



TOTAL

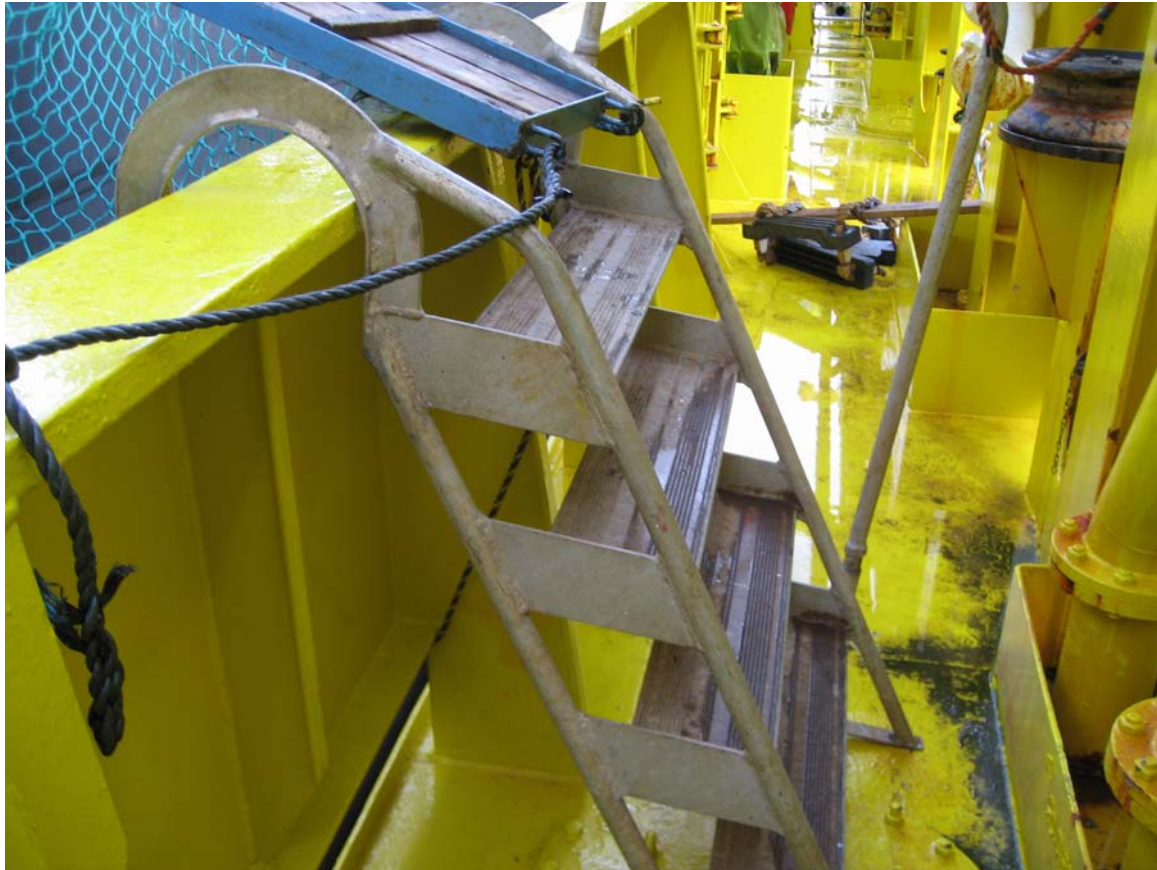
**VESSEL ACCESS ARRANGEMENTS WHEN “DOUBLE BANKED”
MSF All Members Meeting, 29th. November, 2007**

