

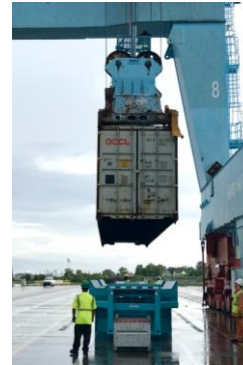
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# Vessel – Pin-Bin Placement

- ❑ Pin-bin racks will be discharged to the ground, except when a hybrid shuttle truck is not available at VIG.
- ❑ Forklift operators may only pick up pin-bins when the rack is at its final point of rest and disconnected from the Hustler. Forklift operators may not pick up pin bins under the crane.
- ❑ **NIT & VIG:** Pin-bins may only be placed between Lanes 1&2 as well as between Lanes 3&4 and at least 5 feet outboard from the end of the 40' container. The placement of middle pin-bins is permitted only during the discharge of twin 20s.
- ❑ If Coning Platforms are being used, pin-bins will be placed on the ends of the platforms in the designated holders.

- ❑ PMT: Pin-bins may be placed between Lanes 1&2. If cranes are working close, it is also acceptable to place pin-bins between Lane 1 and the in-shore crane legs.



## Discussion Question

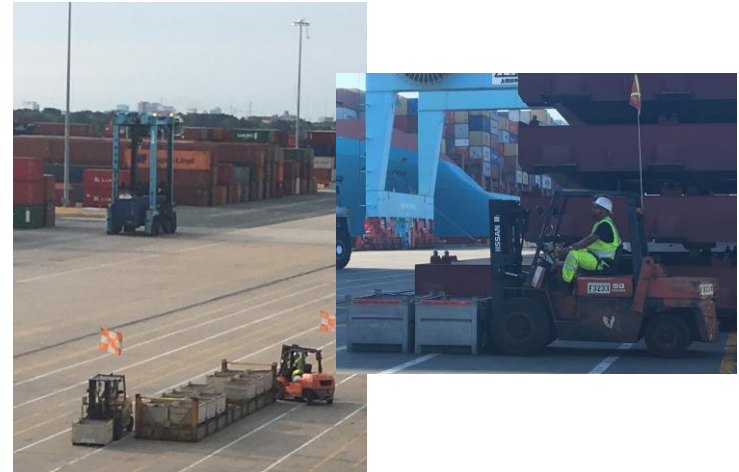
If using the platforms, where will pin-bins be placed?

# Vessel – Pin-Bin Operations

- ❑ Pin-bin racks will be discharged to the ground, except when a hybrid shuttle truck is not available at VIG.
- ❑ Forklift operators may only pick up pin-bins when the rack is at its final point of rest and disconnected from the Hustler.
- ❑ Picking up pin-bins under the crane is prohibited.
- ❑ NIT & VIG: Pin-bins may only be placed between Lanes 1&2 as well as between Lanes 3&4 and at least 5 feet outboard from the end of the 40' container. The placement of middle pin-bins is permitted only during the discharge of twin 20s.
- ❑ PMT: Pin-bins may be placed between Lanes 1&2. If cranes are working close, it is also acceptable to place pin-bins between Lane 1 and the in-shore crane legs.

## Discussion Question

**When is the ONLY time a forklift may pick up pin-bins from the rack?**



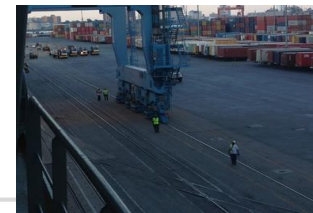
# Vessel – Slinger Responsibilities

**The safe operation of the area under the crane is the responsibility of the Slinger and requires a firm commitment to the use of established procedures.**

- ❑ Ensure that spotters and any other employees stand on the ends of the load, well clear of any direction a load may fall or roll.
- ❑ Walk in advance of the crane to ensure clearance from obstructions during crane movement.
- ❑ Ensure that General Longshoremen walk directly back to the legs of the crane without cutting the corner in lane farthest in-shore lane under the crane.

