morning and thanks for your attention. I know that you are all familiar with the operation today. However, I would like to mention a few things concerning fire safety since we will be working a combustible cargo. Also, keep in mind that some of the cargo is identified as highly flammable. I want to make sure that you all are aware of the location of our fire alarms, both on the vessel and in the terminal.

On board the vessel there are fire alarm signals located at:

On the dock we have fire alarm signals at:

As always, let's not have any smoking in the hold, the shed, or while working the cargo. The designated smoking areas are:

If there is a fire involving this cargo, evacuate the area immediately and warn the other workers. ***Do not try to extinguish or control the fire yourself.*** Not even if you think you can do so without danger to yourself. Notify your supervisor immediately!

If there is a leak or spill involving any of this material, clear the area and notify your supervisor.

(Discuss the specific terminal's fire emergency procedures.)

Again, thanks for your attention. Let's have a safe job today.

CONTAINER OPERATIONS

I want to take a few minutes of your time for a short safety briefing on this operation.

First, does everyone have their high visibility vest and hard hat?

There is going to be a lot of movement on the dock and vessel, so be especially alert today. When on foot, stay in the designated walkways whenever possible. Be aware of the traffic lanes and moving vehicles. Those of you in the yard on foot, be sure to mark off any area you are in. Drivers, we have printed copies of the terminal traffic rules and regulations. Be sure you have a copy and abide by these rules. Be alert for workers on foot in the yard, and be cautious at blind corners. Be sure to always hook up both brake hoses and test for the fifth wheel pin lock.

You lashers, work together as a team and not alone. Stick close to your buddy. Close enough so that you can either see each other or shout to one another. On this particular vessel, be careful for areas that have open spaces. Wear a safety harness when necessary.

Stand clear of areas where the containers are coming off. Watch for loose lashing gear. Do not leave lashing materials on the top of containers or other items being hoisted. Keep your area free from tripping hazards. Stay clear of the aisles adjacent to the bay being worked. Also, stay at least 5 container widths outboard of the cell being worked. Be sure to use the proper tools with the lashing gear. Let's not have any sprains or strains. Make sure you have a secure grip and a safe position when lashing. If you see any equipment or actions that are questionable, report it to your supervisor immediately.

The last thing is to stay alert, especially for containers moving overhead. Never allow yourself to be under a suspended load.

Any questions? Thank you for your attention.

LOG LOADING

There are a few safety tips I want to review before we get started:

— Always wear calk boots or calk sandals for walking on logs. Place your feet with care when moving about. Most injuries on logs are caused by slipping on loose bark or peeled logs.

— Be sure that landed logs are stable before stepping on them while unhooking the sling. Watch for “run away” logs (logs that are rolling or shifting).

— Don’t ever throw pike poles. You could easily end up injuring someone. Also, the poles are useless when damaged.

— Life vests will be worn at all times on the boom. Wear it properly, and not around the hips.

— If possible, avoid jumping from one log to another. Watch your footing as you walk on deck loads.

— Do not allow excessive accumulation of bark on deck. Keeping your work area in order can reduce the risk of slips, trips and falls.

— Avoid building a high crown of logs. By keeping the logs as level as possible, you will reduce the risk of logs rolling.

— Dockmen, be especially alert for loads arriving on trucks with less than two binders.

— Keep the sling shack a safe distance from the swing of the load.

— Stay clear of the path of log stackers.

— Keep your hands and fingers clear of pinch points. Use your hands to steady a load only when it is at or below shoulder height. Better yet, use tag lines to help guide and steady the hoist.

— Finally, watch for hangers and sliders. Make sure the load is stable before hoisting. Always face the load, and stand clear when it is being moved by equipment.

Any Questions? . . . Thanks.

ACCIDENT CAUSES

I know that you are all familiar with the type of cargo and the operation we have today, so I won't take your time to tell you what you already know. Instead, I would like to talk to you today about safety in general terms, your safety and your co-worker's safety. Beginning back in the early 1900's with the first laws regarding worker safety, injury statistics have continued to show that accident causes are related to just two primary factors: the environment and our own human behavior.

