

OSM Thome

Gangway & Combination ladder fall prevention
HOP focus: Work as Imagined and Work as Done

OSM Thome Global Presence



TECHNICAL MANAGEMENT
CREW MANAGEMENT
MARINE SERVICES

EUROPE
HQ: Norway, Arendal

Norway, Bergen
Norway, Oslo
Croatia, Split
Croatia, Zadar
Cyprus, Limassol
Denmark, Copenhagen
Finland, Helsinki
Germany, Hamburg
Latvia, Riga
Poland, Gdansk
Scotland, Aberdeen
Ukraine, Odessa

ASIA
China, Shanghai
India, Mumbai
India, Chennai
India, New Delhi
Myanmar, Yangon
Singapore
Philippines, Cebu
Philippines, Manila

AUSTRALIA
Australia, Perth
New Zealand, New Plymouth

AFRICA
Egypt, Cairo
Nigeria, Lagos
Nigeria, Port Harcourt

MIDDLE EAST
UAE, Abu Dhabi

SOUTH AMERICA
Brazil, Rio De Janeiro

30 000+
seafarers from 70+ nationalities

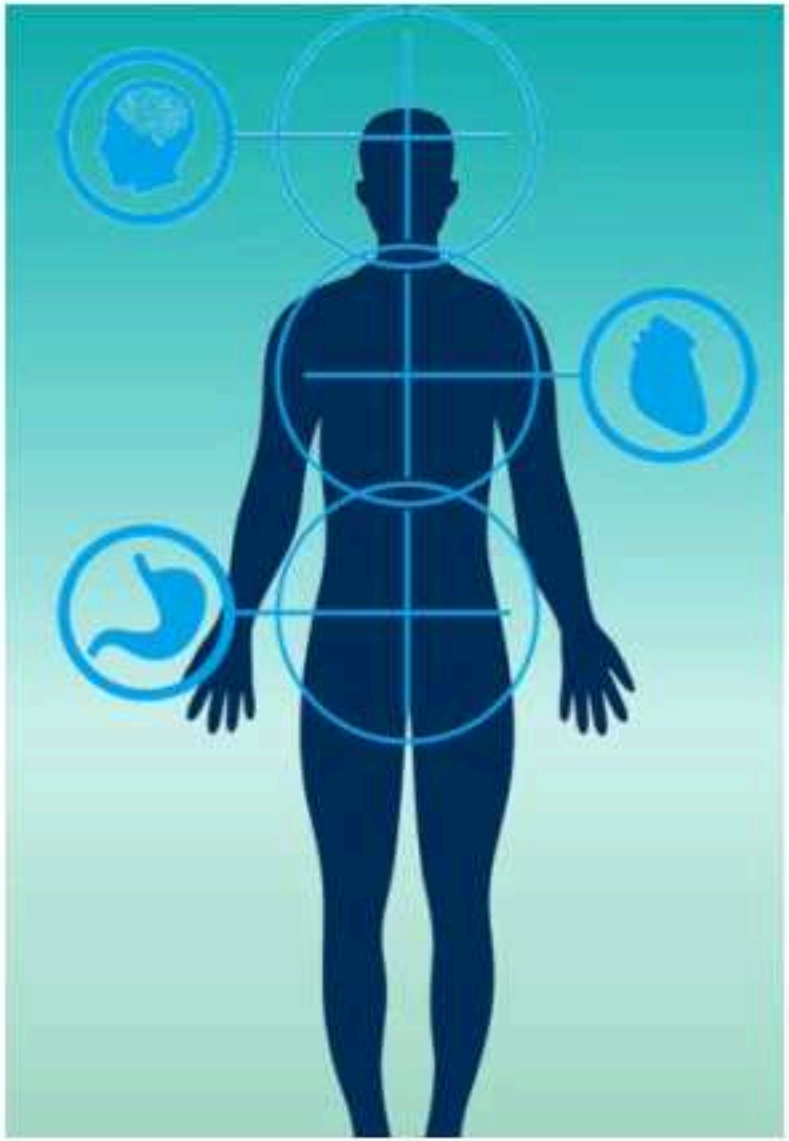
250+
customers

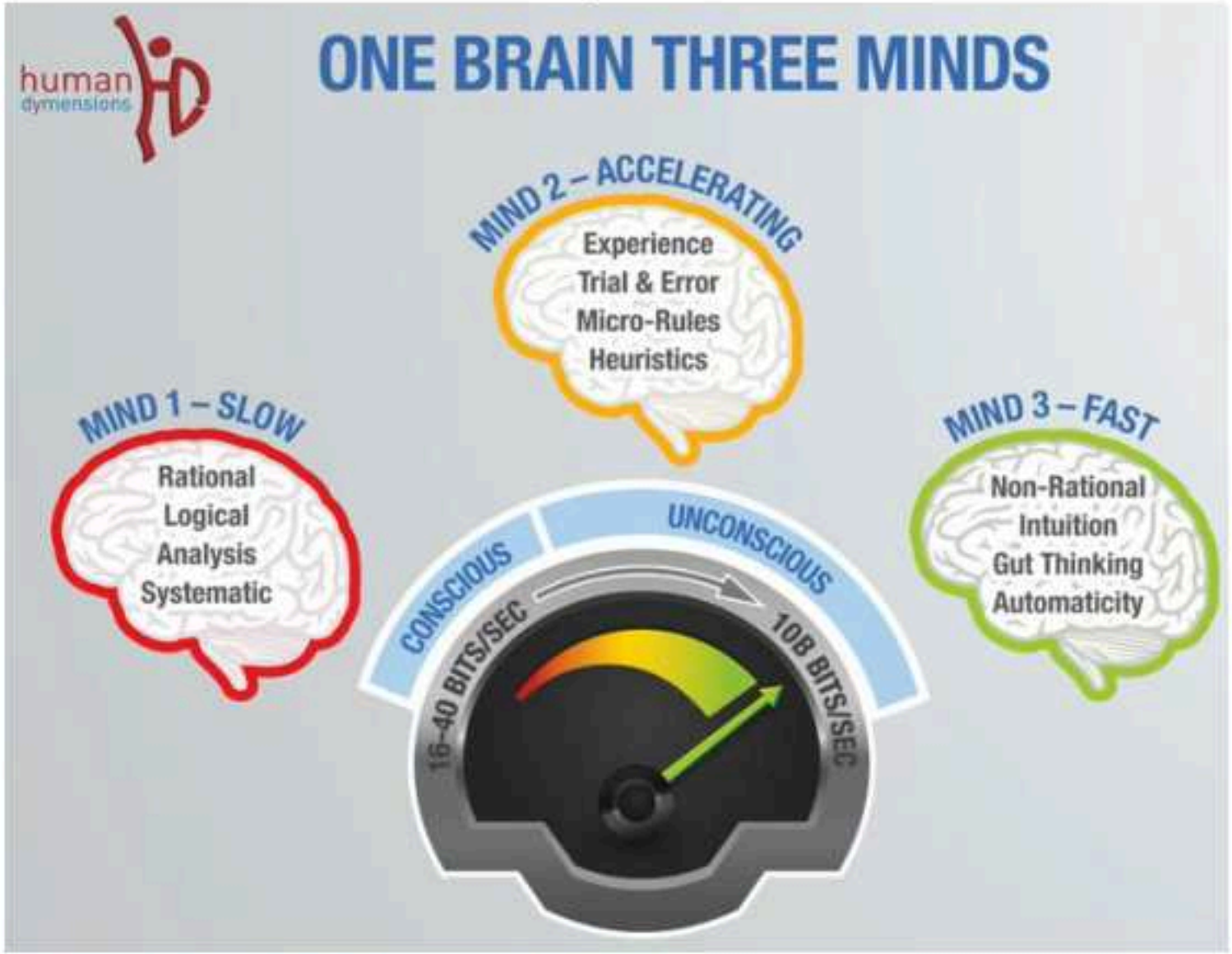
1700+
Employees onshore

900 vessels+
Under management

20+ Locations
worldwide

How do we Decide Intellectually?