## Discussion Question

**Who's responsibility is it that General Longshoremen under the crane comply with the Operational Standards?**



# Vessel – Riding and Working Aloft

- ❑ Employees must attach the four safety chains after the Rescue Cage is connected to the STS spreader bar. Be sure to disconnect the four chains when the operation is completed.
- ❑ Keep all body parts inside the railing while the cage is in motion.
- ❑ STS Cranes should operate in slow operating mode. Maintain communications with the crane operator and stand in a stable position while being transported.



## Discussion Question

**What additional safety precaution is required when using the Rescue Cage?**

Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

# Safely Moving a Ship to Shore Crane

**The safe procedure to gantry the crane requires a firm commitment to the use of established procedures.**



Ensure the tracks, boom, and in-shore/off-shore legs of the crane are clear prior to gantry.

## Discussion Question

**Who is ultimately responsible to ensure the crane tracks and path are clear before gantry?**

- ❑ 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 retains ultimate responsibility for safe movement.
- ❑ The crane may not be moved over a vessel to prepare for operations while line handlers are securing the lines for the vessel.
- ❑ Radio contact with the Deckman and Slinger, while moving the crane, is required DURING OPERATIONS. Watch for the ship's gear, gangway, and equipment parked on the tracks. Make sure that the crane stairs are clear of any vehicle or objects.
- ❑ BEFORE or AFTER OPERATIONS, when there are no other employees present, the Crane Operator must clear the ship's gear, gangway, equipment parked on the tracks, and ensure that the crane stairs are clear of any vehicle or object. If there is ANY question regarding clearance, contact Crane Maintenance.

Briefer Name/Date:

Send to [safetybrief@vit.org](mailto:safetybrief@vit.org)

# Vessel – RMG ST/SC Interface Procedures

- ☐ Red/Red means that the RMG is occupying the WSBA OR that it is coming into the WSBA.  
**Entry with a Red X is prohibited.**
- ☐ Green/Green means that entry is authorized.
- ☐ Green/Yellow means that a ST/SC has entered the WSBA and the system sees the ST/SC.
- ☐ Upon initial entry, if the lights remain Green/Green it means that the high mounted laser does not see the ST/SC. **Depart the WSBA without delay and inform maintenance.**
- ☐ Red/Yellow means that there is a ST/SC in the WSBA and that the RMG wants to enter.  
**Shuttle Trucks/Straddle Carriers are prohibited from entering at this time.**



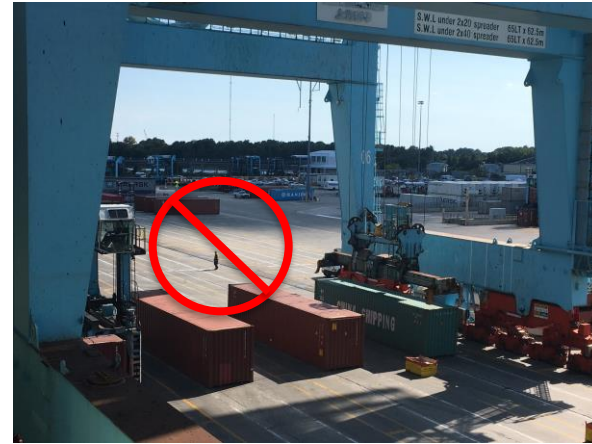
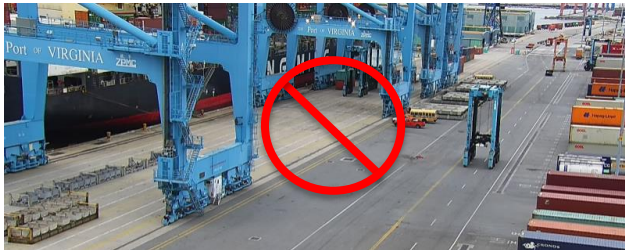
## Discussion Question

**What does a red X in the WSBA mean to a SC or ST Operator ?**

# Vessel - Safe Walking Areas near STS Operations

Walking **BETWEEN** cranes on the dock may only be done:

- ❑ On the waterside of the crane next to the bull-rail, where there is no exposure to vehicle traffic.
- ❑ Exercise caution to ensure you do not walk under an overhead load.
- ❑ If cranes are so close that no vehicle traffic will pass between, then it is acceptable to walk across.



