

Marine Notice

No. 38 of 2000

NOTICE TO ALL SHIPOWNERS, SHIPMASTERS, HARBOUR AUTHORITIES, SHIP AGENTS AND STEVEDORES

SHIP TO SHORE ACCESS

1. Introduction:

It has again come to the attention of the Department of the Marine and Natural Resources that there has in recent years been a number of incidents involving access to ships in Irish ports and to Irish ships in foreign ports, some of which have resulted in serious injuries including fatalities. Most of these incidents have arisen due to improperly rigged gangways, accommodation ladders or ladders and have occurred in the immediate vicinity of the ship to shore access area.

2. Deficiencies:

Some examples are where no access was in position or where the access provided was inherently unsafe. Department of the Marine and Natural Resources' surveyors have found, after investigating particular accidents, that in many situations where deficiencies arise they are readily and easily rectified. These deficiencies vary from gangway bridle slings unhooked and left lying on the walkway length thus creating a trip hazard, to missing, slack or unsecured hand ropes and inadequate bulwark ladders sometimes without stanchions at the transfer point between gangway and deck. Other deficiencies include poorly maintained equipment; missing or unsuitable safety nets or nets not properly rigged; poor lighting and unavailability of a lifebuoy with line close by the gangway; and gangway/accommodation ladder dangerously positioned on the quay or obstructed by discharging/loading equipment such as cranes or/and road transport.

3. Requirements:

Before any person is permitted on board a vessel a safe means of access is required to be provided. Gangways or ladders including their associated equipment and fittings should be inspected and deficiencies rectified. During the hours of darkness adequate illumination must be provided.

4. Duty & Responsibility:

The employer and master have a specific duty and responsibility to provide safe access in accordance with the Means of Access Regulations (S.I. 108 of 1988). Equally important is for all persons including crew members to use the access that is required to be provided. Where necessary gangway watches should be maintained particularly during sensitive periods.

5. Safety Nets:

Attention is drawn to Regulation 10 of the "Means of Access Regulations". Safety nets used, shall be of good construction and sound material, free from any patent defect and of adequate strength for the purpose for which they are intended. They must be securely rigged as their purpose is to minimise the risk of injury to a person who may fall from the access equipment, on to the quay or between the ship and the quay. (Refer to Annex II).

6. Harbour Authority:

At certain berths there may be occasions where it is not reasonably practical for a ship to rig a safe means of access. In such circumstances, a safe means of access should be requested by the master and provided by the responsible authority.

To assist in further reducing risk of accidents, Harbour Authorities are requested to continue encouraging and assisting owners, masters and persons boarding or leaving a ship to comply with Chapters 6 & 18 of the 1998 edition "Code of Safe Working Practices for Merchant Seamen".

7. Annexes:

Section 4 of S.I. No. 108 of 1988 is reproduced in Annex 1.

Annex II illustrates an acceptable method for rigging of safety nets.

Annex III shows a light weight steep angle type gangway and bulwark ladder with stanchions.

Annex IV is a drawing of a ladder with handrails for use when angle of inclination above the horizontal is more than 60°.

Marine Notice No. 11 of 1996 in relation to Ship to Shore Access is hereby revoked as it is superseded by this Notice.

Any enquiries concerning Marine Notices should be addressed to Maritime Safety Division -
Tel: 01-6199359; Fax: 01-6620774.

Secretary-General
Department of the Marine and
Natural Resources
Dublin 2.