Approximately 15% of all industrial accidents are directly related to the environment. For us, that could be a sling breaking, brakes failing, a bridle coming apart, another piece of equipment breaking, a poor work surface, or similar conditions.

However, 85% of all injuries are caused by human behavior: our own actions and inactions. Things such as hurrying up, inattention, lack of training, lack of physical matching to the job, substance abuse, and horseplay are common examples.

The first 15%, the environment, our company is continuing to work on. The other 85%, the

human actions, are the ones we need your assistance with. Let's all try to set a good example for our co-workers. Also, keep an eye on the others around you to make sure that they keep their work practices safe for you and for themselves.

Thanks for your attention. Let's have a good day and a safe day.

PRIDE AND CHALLENGE

Thank you all for your attention this morning. Instead of talking to you about how to do this job, I would like to talk to you about job safety and ask you for your cooperation in making a special effort to have a safe operation today. You all have experience with this type of work so I won't tell you what you already know.

If each one of us makes the effort to be more aware of safety and to use the intelligence, training and experience we have, we can all work safer. The locals in our port have taken on challenges too numerous to name. In the challenge of contract negotiations, they have led the way. In the challenge of reducing cargo damage, they have improved tremendously. We can all take pride in the accomplishments of the union and our productivity.

I would like to ask your help in trying to lead the way in injury prevention. We all know that many injuries are caused by our own actions and many more by our inattention to the work environment. I ask each of you to take up the challenge to further reduce the incidence of accidents and injury. Let's prove to one and all that longshoring can be a safe

work place if we all pull together and make the effort. We need your help, support and cooperation in this effort. The employer here will cooperate in our safety effort as well.

OK, let's go to work and have a safe day.
Thanks very much.

PROFESSIONAL IMAGE

Thanks for your attention this morning. I would like to take a minute or two to talk about safety in general terms. As professionals, we all know how to do the job facing us today. However, we may often develop poor work habits that are difficult to break. You all know the right thing to do regarding safety. Most of you are all professionals and have years of experience on the waterfront.

Let me direct your attention to some of the things that we do away from work concerning safety. At home, we watch out for our children, our wives and our friends. We will insist that our kids who are in the little league batting box wear their batter's helmet. Whatever the activity, we will insist that our loved ones use their personal protective equipment. Let us all make sure that we set the proper example at work and abide by our own safety advice. However, I know that some habits are very difficult to change. Let's all support each other's efforts to work safely and develop safe and sound work habits.

As professionals we are all capable of working safely and productively. However, let's

remind each other as we work today that we should always practice what we preach. When you see a fellow longshoreman doing something that you consider unsafe, talk to him about it. If you see things that we can do as a company to help make the work environment safe, let us know. We know that you have a wealth of knowledge that can go a long way in reducing injuries on the waterfront.

The winners, when accidents and injuries are eliminated, will be yourselves. You should be proud of your accident free record and your career. Your friends, wives and children can also be proud of you, your work and the lifestyle that you are able to give them. So let's set a good example through your own actions, by working safely as a leader for the rest of the brothers around you and as an example for your loved ones.

Thanks for your attention. Let's go to work and have a safe day!

SAFETY + QUALITY = MORE JOBS

Thank you for your attention this morning. Instead of talking to you about the job we have here today, I would like to take a few minutes to talk to you about a work example set by the longshoremen at another facility.

At a facility in Benicia, California, the longshoremen turned their safety record around and in doing so they attracted more cargo and more work to their port. It was only a few years ago that Benicia was one of the highest damage discharge ports in the United States. Due to the high incidence of damage, only the minimum amount of cargo absolutely necessary was shipped there. More recently the various companies came to the Benicia longshoremen and asked for their help. The companies described the problem and asked the locals and the longshoremen to solve it themselves.