## Discussion Question

**Where is it safe to walk during STS Crane Operations?**

# Vessel - Moving a Ship to Shore Crane

**The safe procedure to gantry the crane requires a firm commitment to the use of established procedures.**



Ensure the tracks, boom, and in-shore/off-shore legs of the crane are clear prior to gantry.

## Discussion Question

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- ❑ The crane may not be moved over a vessel to prepare for operations while line handlers are securing the lines for the vessel.
- ❑ Radio contact with the Deckman and Slinger, while moving the crane, is required DURING OPERATIONS. Watch for the ship's gear, gangway, and equipment parked on the tracks. Make sure that the crane stairs are clear of any vehicle or objects.
- ❑ BEFORE or AFTER OPERATIONS, when there are no other employees present, the Crane Operator must clear the ship's gear, gangway, equipment parked on the tracks, and ensure that the crane stairs are clear of any vehicle or object. If there is ANY question regarding clearance, contact Crane Maintenance.

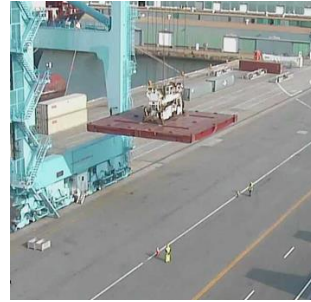
# Vessel - Safely Moving Hatch Covers

**The safe movement of hatch covers requires a firm commitment to the use of established procedures.**

- ❑ The Vessel Foreman, Deckman, and Lashers must ensure that hatch covers are clear of pins, wires, lashing rods, twist locks, or anything that might fall.
- ❑ The Vessel Foreman and the Deckman must ensure that hatch covers are unlocked.
- ❑ The Slinger must ensure that the landing area is clear and must be assertive to stop traffic in the lane closest to the hatch cover.

## Discussion Question

**What should be done to prepare a hatch cover for removal?**



# Vessel – Safely Stacking Containers

- ❑ When containers are stacked, it is extremely important to arrange them so that their weights are distributed vertically, through the corner posts down through the floor.
- ❑ Stack corner casting to corner casting at each of the four corners, each and every time.
- ❑ When stacking 40' containers on top of 45' containers, each end of the 40' container must rest squarely on a corner casting below.
- ❑ Do NOT stack 20' containers on top of 40' containers, because the structural supports will not align.



## Discussion Question

**What containers should NOT be stacked on top of 40' containers?**

# Vessel - Seatbelt Use

**Buckling up in all motor vehicles, including heavy equipment, is not only Port of Virginia official policy and the law, but it's the best policy reducing the severity of a mishap.**

- ❑ Seatbelt use is mandatory in all MOVING vehicles and equipment, to include the shoulder harness, if equipped.
- ❑ Perform pre-shift inspections before equipment is placed into service, and be sure to check the operation of the seatbelt. If the seatbelt is missing or inoperative, report the defect to be fixed immediately.



## Discussion Question

**Who is required to wear seatbelts and why?**

Briefer Name(s)/Date:

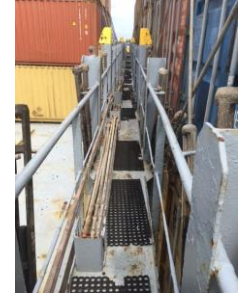
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List the name of a single attendee. \_\_\_\_\_

# Vessel - Shipboard Safety Inspection

Prior to shipboard operations, conduct a thorough vessel inspection to ensure a safe working environment.