13 November, 2000

Section 4 Statutory Instrument No. 108 of 1988

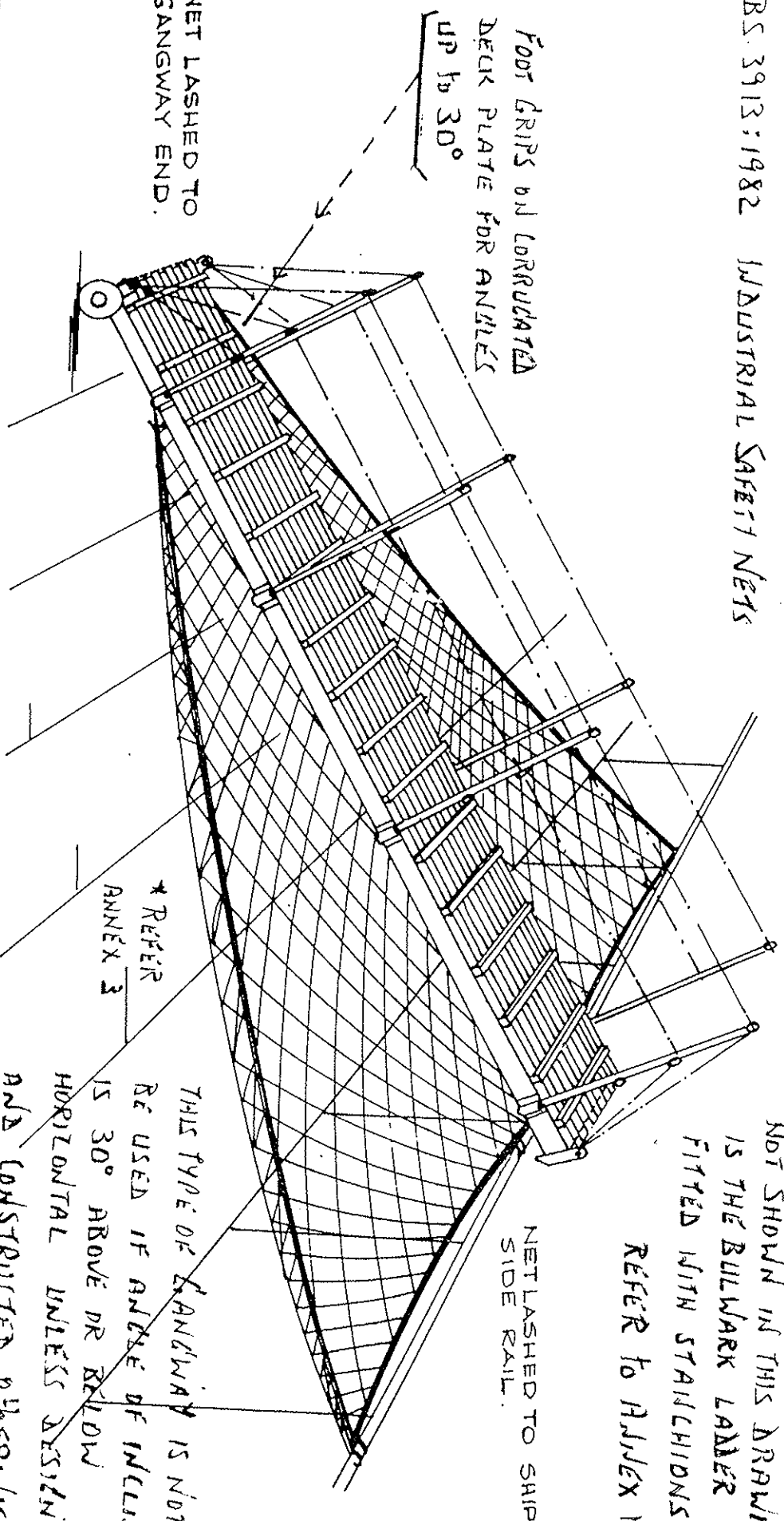
Merchant Shipping (Means of Access) Regulations, 1988

General Duties of Employers and Masters and Others.

4. (1) The employer shall provide adequate equipment and resources so as to ensure that there can be, at all times, a safe means of access between the ship and any quay, pontoon or similar structure or another ship alongside which the ship is secured and, without prejudice to the generality of this duty and the following Regulations, shall ensure that the Master will have available the equipment and resources necessary to enable him to discharge his general duties pursuant to paragraphs (2) and (3) of this Regulation.
- (2) The Master shall ensure that:
- (a) access equipment (including safety nets) is placed in position promptly after the ship has so secured and remains in position while the ship is so secured);
 - (b) access equipment (including safety nets) which is in use:
 - (i) is properly rigged, secured, and is safe to use;
 - (ii) is so adjusted from time to time as to maintain safety of access; and
 - (iii) is maintained in a serviceable condition.
 - (c) access equipment (including safety nets) and approaches thereto are adequately illuminated;
 - (d) a life-buoy with a self-activating light and also a separate safety line attached to a quoit or some similar device is provided ready for use at the point of access aboard the ship; and
 - (e) in the case of a ship to which Regulation 8(1) applies, a bulwark ladder is used as a means of access.
- (3) Where access is necessary between ship and shore, and the ship is not secured alongside, the Master shall ensure that such access is provided in a safe manner.
- (4) Any person boarding or leaving the ship shall use the access equipment provided for the purpose.

