

➤ **Disclaimer**

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Maintenance – Hot Work

Hot work operations include welding, cutting, heating, and spark-producing activities. Fire, equipment damage, and even explosions have occurred resulting in injuries, burns, and fatalities.

- ❑ Obtain a Hot Work Permit from Health and Safety or a valid POV Representative.
- ❑ Ensure all procedures and precautions listed on the permit are followed.
- ❑ Establish a proper fire watch, and if a fire occurs, shut down equipment and call the emergency number: 757-440-7070.
- ❑ The three primary risks are starting a fire, exposure to the light/vapors that can injure bystanders, and accompanying hot work within 50 feet of Hazmat.



Discussion Question

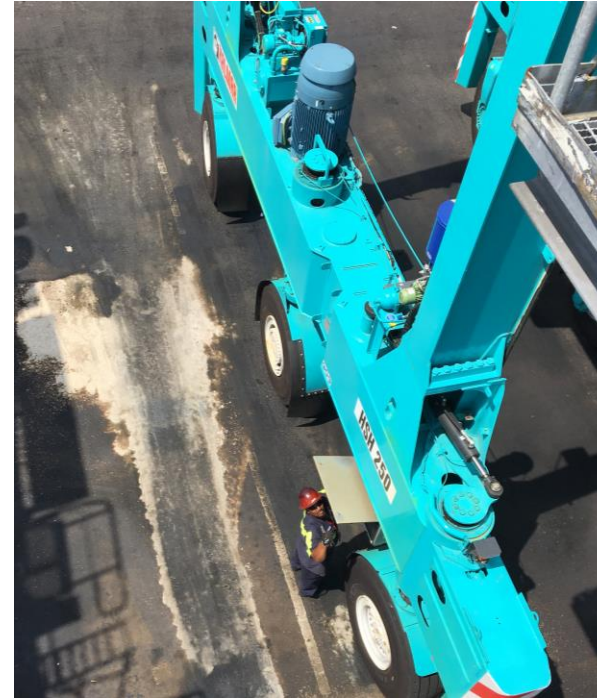
Who can issue a Hot Work Permit?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 2

Maintenance – Leaks and Spills

- ❑ Upon detecting a petroleum or engine fluid leak, avoid the drains, pull over, shut down and inform maintenance.
- ❑ Upon detecting a persistent smell of exhaust fumes in the cab of any equipment, shut down and promptly inform maintenance.



Discussion Question

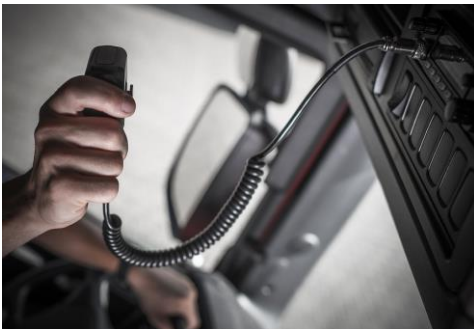
Who should be called if a leak or spill occurs or is suspected?

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Print name of one attendee: _____ 3

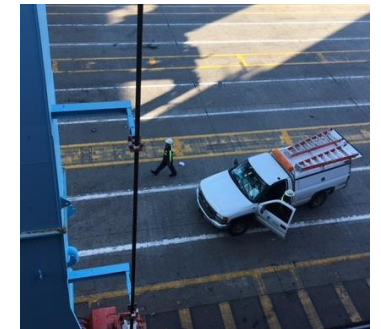
Maintenance – Maintenance Coordination

- ❑ When maintenance is working on the STS Crane, they are the authority.
- ❑ When a STS operator has a maintenance problem, inform the supervisor that you are leaving the frequency to call maintenance. Coordinating through any third party to relay maintenance needs is prohibited. This may only be accomplished directly with maintenance.
- ❑ Crane Operators, Deckman, and Slingers must follow the directions of the maintenance technician until the maintenance technician releases the crane back to the operator.
- ❑ Before a crane is moved by maintenance during operations, inform the Slinger and Gangwayman.



Discussion Question

During operations, who must be informed prior to maintenance moving a **STS** crane?