It was a serious challenge and the men took it on in a direct manner. They took on the challenge and succeeded in turning around their reputation. They reduced the incidence of cargo damage to such an extent that they

are now one of the top discharge ports in the country with a low incidence of damage. Due to this impressive record, they are now attracting and handling much more cargo than would have otherwise been going there. This has been a direct result of their lowering the damage rate.

You and your brother longshoremen can have a direct impact on the amount of cargo this facility will handle. The longshoremen in Benicia have set an example and have demonstrated that they can attract jobs by improving their safety record. Let's all help keep the cargo flowing through here and not let it go elsewhere because we could not maintain an acceptable safety record. Let's help to preserve our jobs and allow for even greater increases in those jobs by working safely.

Thanks for your attention.

OK, let's get the job done.

SAFETY BUDDY SYSTEM

Thank you for your attention. I know that most of you have considerable experience in the job we will be doing today. However, I noticed a few men who may not be familiar with this operation. I would like to take a few moments to discuss safety. I am sure you have all heard about swimmers and scuba divers who use a buddy system. Due to the dangers inherent in deep waters, divers and swimmers are taught from the very first that they should never dive or swim alone. The idea of the buddy system is two people working as a team. Each person keeping an eye out for the safety and well being of the other.

I feel that by using a type of buddy system on the job, you too will be able to watch out for each other's safety and well being. Union brotherhood means a whole lot more than contract bargaining. Union brotherhood goes deep enough that looking out for each other's safety should come naturally. Let's make sure where we have inexperienced workers, they are teamed with those who have more experience. We should all be able to benefit from this. It is advantageous for each of you to look after your brothers as well as yourself.

Do your buddy a favor. Help keep him safe and healthy. I would like to call this the "safety buddy system." Let's all try to help each other out in this manner. I know we can make a difference if we only try.

Thanks a lot for listening. Let's be heads-up and safe on the job today and every day. Let's go!

SLIPS & FALLS

Thank you all for your attention. I see that you all have experience with this type of operation. However, I would like to talk to you about slips, trips and falls. Don't let anyone tell you that injuries from slips and falls are not serious. They are! Deaths from falls rank second only to motor vehicle deaths. About 17,000 persons per year die from falls. About 20% of all work related injuries and fatalities are from falls.

Falls can occur by falling from one level to another, or by slipping, tripping or falling on the same level. To help avoid falling from one level to another, be sure to use handrails on stairs and ladders. Make sure ladders are in good shape before using them. Don't carry a load on a ladder or stairs. Be sure there are no slippery liquids spilled on the walkways, steps or rungs. Use fall arrest equipment when there is a risk of falling.

Falls on the same level can, to a large extent, be avoided through good housekeeping. Don't leave dunnage, strapping or trash lying around. We have several trash bins here to help us out. Keep the working area clear of all possible tripping hazards. See that spilled

liquids are cleaned up. Also, don't let loose shoe laces or long pant legs trip you up. Always look where you are stepping before you move. Let's be alert to these problems and have a safe job. OK, let's go!

COMPLACENCY

Thank you all for your attention this morning. I see that you are all experienced men, so I will try to keep this short and sweet.

I would like to talk a little about safety. Statistically, it can be proven that more injuries occur during "normal" work than occur on special jobs. By "normal work" I mean the type of work or task that we are quite familiar with. So familiar with it that we are bored by it. By "special work," I mean the type of task that is less familiar and therefore inherently more challenging. It seems strange that normal work can be more hazardous than special work. Yet, the safety experts who have spent their lives studying this tell us that on a special job you tend to think more because you are more interested and challenged by non-routine tasks. This also means that you are more alert and aware of the safety procedures.

On a normal job that you have done day after day, after day, you may become bored. You may end up performing it by habit, hardly aware of what you are doing. Your concentration will fade more and more as the task is repeated over and over again. This is

when accidents will occur and this is why routine jobs will have more injuries than special jobs. Knowing this, we can compensate by taking a little extra time or using a little extra effort to make sure that we do not get complacent or bored on this job today. Every job involves moving cargo and every job involves safety through alertness.