NET SPECIFICATION
 MESH 100 x 100 SQUARE.
 MESH CORD 130 KGS BREAKING STRAIN
 LOCK KNOTTED POLYETHYLENE.
 BOUNDARY BREAKING STRAIN 558 KGS.
 SECURING ROPES BREAKING STRAIN 1070 KGS
 EYESPLICED ROUND MESH LOOP AND BOUNDARY

BS. 3913:1982 Industrial Safety Nets



FOOT GRIPS ON CORRUGATED
 DECK PLATE FOR ANKLES
 UP TO 30°

NET LASHED TO
 GANGWAY END.

NOT SHOWN IN THIS DRAWING
 IS THE BULKHEAD LADDER
 FITTED WITH STANCHIONS
 REFER TO ANNEX III

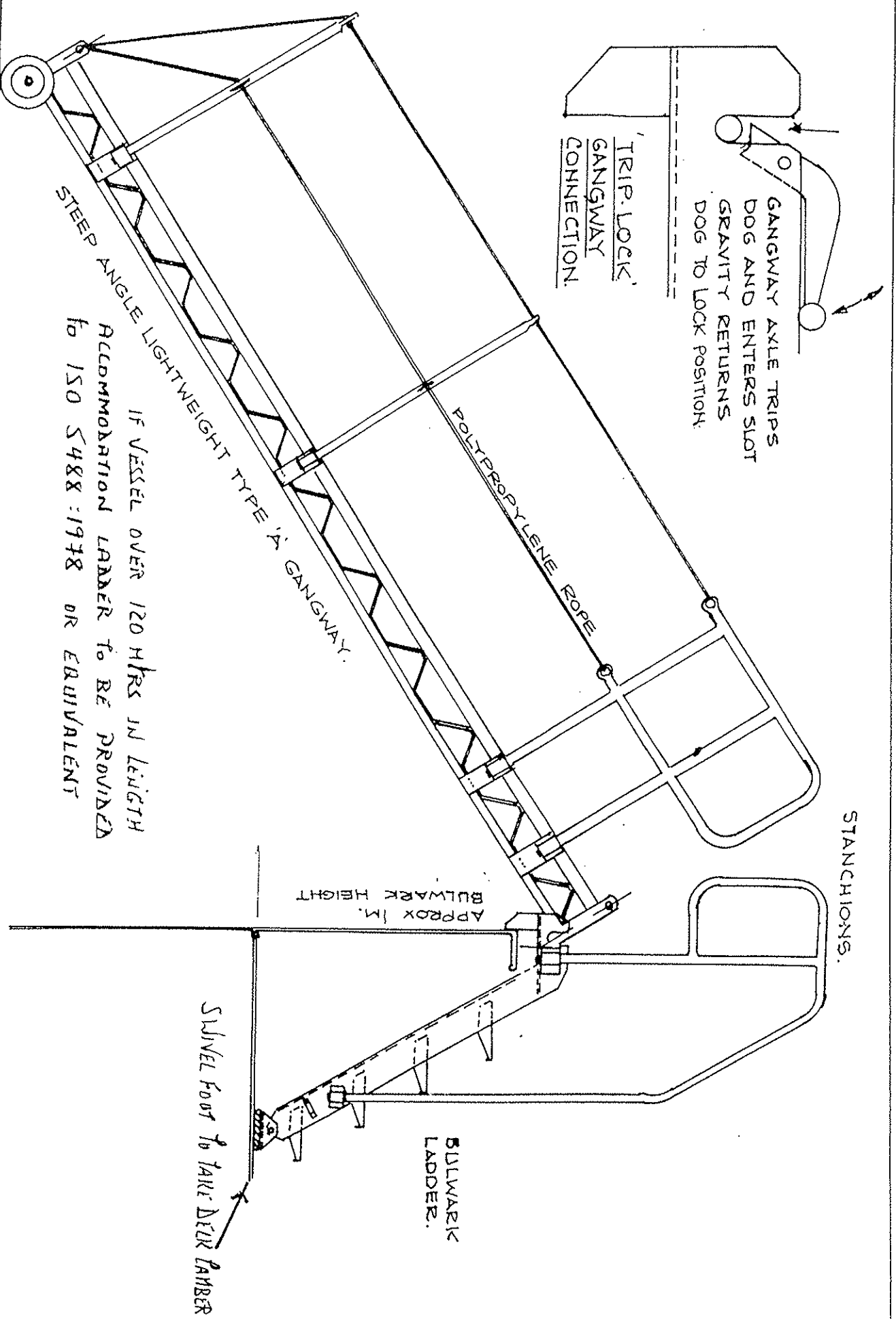
NET LASHED TO SHIP
 SIDE RAIL.