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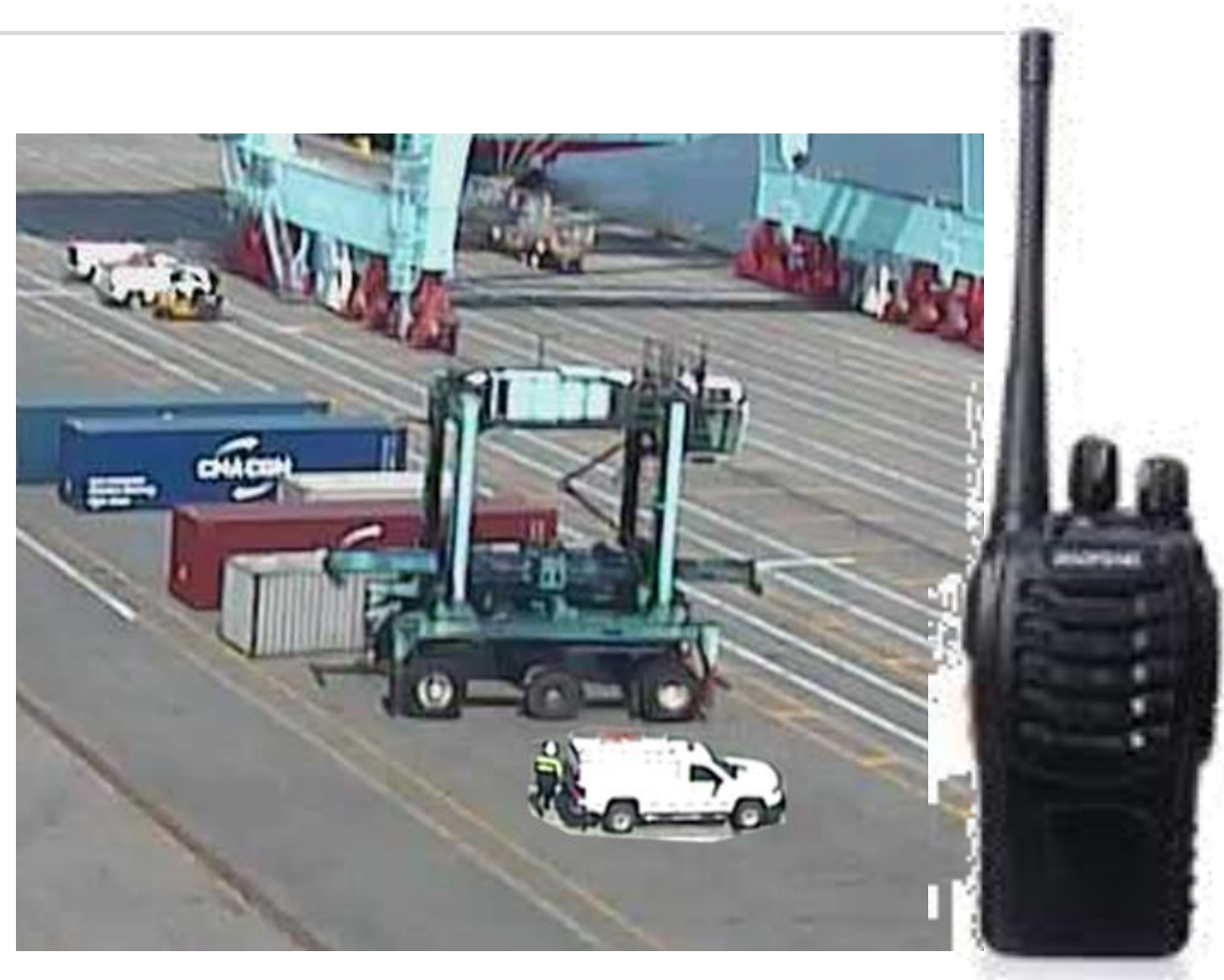
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Maintenance Service Calls on Equipment

- When equipment operators have a maintenance problem, inform the **AOM/Supervisor** that you are leaving the frequency to call maintenance.
- Remain on the **“Pier Watch”** maintenance frequency until maintenance is finished and departs.
- **Non-compliance = Decertification.**

Discussion Question

Which channel must operators use to request maintenance?



Print Briefer Name/Date: _____

Print name of one attendee: _____ 5

Maintenance - Maintenance Has The Authority

- ❑ When maintenance is working on the STS Crane, they are in authority.
- ❑ The Crane operator, Deckman, and Slinger must follow the directions of the maintenance technician until the crane is released back to the operator.