As the man on "Hill Street Blues" says, "Hey, let's be careful out there." Thanks for listening. OK, let's go!

THE NEAR MISS

Thank you all for your attention. I would like to speak to you briefly about safety before we get started. I know that you are all familiar with today's job, so let me leave you with a few thoughts before we start.

Statistics that have been gathered and analyzed since the early 1900's have proven over and over that 250 to 300 near misses occur for every injury that occurs on the job. Clearly, the reported accidents represent only the tip of the iceberg of safety hazards. We seem to be too slow at learning from our near misses. I would like to ask your help in reporting and discussing near misses that do occur. Not to be a squealer and inform on someone, but to alert and inform everyone of existing safety hazards. If we continue to ignore near misses, then eventually those same circumstances are likely to result in an injury to one of us.

I am asking you to spread the word about the near misses. Also, I am asking you what we can do to prevent accidents that involve personal injury. It is better for us all to learn about a safety problem from a near miss than

it is to learn from personal injury. Please help us all to learn about safety problems by informing us of near misses. Then we can all benefit from this information. Please learn from your own near misses, and share your lessons with others. By learning from the near misses, we can help stop the occurrence of disabling injuries.

Thanks for your attention. Let's have a good heads-up and safe day.

WHEN ACCIDENTS OCCUR

Thank you for gathering here to listen this morning. I think that we all know each other and the job we have today. However, I would like to take a minute or two and share with you all a few thoughts about safety.

A review of the past several years injury statistics indicates that certain types of injuries and accidents occur more often at certain times of the day. It is apparent that vehicle accidents and slips, trips and falls tend to occur most often immediately after lunch, during the last hour of the shift, or just before lunch or break time. Knowing that these types of accidents are most likely to occur during these times, we should be extra attentive to these hazards right after lunch, and towards the end of the shift. I think that we are all aware that immediately after lunch, as the body begins its digestive functions we become tired and sleepy. This is natural. However, let's use this knowledge to help avoid accidents. Don't be lulled into a loss of concentration about safety matters.

During the last hour, it is easy to become hurried in an effort to get through quickly and leave. Once again, please do not lose sight of

the overall objective: getting the job done safely! Do the job safely even if it takes an extra few minutes.

Thanks for your attention. Let's have a good, safe day. Remember, try to watch out for your brothers out there.

Be alert: we need more "lerts!"

"NOT ME!"

Thanks for your attention this morning. I will try to keep this safety message short and sweet. Since you are all familiar with the cargo and operation we will be working today, I will not bore you with the obvious. However, before we start, let me leave you with a few thoughts on safety.

The longshoring industry reports that approximately one out of every three reported injuries is a lost time disabling injury. We all like to think that it will be someone else that will be the victim of a disabling injury. Let me remind you that it cannot always be someone else who is injured or disabled. These accidents happen to someone and the next one could happen to you. Ask any of your friends who have been injured and disabled if they thought it would ever happen to them. If they are honest with themselves and you, they are likely to say that they never thought it would happen to them.

Certain safety rules call for the use of personal protective equipment in order to make the job safer. These rules were put into effect because it's been proven time after time that personal protective equipment can help

reduce the severity of injuries and save lives. The use of equipment such as hard hats, high visibility vests, suitable footwear, suitable clothing and gloves can all help eliminate or reduce the severity of injuries.

It is obvious that we should stay away from the use of alcohol or drugs on the job. We cannot allow radio headsets or other distractions that may create safety hazards for you and your brothers. Remember, it's not always someone else who gets injured. Injuries always happen to someone, and it's usually someone who says, "Gee, I thought it would never happen to me." Take the responsibility and make a difference.

Let's all be alert and have a safe day. OK, let's go!

ACCIDENT CHAINS

Thanks for your attention. I see that we have an experienced work gang today. So I won't try to tell you how to do today's job. You all have years of experience with this operation. However, before we start, let me leave you with a few safety thoughts.