- ☐ Ensure the gangway has been properly rigged by the ship gang.
- ☐ Verify that the walkways are clear of obstructions.
- ☐ Inspect the deck for loose gear, which is a trip hazard and may fall to decks below.
- ☐ Inspect the condition of the steps, ladder rungs, and railings that will be in the vicinity of the work area.
- ☐ Verify that ladder well hatch covers are closed.



## Discussion Question

Why must loose gear be removed from the vessel deck prior to operations?

Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

# Vessel – Slinger Control

- ❑ During load-back operations from a chassis, the Slinger must keep their eyes on the chassis as the container is lifted to ensure there are no stuck pins and that the chassis/hustler is not lifted.
- ❑ Shuttle Trucks and Straddle Carriers will comply with Slinger direction to STOP, and will remain stopped, until released by the Slinger.

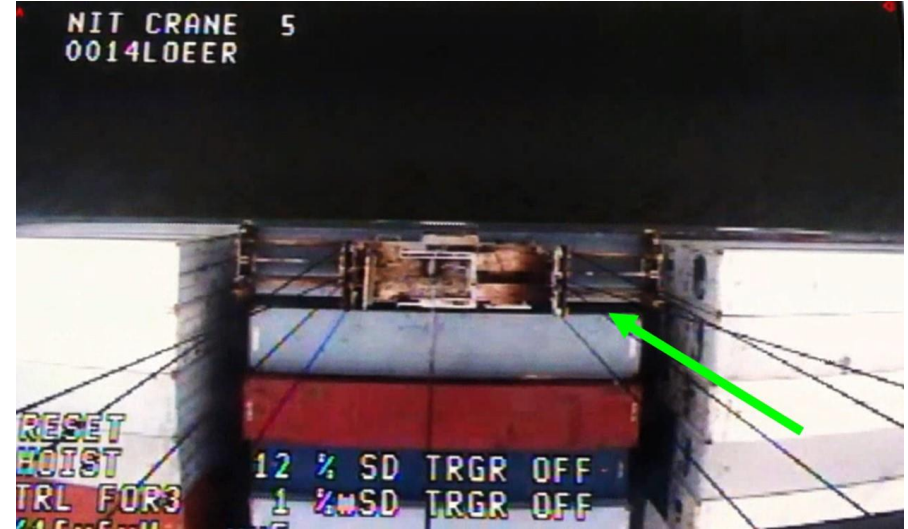


## Discussion Question

**What must a Slinger watch for during load-back operations from a chassis?**

# Vessel – Six Inch Rule

- ❑ Hard **In-Shore** blind lifts require the load to be floated approximately 6 inches, then slid one foot toward the dock to ensure the pins are free from the container/flat rack below, before hoist.
- ❑ Hard **Off-Shore** blind lifts require the load to be floated approximately 6 inches, then slid one foot toward the river to ensure the pins are free from the container/flat rack below, before hoist.
- ❑ Blind lifts in the **second position from hard offshore** also require the same procedure, unless there are containers in the hard offshore position.



## Discussion Question

What is the Six Inch Rule process?

# Vessel – Slinger Hand Signals

- ❑ The standard Slinger hand signal to command a STOP is a raised closed fist. The standard radio call for an emergency stop is “STOP, STOP, STOP.”
- ❑ The Slinger is required to keep their hand on the container OR their hand outstretched in view of the crane operator whenever the gang is still pinning or de-pinning a container.
- ❑ Slingsers must be prepared to use the radio that is clipped onto the vest to call the crane operator in case an emergency stop is needed.

## Discussion Question

**What is the standard call on the radio for an emergency stop?**



Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

# Vessel - STS Movements

**Ship-to-shore cranes have been involved in many incidents due to improper adherence of the following rules.**

- ❑ The Gangwayman, Slinger, and Crane Maintenance all have a role to play, but the person with their hands on the controls retains **ultimate responsibility** for the safety of the movement.
- ❑ **Radio contact** with the Gangwayman and Slinger, while moving the crane, is required during operations. Watch for the ship's gear, gangway, equipment parked on the tracks, and that the crane stairs are clear of any vehicle or object.