Discussion Question

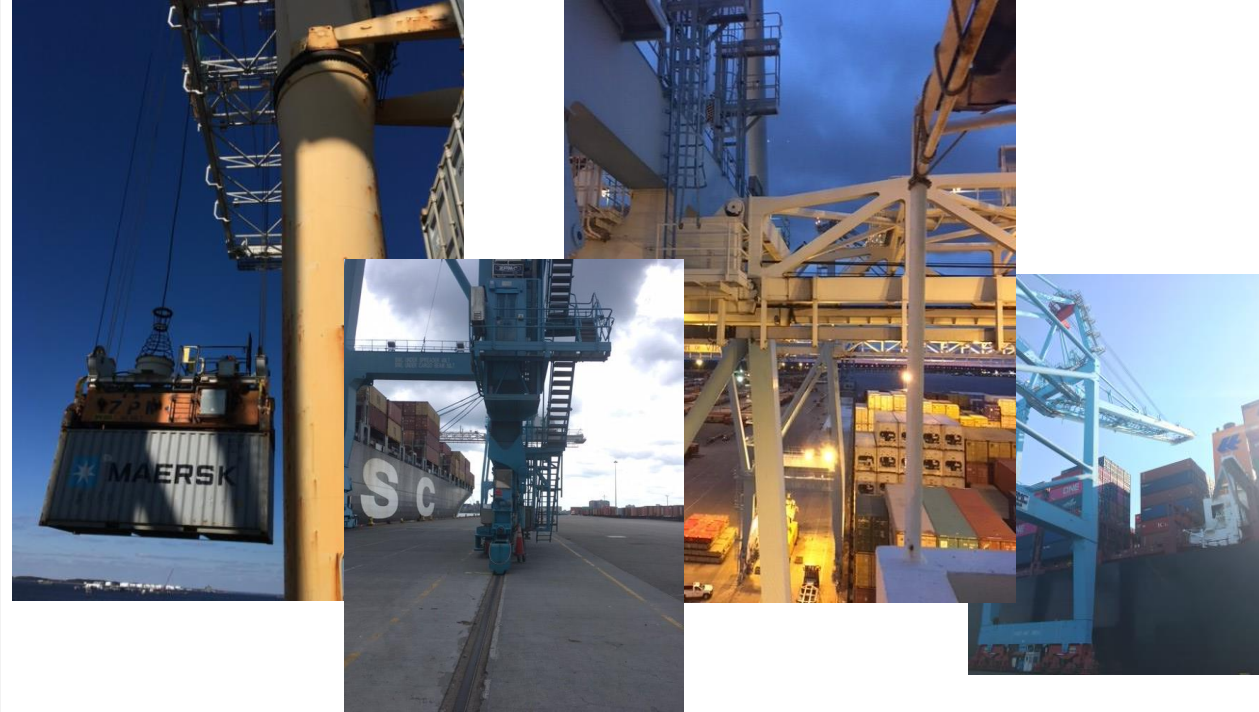
Who has authority when maintenance is working on the STS Crane?

Print Briefer Name/Date: _____

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Maintenance – Moving a STS Crane

- ❑ The Crane Operator is responsible at all times to ensure the crane tracks and path of the boom are clear before gantry.
- ❑ The Deckman, Slinger, and Crane Maintenance all have a role to play, but the person with their hands on the controls, the Crane Operator, retains ultimate responsibility for the safety of the movement.
- ❑ If there is ANY question regarding adequate clearance, a Crane Maintenance Technician or proper observer must be called to verify clearance.



Discussion Question

Who can be called to verify adequate clearance when moving a crane?

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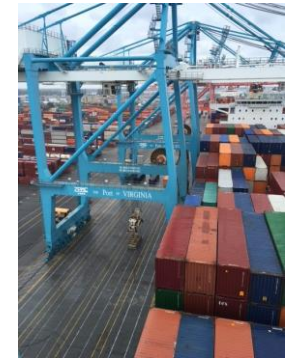
Maintenance – Moving the STS Crane Over a Vessel

The maintenance technician operating the crane is responsible to ensure that the crane path is clear before gantry. The procedure is as follows:

- ☐ If possible, use the crane operator.
- ☐ When a ship is on the berth, do not use the ground level maintenance gantry station. Drive from the cab.
- ☐ Always use a two person team (operator & spotter) and maintain clear communications.
- ☐ Check for clearance of all collisions points on the ship.
- ☐ When clearance has been verified, move the crane on or off the vessel.

Discussion Question

Where must the technician drive the crane from when a ship is on the berth?



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Maintenance – NIT Window Washing Procedures

NIT: In the event that your machine needs to be cleaned off prior to operations, follow these procedures:

- ☐ Call the supervisor and inform them you need to switch to the maintenance frequency.
- ☐ Report the equipment # and condition to Crane Maintenance.
- ☐ Crane Maintenance will coordinate with the operator a time to take the equipment to the window washing area at the end of the south rack.
- ☐ The operator will remain in the machine and follow the directions of maintenance personnel.
- ☐ The operator will pick up the wash platform and the equipment will be cleaned.