I would like to talk to you about chains. Not chains for slings, hoists or lashing, but an accident "chain." In examining the causes of accidents, it has been proven over and over again that an accident is the end result of a chain of events. Accidents and injuries seldom result from a single cause. Instead, they result from a series of events -- actions or inactions -- and may be aided by faulty or malfunctioning gear and equipment. But, over 85% of the time, the accident results from us, the people on the job.

Frequently, a safety problem is a result of inaction. A common example is failure to keep the work area tidy and free of dunnage, lashing gear, or trash which create a tripping hazard. We all know enough to watch out for objects which may trip us, but we are also likely to be distracted by others working

nearby, or concentrating on the job immediately at hand. This is the start of an accident chain. The existence of the tripping hazard, plus a momentary distraction and the accident may occur. All it takes is a shortcut here, a shortcut there, and pretty soon they all add up to an accident. This is an obvious and simple example, but our real work setting is full of even more lengthy potential accident chains.

I want to urge all of you to help us break the "accident chain." None of us want to get hurt, or to contribute in any way to the injury of one of our brothers on the job. Let's all make this a safe operation today. Let's get the job done quickly but let's not shortcut safety. OK, let's go!

IT'S UP TO YOU

Thanks for your attention today. I'd like to take just a few minutes to talk to you about job priorities. The company keeps us all working hard to meet schedules and each of us gives a good day's work for our pay. We're frequently under pressure to get the job done and done on time. Sometimes we all forget what it's really all about.

It's all about getting the cargo moved **safely, quickly, and economically**. Of these three, **safety is first**. It has to be safety first, because it's our lives and well-being on the line here today, as in every day. Inattention, sloppiness, or plain laziness, can result in an injury or death. Sometimes it's only yourself who may be affected by your actions. But, it may be that your actions will endanger one or more of your brothers here today. In the end, we all pay a price for accidents. The direct loss may be damaged cargo, a minor injury, damaged equipment, a serious injury, or a death. However, any loss hurts our reputation for quality work, efficient work, and profitable work. The jobs will follow quality, the jobs will follow efficiency, and the jobs will follow profitability. Each of these depends upon a **safe job**.

You can't ever relax your attention and concentration on seeing that the job gets done right. Let's be alert and have a safe day.

Thanks. Let's go!

GENERAL SAFETY

I want to talk to you about an accident free job. This brief talk is intended to point out some basic hazards that you may face and to help you avoid them.

First, safety equipment **does** work! Head injuries have been reduced by over 50 percent since hard hats were required on the job. Steel toe safety shoes do protect against serious foot injury. Gloves, when worn, do protect your hands and fingers. Your work clothes should be comfortable but not so loose fitting as to snag on gear or machinery.

You will be working here for quite a while, so when on the way to your assigned work areas, check the walking areas to be sure they are clear. Mentally note any hazards that could cause an injury. Tripping and slipping hazards are frequently overlooked. Please be alert for holes in the surface, loose dunnage or trash, or anything spilled which could cause a trip or slip. If it can be readily corrected -- do it! A few minutes of care might prevent an injury that could end the whole day -- fast. If you can't correct it -- report it to supervision. We will all benefit from your concern and action.

If you are working on the ship, check out the passages and deck areas for any condition that could cause a problem, such as slippery areas; loose lashings, cones or dunnage; and defective or broken ladders. If you see something that can't be readily taken care of -- report it. Whether you're working on the ship, the dock or in the yard, if you start out under the safest possible conditions, chances are the day will be injury free.

A prime objective on this job is the safe movement of cargo as expeditiously as possible. To accomplish this we all must be alert, aware, and able to exercise good judgment. During operations, stand clear of the load. Never stand beneath a suspended load and always keep your hands and fingers where they can't be caught or smashed. Think safety and act safely.

Let's face it. In most cases, you will be the guy who is injured. If you are a registered longshoreman, you know your job. If you are not, ask the experienced men what is the right way to perform the task.

Thanks, let's have a safe day!

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