## Discussion Question

Name several hazards that should be watched for when moving the crane?

# Vessel – STS Spreader Bar Movement

- ❑ The STS spreader bar may enter from the vessel to a lane OFF-SHORE of a SC/ST that is already established under the crane with at least ONE LANE OF SEPARATION.
- ❑ One lane of separation must be maintained. (i.e. The STS spreader bar may come off the vessel into Lane 2 if there is already a ST/SC in Lane 4.)
- ❑ If one lane of separation cannot be obtained, STS operators will wait with the bar over the vessel.
- ❑ STS operators may also hold with the bar in the back reach when necessary.
- ❑ At no time may the bar pass over a SC/ST.



## Discussion Question

**When may a Crane Operator bring the STS spreader bar “in the house”?**

Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

# Vessel – Terminal Transportation

- ❑ The Terminal Transportation team will escort vendors to the dock and provide transportation for pedestrians such as vessel crews, pilots, etc. to and from the dock.
- ❑ They will notify the vessel foreman before approaching the gangway.
- ❑ Terminal Transportation can be reached at 757-683-2194 or 757-683-2195.



## Discussion Question

**At what phone number can Terminal Transportation be reached?**

Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

## Vessel – STS Spreader Bar Rules

- ❑ SC/STs may enter under the crane when the STS spreader bar is landed **on a grounded container in a lane off-shore** of the SC/ST, with at least **ONE LANE OF SEPERATION**.
- ❑ The STS spreader bar may enter from the vessel to a lane OFF-SHORE of a SC/ST that is already established under the crane with at least ONE LANE OF SEPARATION.
- ❑ SC/STs may NOT enter under the crane when the spreader bar is coming in-shore from the vessel. (Yellow arrow pointing in-shore)
- ❑ If one lane of separation cannot be obtained, STS operators will wait with the bar over the vessel. STS operators may also hold with the bar in the back reach when necessary.
- ❑ At no time may the bar pass over a SC/ST.

### Discussion Question

What **MUST** a SC/ST Operator do when approaching the STS crane and the arrow indicates the spreader bar is moving inshore?



# Vessel – Traffic Policy under the Crane

- ❑ A shuttle truck/straddle carrier **shall not** enter under the crane while a STS spreader bar is moving inshore.
- ❑ A ST/SC **may** enter on the landside/inshore side of the STS spreader bar that is on a grounded container with at least one lane of separation.
- ❑ A ST/SC **shall not** work on the waterside/offshore side of a STS spreader bar (example: Cannot work in Lane 2 with the STS spreader bar in Lane 4).
- ❑ If in doubt or if uncomfortable, wait until the STS spreader bar is over the vessel before proceeding under the crane.

## Discussion Question

**If a ST/SC operator is unsure or uncomfortable as to when or where to enter, what must they do?**



# Vessel – Gantry Crane Hand Signals



**LOWER:** Arm extended down, forefinger down, move hand in small horizontal circles.



**HOIST:** Arm extended up, forefinger up, move hand in small horizontal circles.



Move Spreader bar/hook in the direction indicated.



**GANTRY CRANE:** Roll hands one over the other in the desired direction of travel.



**CRANE OPERATOR STOP:** Arms in across chest then fully extended with palms down.



**DOWN EASY:** Forefinger down, move hand in slow circles over palm of other hand.



**SLOW MOVEMENT:** With arms outstretched, rub palms together and then give the hand signal for the action that is to be accomplished at slow speed.



**GANG IS PINNING or DE-PINNING:** Keep hand on container OR arm outstretched in view of Crane Operator.



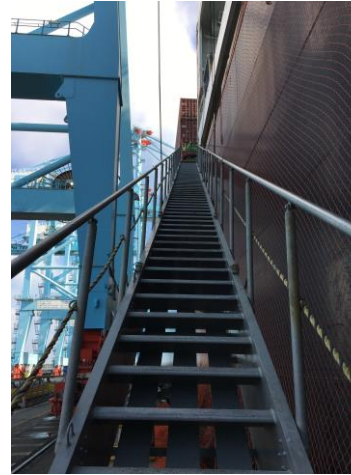
**ALL CLEAR:** Hand over hard hat, palm down, move hand forward and backward 2-3 times.