Discussion Question

Who is in control when the equipment is utilizing the wash platform?

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Maintenance – Moving STS Cranes

- ❑ When line handlers request that maintenance move a crane to enable a safe working surface to secure a vessel, the crane will be promptly moved.
- ❑ When a crane cannot be moved by the operator once finished with operations, the cranes will be moved and pinned by maintenance within one hour after the end of the operation.



Discussion Question

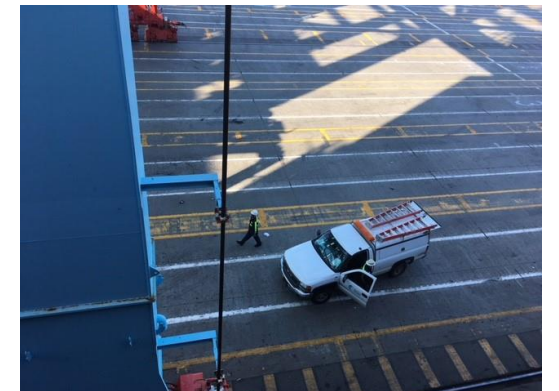
Within what time frame must STS cranes be pinned down?

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Print name of one attendee: _____

Maintenance – Parking at the Crane

- ❑ For routine maintenance calls at the Ship-to-Shore crane, park vehicles at an inshore leg that has no more than two vehicles already parked at that location.
- ❑ If all crane/strad activity has stopped, there is no restriction on the number of vehicles on the legs, as long as the parking location does not interfere with the operations of an adjacent crane.
- ❑ For work on the spreader bar, work between the legs of the crane. Park the truck in a defensive position to use it for protection from other vehicles/equipment. Keep the amber beacon on, if so equipped. When there is a need to change out the spreader bar in the back-reach, place cones to identify the work zone or park the truck in a defensive position to use it for protection from other vehicles/equipment.



Discussion Question

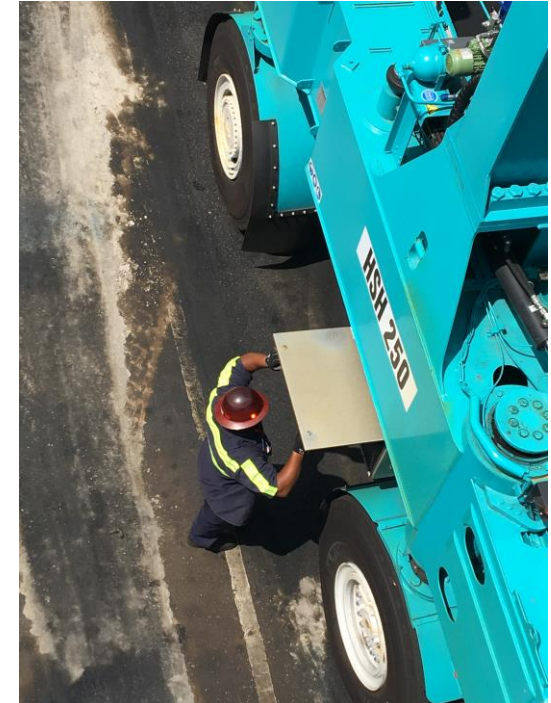
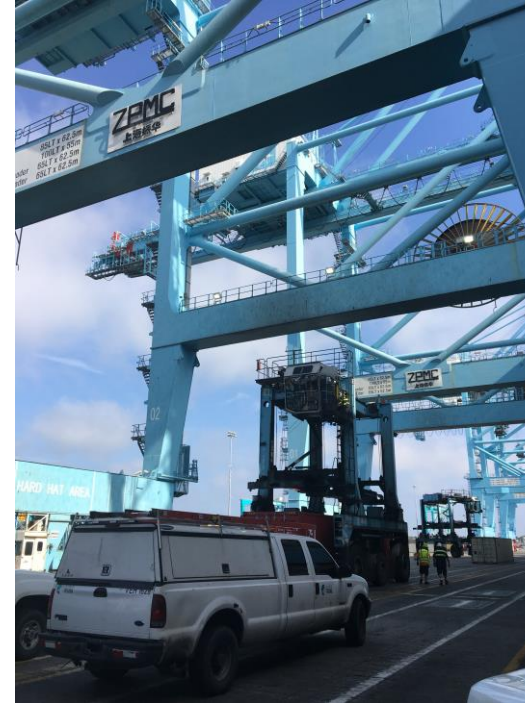
Where may a maintenance vehicle park when crane activity is still present?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Maintenance – Operators Position During Maintenance

- During maintenance on any equipment/vehicle, the operator is required to remain with the equipment/vehicle unless it is their meal hour, cut time, or unless they have contacted the Operations AOM and received authorization to depart.
- Operators are required to switch into alternate machines when directed by Maintenance.



