

Longshore Safety Tip

June - 2015

PCMSC Update — Steve Saggiani Rule 1525

ILWU Local 94 Foreman Steve Saggiani was supervising the discharge of 20' containers in the Port of Long Beach. The container gantry crane aft offshore hoist rope became wrapped around the top aft end corner casting of the adjacent 6-high 40' container which was offset from the 20's. When the crane operator hoisted up and began trolleying inshore towards the dock, the hoist rope inadvertently pulled the 40' container down, landing on a decked 20' container and flipping onto Steve Saggiani.

Foreman Saggiani lost his life on January 19, 2012.

PCMSC Rule 1525 shall be known as the Saggiani Rule.

Pacific Coast Marine Safety Code Rule 1525:

When on-deck 20' containers are stowed offset of an abreast 40' container stack the hoist ropes can align with corner castings. The slack hoist ropes can snag on the corner castings causing containers to be pulled down, this can also damage the integrity of the hoist ropes. Therefore, the following protocol shall be used:

- A. Bay plans shall identify and note whenever on deck 20' containers are abreast of 40' containers.
- B. Supercargo and Foremen shall be notified of such bays prior to the start of the shift.
- C. Foremen shall notify all longshore personnel working such bays prior to turning to.
- D. Offset 20' container abreast of 40' container that cannot be twinned shall never have more than a two (2) tier height differential when being discharged or loaded (see diagram U1 and U2).
- E. All hoist ropes that have been snagged on a corner casting of the abreast 40' container shall have an inspection of the affected area on the hoist ropes performed prior to the crane being put back into service.

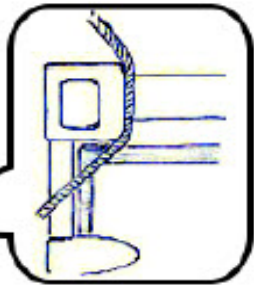
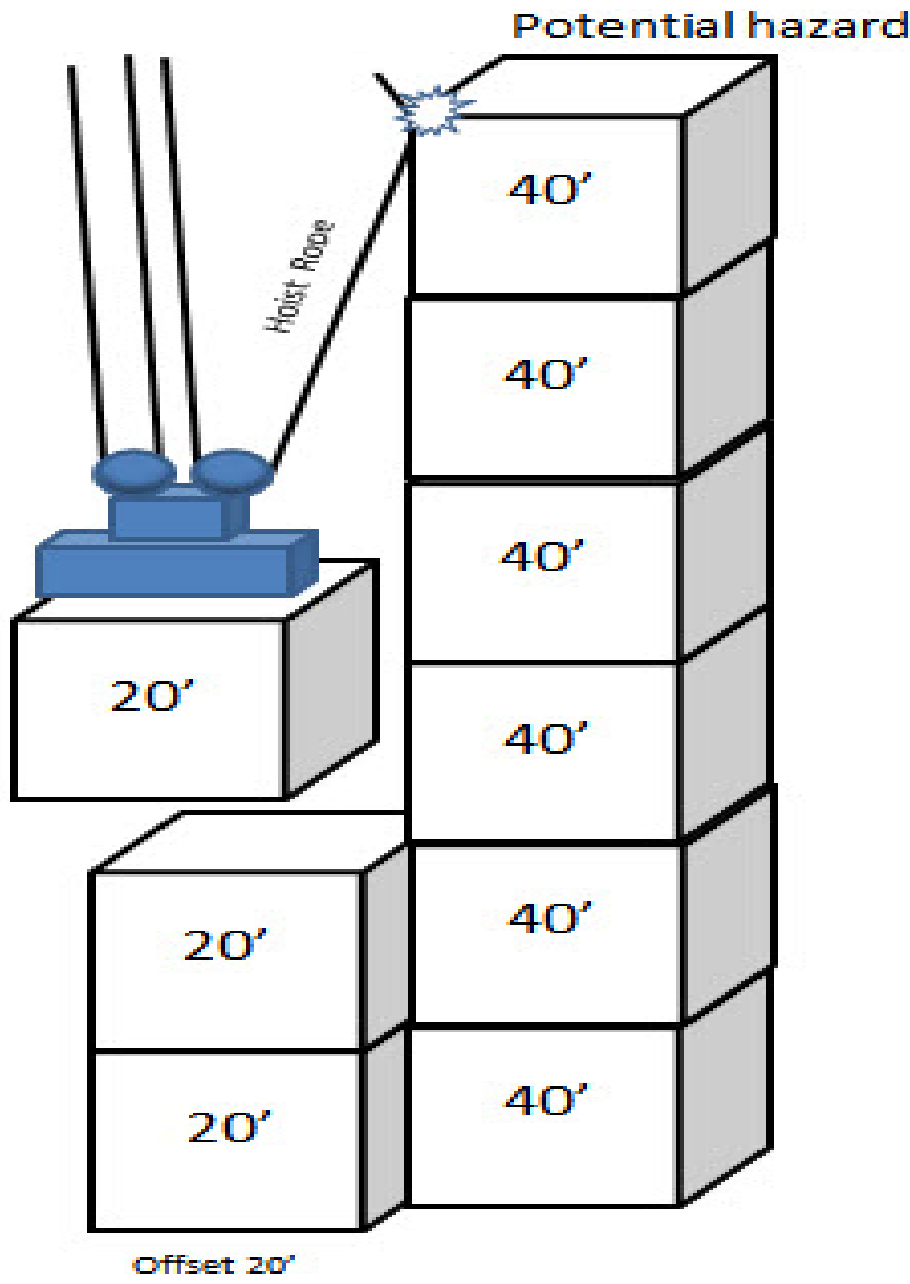
EXCEPTION: The two tier height differential requirement as outlines in item D does not apply when the abreast 40' container stack is not to be discharged (i.e. ride through cargo). The abreast 40' container stack shall be verified to be locked and lashed by the Foremen prior to the discharge of loading of any on deck offset 20' container. When containers utilize fully automatic twistlocks there shall be no exception for ride through cargo.



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PACIFIC COAST MARINE SAFETY COMMITTEE
DEDICATED TO SAFETY



View from Deck (Side View)



View from above