HOP lens: “It’s only the gangway”

Work as Imagined

- *What Procedures assumes : Risk assessment / Toolbox Talk/ Permit to work / Supervision*
- *Only fixed once rigged. During rigging, lowering, turning out and adjusting, crew work outboard on a moving, partly supported structure.*
- *Routine changes risk perception. There is always someone supervising*
- *Rails are not anchor points. Handrails and stanchions spring back, collapse or are removed during rigging.*
- *Real height. The gangway can be well over 10 m above the quay or water in ballast – a fall is into the water or the gap between hull and quay.*

Work as Done

What we hear on board:

“It only takes five minutes – no need for a permit or harness.”

“We rig it in every port. It’s a routine job.”

“Deck crew can rig it; supervision is not needed”

“The gangway is a fixed platform with handrails – it’s not working aloft.”

“I’ll just hold the handrail / clip on to the rail.”

“The vessel is alongside – I will not fall into water.”

Bridging Work as Imagined and Work as Done

The permit is the shared plan

Working aloft and working overside share the same main hazard – a fall. Gangway work is both at once: crew are elevated AND outboard of the ship's side.

Permit is required on the gangway for

- Rigging, lowering, turning out and unrigging the gangway or combination ladder
- Crossing the 1 m "Comply with working overside PTW" line
- Going under or around the davit, or working outboard of the rails
- Maintenance or inspection of turntable, wires and sheaves while rigged

Not a permit job: Only access on a fully rigged, secured and inspected gangway.

Checks – gangway focus

- ✓ **Weather & vessel movement** – verified
- ✓ **Comms with OOW & HOD** – tested
- ✓ **Lighting** – checked
- ✓ **Fall arrest system** – static line, 2 arrestors, harness
- ✓ **Lifebuoy with line** – prepared
- ✓ **MOB boat** – prepared, if applicable
- ✓ **Supervision**– named & assigned
- ✓ **Warning notices** – posted
- ✓ **Toolbox talk & acknowledgement** – completed
- ✓ **Permit at worksite** – posted

Conditions change. Pause, reassess and update the shared plan before continuing.

Trigger



Our rule: Any rigging, unrigging or adjusting of the gangway / combination ladder, and any work beyond the 1 m line, is WORKING ALOFT & OVERSIDE – PTW, to be used.

Why the fall prevention arrangement matters

1

Strong points

U-rings on first, middle & last posts. Marked yellow, load tested to 2 MT annually.

2

12 mm static line

Wire rope made fast with min. 3 evenly spaced bulldog grips, permanently fitted.

3

2 fall arrestors

One before and one after the davit, so the line stays straight.

4

Harness + lifejacket

Full body harness always clipped on; lifejacket worn over it.

5

Watch & rescue

PTW, safety watchman, lifebuoy with line ready, OOW informed.

This turns a fatal fall into a survivable arrest

Without it, a slip on the gangway ends in the water or on the quay. With this, the crew member is held within a short distance, stays at the gangway and can be recovered in seconds. Every layer must be in place – one missing layer is how the incidents happens.

Context drives behaviour: When the plan changes at 0400

Pilot boarding plan changes at short notice: helicopter transfer becomes combination-ladder boarding.

WORK AS IMAGINED

Pilot boards by helicopter.

Only the crew required for helicopter operations are called.

No combination ladder is prepared.

The 0400-work plan and rest arrangements reflect the original task.

→

CONTEXT CHANGES

Last-minute call: pilot will board by combination ladder.

Additional crew must be woken and mustered.

Equipment, lighting, PPE, permit and supervision are now needed immediately.

Time pressure rises while the vessel continues its approach.

→

WORK AS DONE

Crew adapt to an unplanned task at a low-alertness hour.

Rushing, reduced coordination and incomplete briefing become more likely.

Assumptions may replace checks: "we have done this before."

The gap between the procedure and available time can shape shortcuts.

HOP RESPONSE: Do not blame the adaptation. Reset the conditions for safe work.

Pause the operation if needed • Call sufficient rested crew • Re-brief and re-plan • Complete PTW and checks • Confirm readiness before boarding



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Thank You

Before the next job, ask: What is different today, and what could make the safe method difficult?