Discussion Question

When maintenance on equipment is being performed, where is the operator required to be?

Print Briefer Name/Date: _____

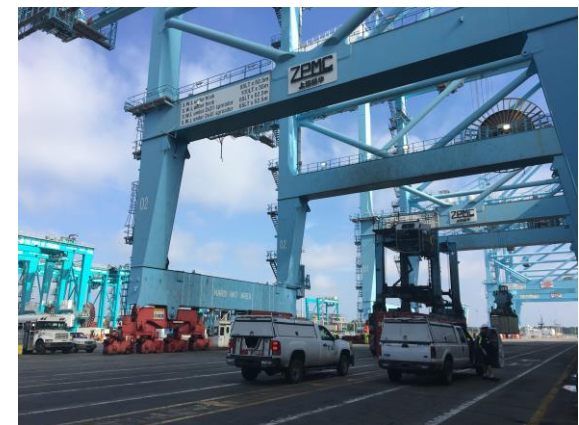
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Maintenance – Parking at the STS Crane

- ❑ A maximum of 3 vehicles/equipment may be parked on a crane leg.
- ❑ Vehicles/equipment must be no wider than 3 vehicle widths from the hatch cover space.
- ❑ Vehicles/equipment must remain behind the crane track yellow line.
- ❑ Vehicles/equipment must move with the crane when it moves in approximately two minutes.
- ❑ When a crane is down for maintenance or prior to the start of operations, there is no restriction on the number of vehicles, as long as they do not interfere with the adjacent crane.

Discussion Question

Where can maintenance park when a crane is down for maintenance?



Print Briefer Name/Date: _____

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Maintenance – Working In & Around Rail Ops

- ❑ The requirements for worker safety lanes during on-dock rail operations include sufficient width to allow workers to walk safely around all mobile equipment and moving vehicles without stepping into oncoming traffic, and permit equipment operators to work without endangering on-dock workers.
- ❑ Expect movement on any track, in any direction, at any time.

- ❑ Do not crawl beneath rail cars or attempt to mount/dismount moving rail cars.
- ❑ Do not stand on the track in front of an approaching engine, car, or other moving equipment.



Discussion Question

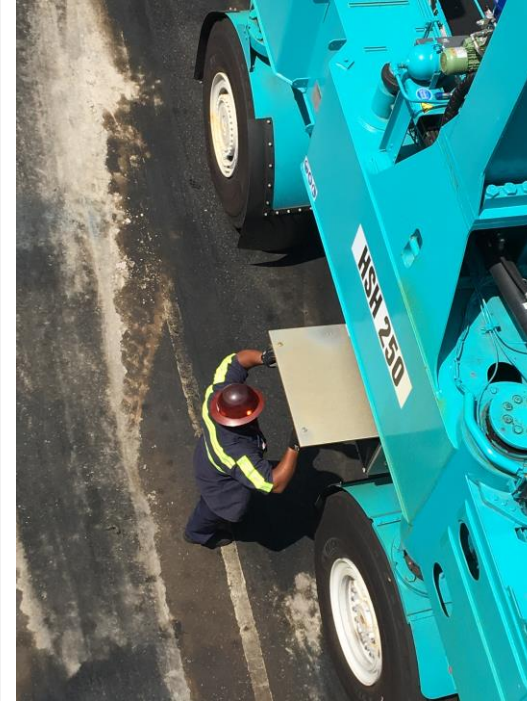
Where and when should you expect movement on a rail track?

Print Briefer Name/Date: _____

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Maintenance – Returning Control to Operators

- ❑ While maintenance is working on any piece of equipment, maintenance has complete authority.
- ❑ Maintenance will ensure **all** employees are clear of the operation prior to returning control back to the equipment operator.



Discussion Question

What responsibility does maintenance have prior to returning control back to the operator?

