

SHIP DESIGN IN PRACTICE

BOARDING FACILITIES

It is strange that quite primitive and dangerous rope ladder is still basic equipment used for embarking and disembarking of pilots. Whenever the distance from the surface of the water to the point of access to the ship is more than 9 m, the accommodation ladder in conjunction with the rope pilot ladder shall be provided. According to SOLAS requirements such accommodation ladder shall be sited leading aft. When in use, the lower end shall rest firmly against the ship's side within the parallel body length.

Also Regulations on Navigation in Panama Canal Waters (Annex, Section Three, Boarding Facilities, Article 57, point 3) require: "Accommodation ladders shall lead aft, that is, with the lower platform at the after end. The lower end of the accommodation ladder must be within the parallel mid-body of the vessel, not near the bow or stern." "Accommodation ladders which lead forward, or which do not rest firmly against the vessel's side, are not considered safe for use by Authority employees." "An accommodation ladder that is not appropriate may require the use of tugs to make the vessel come to a complete stop while embarking or disembarking personnel. This is considered a deficiency, and tugs shall be provided at the expense of the vessel."

Such requirements are well founded for accommodation ladders used for boarding when ship is moving. Contrary, there are no any reason to require the same for accommodation ladder used only for boarding when ship is moored at berth. Equipment is the same, (unfortunately also the names) but conditions of work in the port and on the sea are different.



To enable an efficient control of persons arriving onboard in port it is very good to have the accommodation ladder, which leads directly to a reception point near Deck Office. In most cases

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accommodation is located on aft and so must be accommodation ladders. To avoid collision with back spring, as well as due to available space on deck, ladders leading fore are more convenient.



Distance between chocks and the accommodation ladder should be bigger to avoid collision as on the picture below.