**GROUND TRAFFIC STOP:** Raise arm and make a fist.

# Vessel – Walking Areas

- ❑ When entering an area where equipment is operating, speak with the Slinger first.
- ❑ When required to climb up or down a vessel gangway when an STS crane is working overhead, inform the Slinger, Deckman, OR Vessel Foreman first so they may coordinate with the crane operator. **Do not climb the gangway if cargo is being moved overhead.**
- ❑ Walking FROM the cranes on the dock across the berth highway and into the container stacks or wheeled parking rows is **prohibited**.
- ❑ Walking through the legs of a Ship-to-Shore crane or rubber tire gantry is **prohibited**.

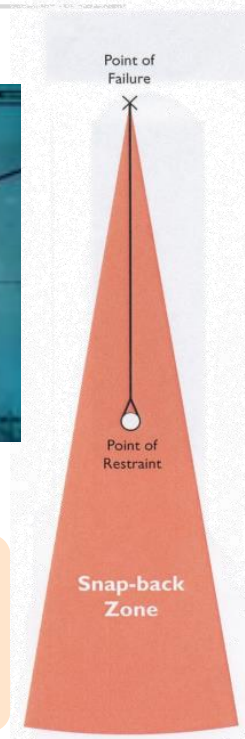
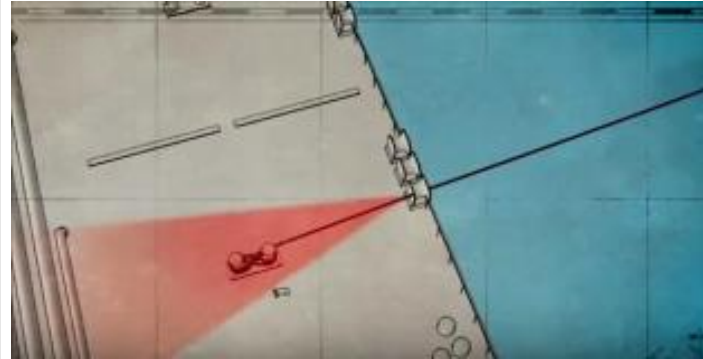


## Discussion Question

**When required to transit the gangway when the STS Crane is working overhead, who must be informed?**

# Vessel - Snapback

- ❑ Line snapback is the deadly “rubber band” effect. The snapback of a parted line can sweep the dock in less than a second and with almost supersonic speed.
- ❑ **DANGER:** Remain clear of the snapback zone because if a line parts or snaps, the energy is dangerous.
- ❑ Always be aware of where you and your colleagues are standing in relation to the snapback zone.



## Discussion Question

**Where is it dangerous to stand around a mooring line under tension?**

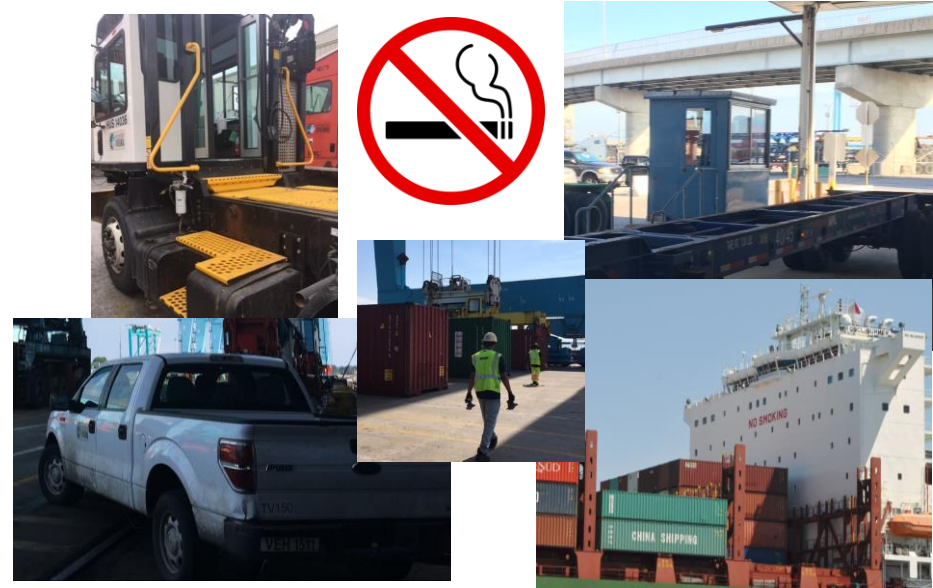
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List the name of a single attendee. \_\_\_\_\_