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Maintenance – RMG Lane Closure

- ❑ When maintenance technicians are working on a Rail Mounted Gantry from the ground or from an aerial lift, there must be at least one full lane as a buffer that is empty space from ground traffic.
- ❑ This safety zone will be “temp blocked” by the maintenance supervisor via the operations supervisor. For example, if the bar is being worked on in Lane 2, then Lanes 1 and 3 will be closed.
- ❑ Maintenance will place barricades in front of all (3) lanes. Maintenance is also prohibited from occupying the space between the RMG in the WSBA and the stack, i.e. row 202.



Discussion Question

How many lanes are used as a buffer when technicians are working on a RMG?

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Maintenance – RMG Procedures

- ❑ When an RMG is parked in the WSBA with a suspended container that will not release, the lane directly below and adjacent to the hung container will not be used. (i.e. If the container is suspended above lane 3, then lanes 2, 3, and 4 will be closed.)
- ❑ When crane technicians are working outside the lateral limits of an RMG on the **walking-gate** (single-gate) side, maintenance will have control of the adjacent RMG.
- ❑ When crane technicians are working outside the lateral limits of an RMG on the **driving-gate** (double-gate) side, with equipment or personnel more than ½ way across the lane, maintenance will have control of the adjacent RMG.



Discussion Question

In the WSBA, which lanes must not be used by operators if crane technicians are working in lane 3?

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Maintenance - Safely Storing Flammable Liquids

Flammable liquids, corrosive elements, toxic chemicals, organic peroxides, and oxidizing agents must be safely stored in approved flammable storage lockers and cabinets.

- ❑ Only approved containers and portable tanks shall be used for storage and handling of flammable and combustible liquids.
- ❑ Approved safety cans or Department of Transportation approved containers shall be used for the handling and use of flammable liquids in quantities of 5 gallons or less.
- ❑ Safety Data Sheets determine which chemicals are safe to store together inside of a flammable locker.
- ❑ Good housekeeping will also help prevent hazardous conditions.



Discussion Question

Where should flammable liquids be stored?

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Maintenance – Snow Plow Safety

Snow plow operations present serious hazards. The blowing, drifting snow mixed with the slick pavement provides for hazardous conditions.

- ❑ Be aware of your surroundings and know your route. Always make sure you know what possible obstacles are within your plowing area.
- ❑ Get a good night's rest before going out to plow. Falling asleep at the wheel is obviously a devastating, and possibly fatal mistake.

Discussion Question

What are possible hazards involved with snow plow operations?

- ❑ Watch your speed! This is a huge mistake many plow drivers make when going about their jobs. Many of the accidents involving snow plows are created because the driver was going too fast for the weather conditions.
- ❑ Make sure you are constantly keeping an eye out for ice or obstacles.



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Maintenance – Stack Entry for Service Calls on a Straddle Carrier

- ❑ At NIT, if container stack entry is required, first establish radio contact with the operator. If you lose radio contact with the operator, do not enter a row.
- ❑ Block the row that you will enter on foot with the service truck and ensure the beacon is on to inform unaware operators and machines from entering the same row in which the technician will walk to assist the operator in distress.
- ❑ Before going into a row or a tight spot to assist an operator, ensure the operator in distress knows that you are there with either radio or visual contact and from which way to expect your approach.
- ❑ Do not enter a row in which a machine gantry alarm is sounding. Wait until the operator takes the machine out of gear and applies the parking brake.



Discussion Question
What is the first step in container stack entry?

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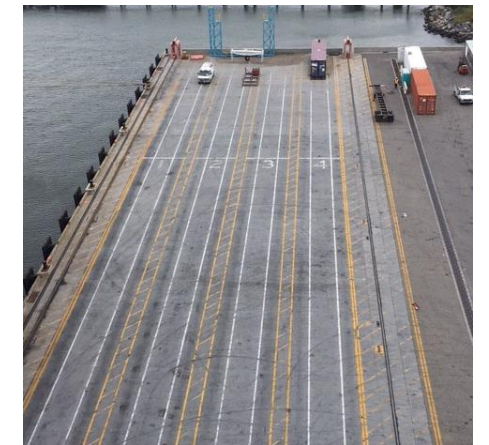
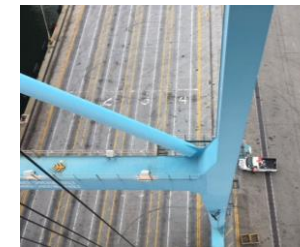
Maintenance – STS Collision Points

The maintenance technician operating the crane is responsible to ensure that the path is clear before gantry. The following are potential collision points.

