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What state/territory: WA

Review of the National Guidance Material for Working Safely on the Waterfront

Public Comment Response Form

Complete and submit this form by 5PM AEST FRIDAY 10 AUGUST 2012 to
stevedoring@safeworkaustralia.gov.au

Comments on content of the national guidance material	
Section/page no.	Comment
Comments on additional issues identified in section 4.2 of the Discussion Paper	
Section/page no.	Comment
Hatchmen	<p>The role of the hatchman is important in creating a safe working environment onboard the vessel.</p> <p>The hatchman has a bird's eye view of the cargo space and is capable of continuously moving to maintain the best view of the employees down below and the potential hazards. The employees in the workspace have their view of potential hazards obstructed by the presence of all the cargo in the hatch. The crane driver whilst he to can watch the cargo space he is required to concentrate on the operation of the crane and the safe passage of the cargo. The crane driver spends 50% of the time over the shore where he can't view the cargo space. The hold foreman is an active member of the down gang and can't always see all the employees prior to the lift being taken. If he is one side of a large piece of cargo holding a sling so that it positions itself on the load safely then it is impossible for him to see the other employees in the cargo space so this is where the hatchman becomes the hold foreman's second set of eyes.</p> <p>The hatchman has on numerous occasions has spotted hazards that the crane driver and hold foreman haven't spotted or were unable to see. One example was when working at high gear was used down below with a lanyard being spread across the hatch upon which two employees were connected. The load was leaving the hatch and caught on the lanyard that was under the crane. The hold foreman leaves the work area or at best positions themselves in a corner well away from the load as it leaves the hatch so he doesn't always watch the load leave the hatch. The crane driver couldn't see the lanyard and was stopped by the hatchman who saw it . The crane would have pulled the lanyard quite violently if it had continued and the two employees below may have been injured as they were pulled from the cargo they were standing on. The hatchman also looks over the load that is lifted prior to it being lifted to make sure that all the lifting gear is sitting correctly. Soft slings are now common practice and the hatchman watches</p>

	<p>to make sure they are not slung on sharp edges and are sitting correctly as if they tear the sling is weakened and failure can occur.</p> <p>I have had an instance when a hatch foreman has scene that the slings that were on the load were not adequate to hold the weight of the cargo. The hold foreman was inexperienced and had slings on the load that weren't strong enough. The hold foreman stopped the lift as the hold foreman called for it to be taken. The lifting gear was then replaced and an incident report was completed. The hold foreman can be the eyes for the crane driver and the hold foreman.</p> <p>The key when working down below is to be in a safe place when a load is lifted and the safest place for the down gang may not allow for the best vantage point with respect to watch and ensuring the cargos safe passage from the vessel. This is when the hatchman positions themself to watch the load from that vantage point. This stops hold foreman taking risk down below to ensure safe passage of cargo.</p> <p>The hatchman is a safety tool that is used quite often and is imperative in creating a safe work environment.</p>
<p>Stevedoring qualifications</p>	<p>Should the guidance material refer to the qualifications that have been developed for stevedores? Yes with all the suitcase stevedores popping up, it is important that stevedores hold qualifications and aren't just pulled from the streets. The more knowledge an employee has with respect to operations the better.</p>
<p>Safety Induction skill-set</p>	<p>Should the newly developed stevedoring safety skill-set be used to underpin safety inductions? Yes. A safety induction that is common across all workplaces is imperative. This will ensure that all employees present on the vessel have a common and basic understanding of the role they must play with respect to safety.</p>
<p>Use of checklists</p>	<p>Should the safety checklists, which set out examples of the types of hazards, and acceptable/unacceptable ways of handling those hazards, be maintained in the guidance material? Checklists are important in safety. They ensure that all things are checked all the time. They remove complacency from inspections.</p>
<p>Comments on the implementation of the national guidance material in each jurisdiction which may have included launches, information and training sessions, and whether it has been useful in the workplace as a resource for improving safety practices.</p>	
<p>Section/page no.</p>	<p>Comment</p>
<p>Other comments</p>	
<p>Why take unnecessary risks? Why take risks at all? The one thing you can't replace is a life?</p>	

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