* REFER
 ANNEX 3

THIS TYPE OF GANGWAY IS NOT TO
 BE USED IF ANGLE OF INCLINATION
 IS 30° ABOVE OR BELOW
 HORIZONTAL UNLESS ASSISTED
 AND CONSTRUCTED OTHERWISE*

TRIANGULAR SAFETY NETS FOR USE WITH SHORE GANGWAYS.

ANNEX II



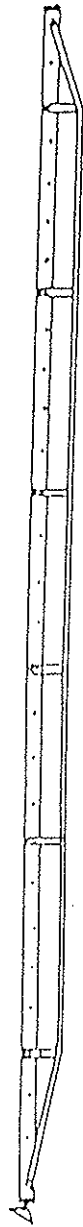
IF VESSEL OVER 120 METERS IN LENGTH
 ACCOMMODATION LADDER TO BE PROVIDED
 TO 150 S488:1978 OR EQUIVALENT

GANGWAY - BULWARK LADDER COMBINATION SET.

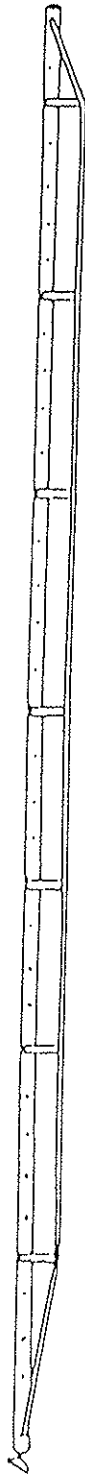
NOTE, THIS TYPE OF LADDER TO BE ONLY USED WHERE THE ANGLE OF INCLINATION ABOVE THE HORIZONTAL IS MORE THAN 60°



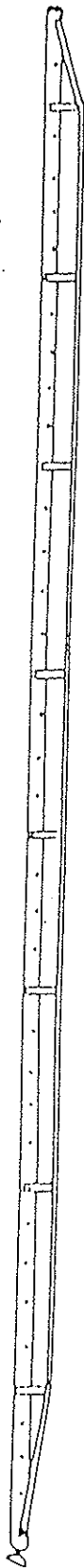
HANDRAIL 6 M. LADDER.



HANDRAIL 7.5 M. LADDER.



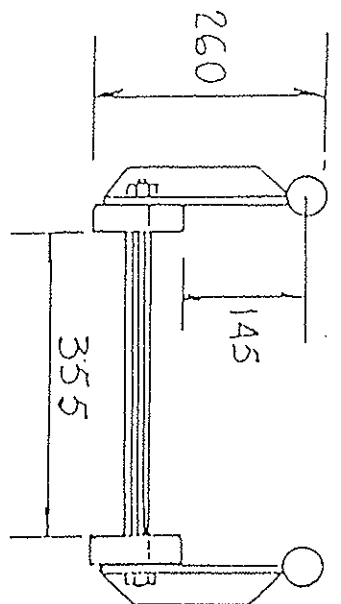
HANDRAIL 9 M. LADDER.



HANDRAIL 10 M LADDER.

LENGTHS MAY BE VARIED UP TO THE MAXIMUM OF 10M. CERTIFICATE OF CONFORMITY

BOARDING LADDERS - WITH HANDRAILS.



TYPICAL SECTION.

SIZE.	EST. WEIGHT
6 M	43 KGS
7.5 M	53 KGS
9.0 M	63 KGS
10 M	70 KGS

SPECIFICATION.

STILES - ALUMINIUM ALLOY R.H.S.
 RUNGS - EXTRUDED FLUTED HOLLOW ALUMINIUM ALLOY
 HANDRAILS - MINIMUM 25mm X 10g. ALLOY TUBES.
 NON-SLIP FEET RUBBER SUCTION TYPE
 SCANTLING. SUCH THAT THEY WITHSTAND THE LOADING SHOWN IN DTL. DOC: 1729.