- ☐ Check for clearance of the gangway.
- ☐ Check for equipment that is parked on or crossing the inshore and offshore gantry rails.
- ☐ Even if boomed up, check for clearance between the ship's structures and boom heel/lagus track.
- ☐ When clearance has been verified, move the crane on or off the vessel.

Discussion Question

What are two possible collision points that must be cleared prior to moving a crane?



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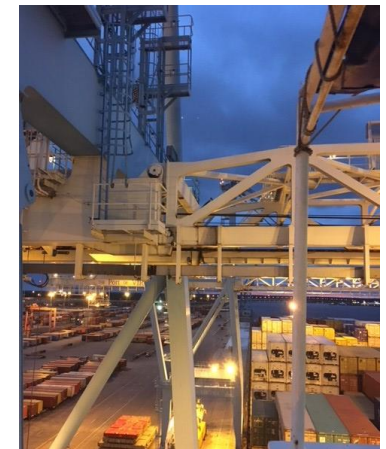
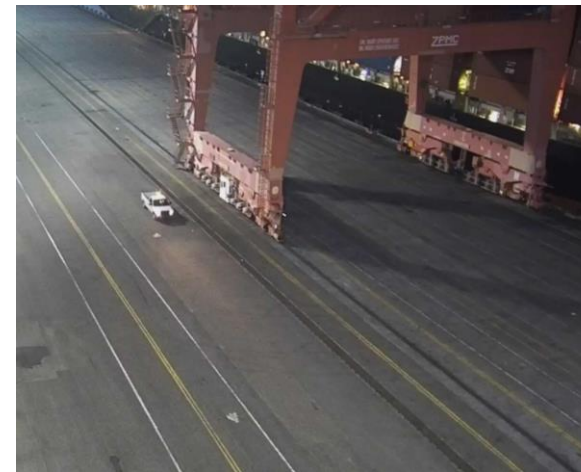
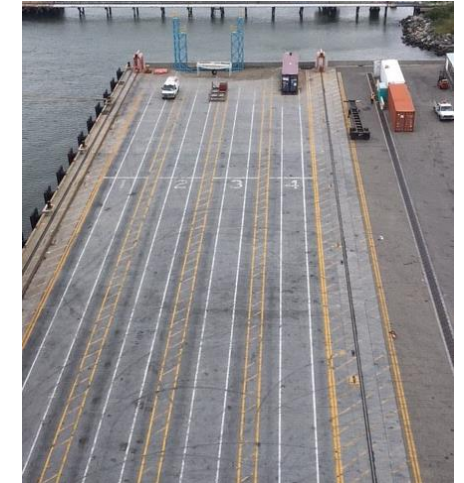
Maintenance – Track Clearance

The spotter must take a position at the best vantage point to confirm complete clearance of all vessel apparatus. Board the vessel if needed.

- ☐ Prior to moving the ship-to-shore crane, check for clearance of the gangway.
- ☐ Check for vehicles parked on or crossing inshore and offshore gantry rails.
- ☐ Even if boomed up, check for clearance between the ship's structures and boom heel / Igus track.

Discussion Question

What are possible collision points that must be confirmed cleared prior to moving the **STS Crane**?



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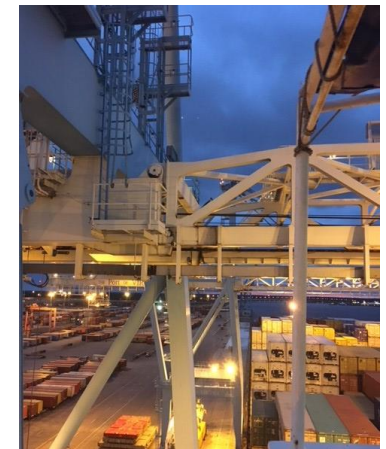
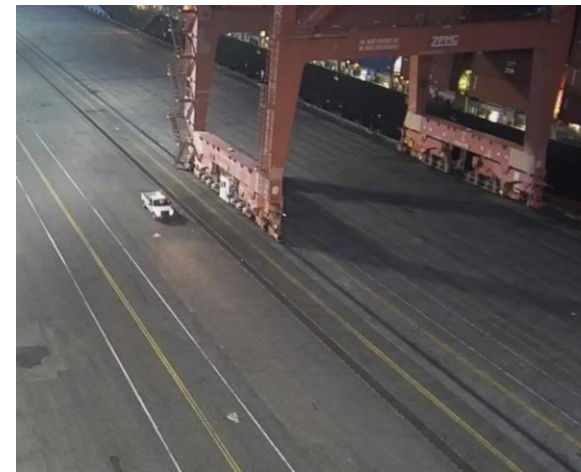
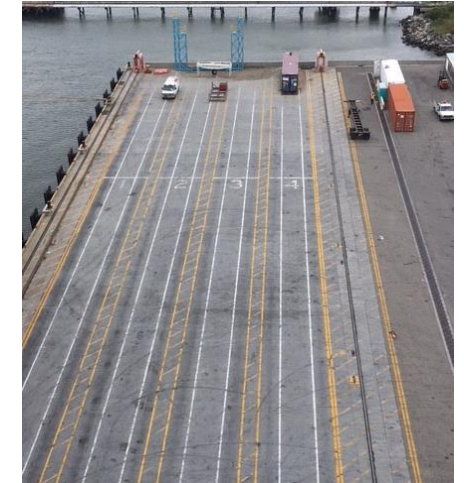
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Discussion Question