• **Mike Close**

29/11/2007

TEP RECENT EXPERIENCE

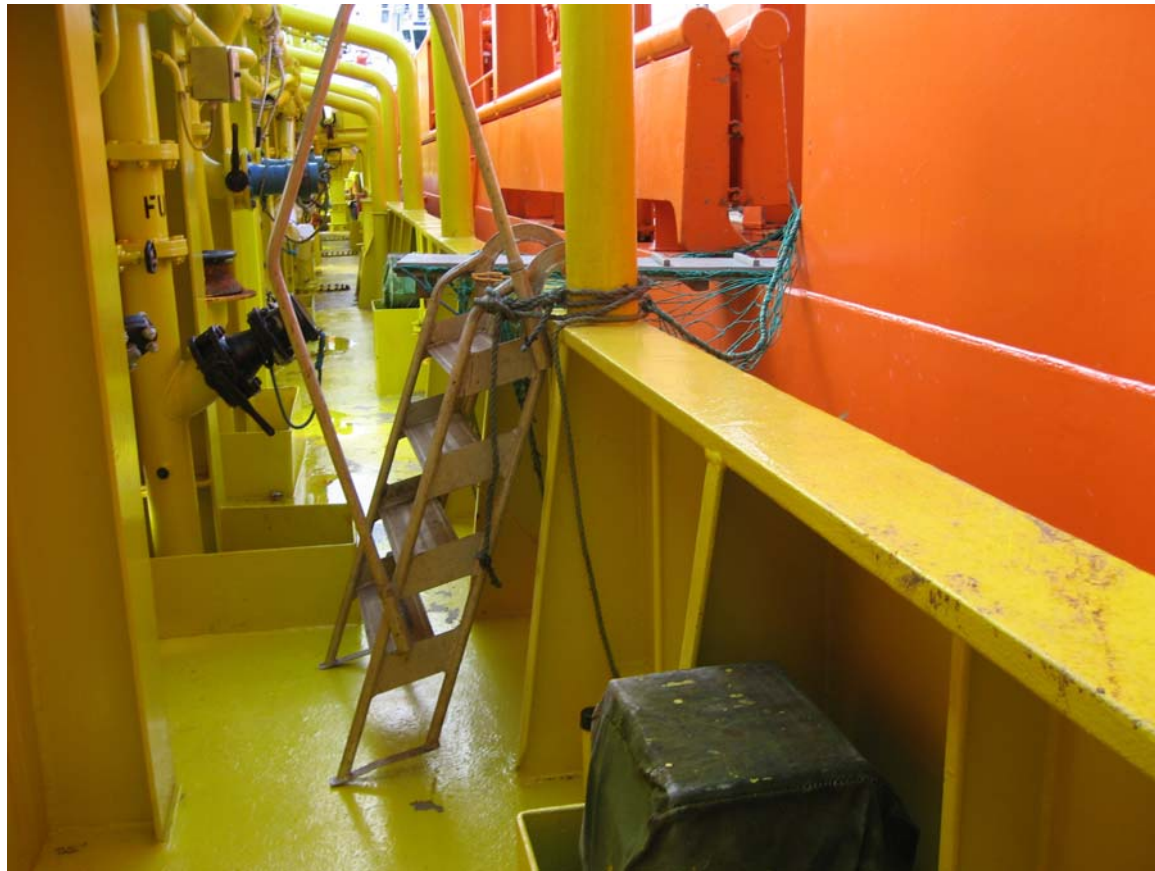
- **September, 2007**
 - **SEDCO 714 move from Tormore (WoS) to Jura**
 - **4 vessels required to support move**
 - **Vessels mobilised twice (owing to weather and other delays)**
 - **Each vessel visited by marine representatives at least twice**
 - **Aberdeen harbour busy at time, so if not actually loading equipment vessels often “double banked”**









