



1. Is this means of access rigged correctly?
2. How many departures from standard practice can you spot?
3. What are the potential consequences of rigging the means of access this way?
4. What steps can we take in order to protect ourselves from this hazard?
5. What does it say in our onboard procedures concerning the rigging of the means of access?
6. What does Code of Safe Working Practice say about safe access?

## 1. Is this means of access rigged correctly?

No!

## 2. How many departures from standard practice can you spot?

*Plank, insufficient netting, rope used in place of rails towards the bottom, slack moorings (vessel movement), platform not over berth, no watchman in sight, risk of striking head on davit, handrails not tensioned, safety netting in poor condition. Lower end below height of jetty. Others may be present that are not immediately in sight e.g. lighting and seizing of the platform turntable!*

## 3. What are the potential consequences of rigging the means of access in this way?

*Death by drowning. Personal injury. PSC detention. Damage to means of access.*

## 4. What steps can we take in order to protect ourselves from this hazard?

*Always ensure the means of access is rigged correctly, in accordance with company procedures and industry standard practice (COSWP). The means of access should be attended by a crew member both for ISPS purposes and for adjustment when required.*

## 5. What does it say in our risk assessment concerning this equipment?

*Please review your onboard procedures for safe access via gangway/accommodation ladder.*

## 6. Use of an accommodation ladder may not be appropriate in all cases?

*Discuss ports you visit or situations you may have encountered where the use of the accommodation ladder as a safe means of access may not have been ideal. What other options are available onboard and ashore.*