What are possible collision points that must be confirmed cleared prior to moving the **STS Crane**?



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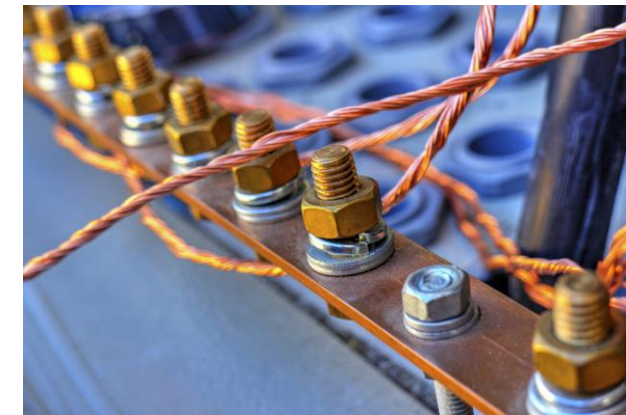
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Maintenance – The “Do’s” of Electrical Safety

- ☐ Always assume a circuit is live and test before carrying out work.
- ☐ Safety equipment/PPE must be used and/or worn.
- ☐ Physically “lock-out” equipment that can be inadvertently reconnected.
- ☐ Ensure grounding is adequate.
- ☐ Check wiring to make sure it's properly insulated and that electrical connections are tight.
- ☐ Make sure plugs match their outlets (three-pronged plugs go in three-pronged outlets).
- ☐ Keep the work area clean.
- ☐ Review proper procedures prior to electrical repairs, and seek management assistance if you are unsure of the correct sequence of repairs.
- ☐ Leave at least three feet of workspace around electrical equipment.
- ☐ Report any electrical tool, equipment, or wire problems immediately.

Discussion Question

What must be done to equipment to ensure it is not inadvertently reconnected?

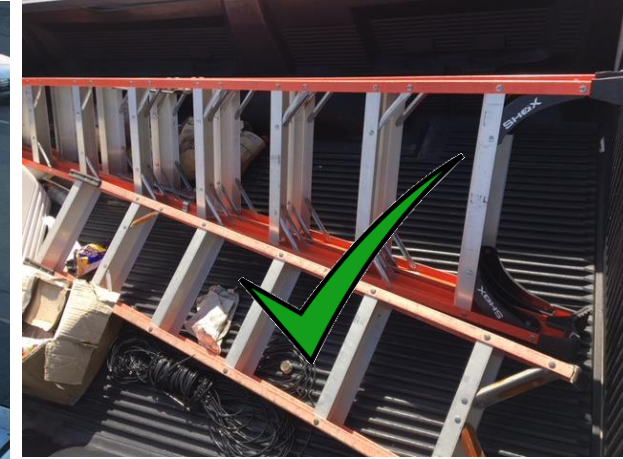


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Maintenance – Transporting Ladders

- ❑ When being transported, ladders must be stowed in a vehicle ladder rack or completely within the vehicle, **without extending out past the truck bed.**



Discussion Question

How must ladders be transported in/on a vehicle?

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Maintenance – Turning in Equipment to Maintenance

- ❑ Only enter the maintenance shop with equipment if authorized and guided by a maintenance person.
- ❑ Ensure the roller doors are all the way up and will not be a hazard for the top of the equipment being moved into or out of the maintenance shop.
- ❑ Do not leave “downed equipment” parked in a roadway, parked in a position that impedes traffic, or which causes a hazard for other traffic or pedestrians.



Discussion Question

What is a potential hazard when bringing equipment into or out of the shop?

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Print name of one attendee: _____ 26