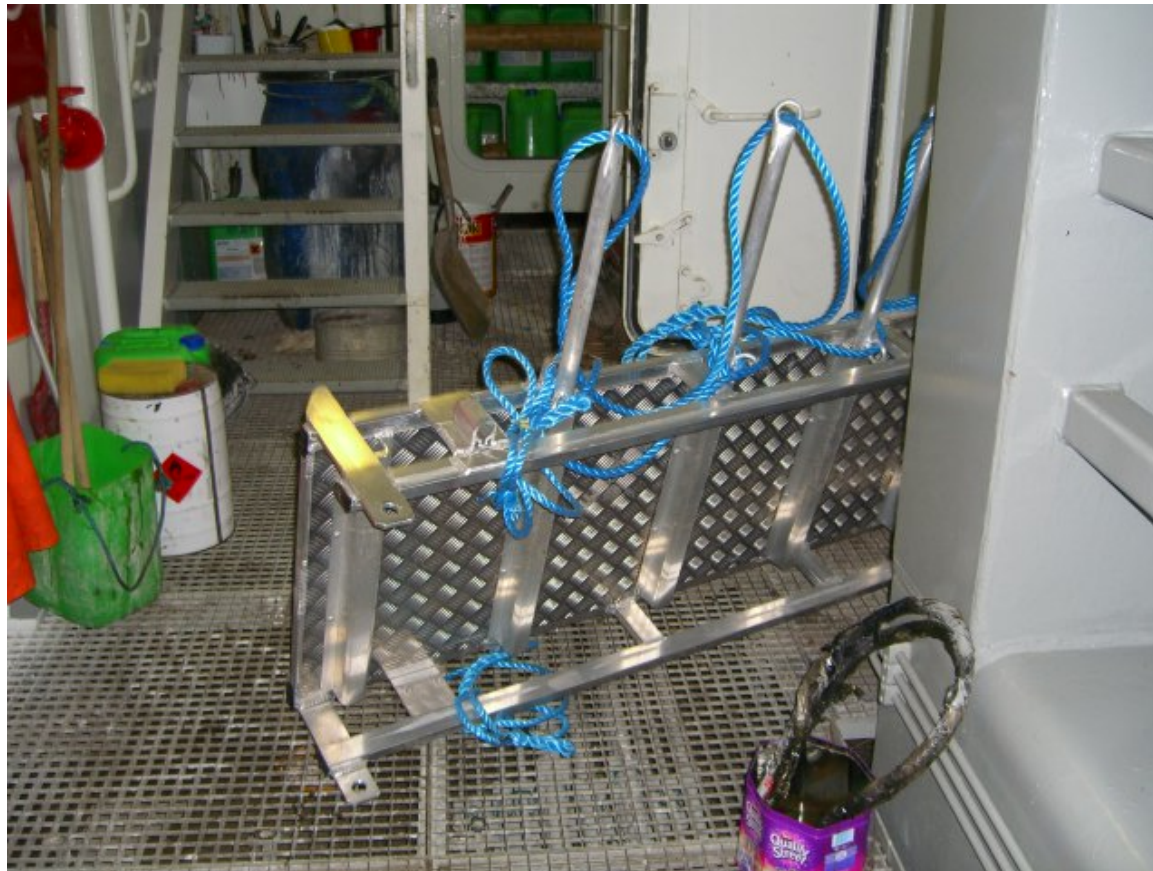












Recommendations (1)

- **Provide same level of safety as principal accesses**
 - **Are these “secondary” accesses covered by the same rules ?**
- **“Deck to Deck” arrangements desirable**
 - **Additional bulwark ladders introduce additional risks**
- **If “over bulwark” arrangements necessary must be co-axial**
 - **Should not have to step sideways from ladder to gangway or vice versa**
- **Minimum change in height between vessels desirable**
 - **Angle should not exceed 10° (= c. 1:6 gradient)**

Recommendations (2)

- **Landing areas on both vessels to be free of hazards**
 - **Dry – use duckboards if necessary**
 - **Choose landing area to be clear of trip and / or bump hazards**
- **Gangway surfaces to be non-slip**
- **Stanchions with handrail(s) or rope(s) to be provided**
- **ALL arrangements to be stable and adequately secured**
- **Nets to be provided and adequately secured**
 - **To extend c. 2 metres on each side of access**
- **Personnel to be instructed not to use unsafe accesses**

End