# Vessel – Smoking Policy

- ❑ Smoking/vaping/E-cigarette use is prohibited within 50 feet of cargo containers.
- ❑ Smoking is prohibited on board vessels.
- ❑ Smoking is prohibited in work vehicles and equipment, which includes gang busses, pickup trucks, hustlers, and any other cargo handling equipment.
- ❑ Smoking is prohibited inside any building, including Checker or M&R booths.



## Discussion Question

Is smoking prohibited underneath the STS crane during operations?

Briefer Name(s)/Date:

(Print)

List the name of a single attendee. \_\_\_\_\_

# Vessel – ST/SCs Entering Under the STS

SC/STs may enter under the STS crane when:

- ❑ The STS spreader bar is working over the vessel and NOT moving inshore.
- ❑ The STS spreader bar is landed on a container in Lane 2 and there is one lane of separation.

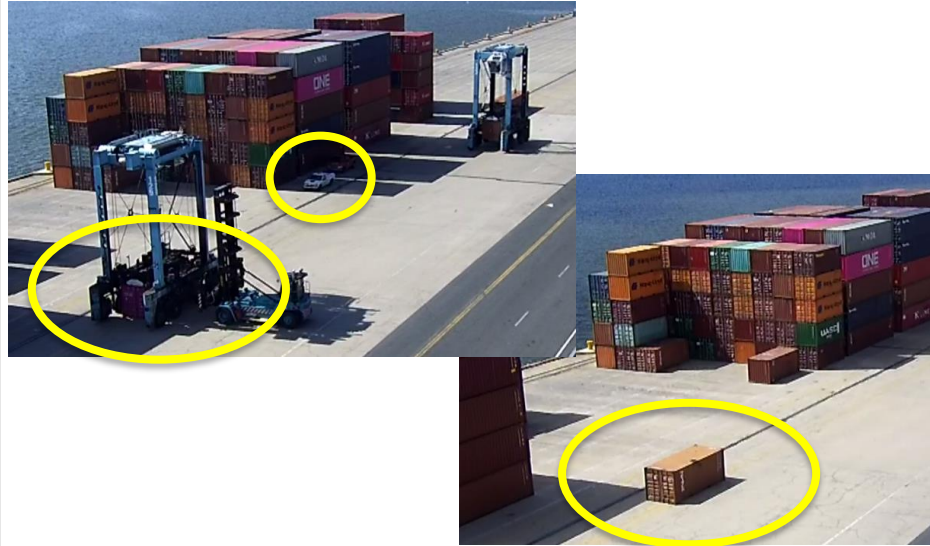
## Discussion Question

When can the SC/ST enter under the STS?



# Vessel – STS Crane Safety Lanes

- ☐ Park vehicles, equipment, containers, GENSETS, and chassis in a location that is authorized OR that does not create a HAZARD to persons, properties, or vehicles.
- ☐ Loitering on the STS tracks or track safety zone is prohibited. Also, the operator's cab must not encroach on this area.
- ☐ Do not allow **anyone or anything** to park on the crane tracks.



## Discussion Question

What can be parked on the crane tracks?