

## **SHIP DESIGN IN PRACTICE**

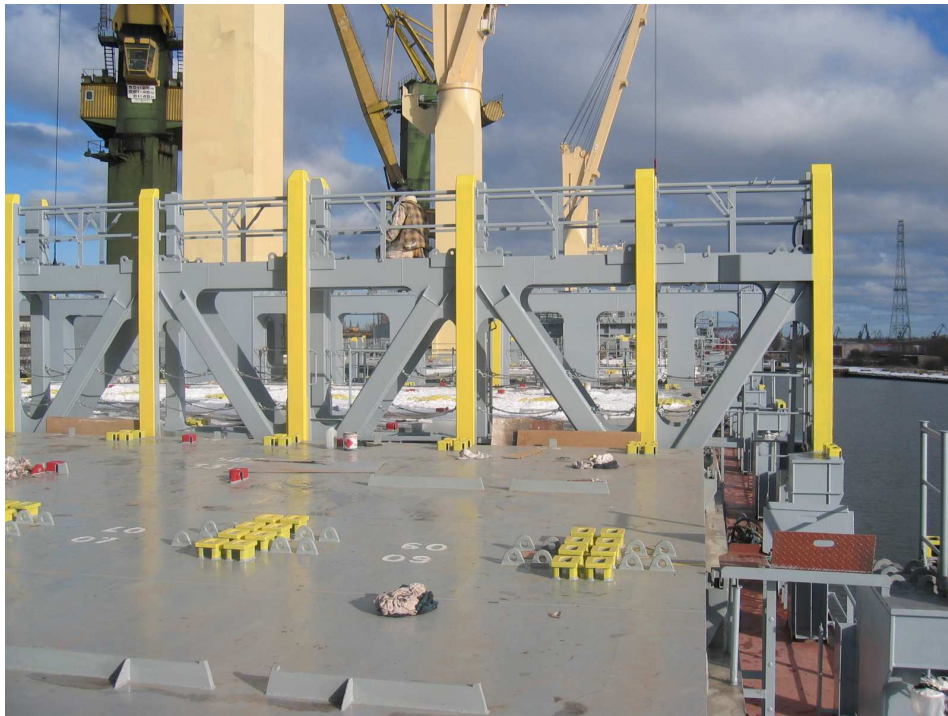
### **SAFETY ON BOARD CONTAINERSHIPS**

The lack of suitable and safe access to lashing workstations is the most common cause of accidents of stevedores onboard container ships. Crew members are equally at risk when they are involved with lashing containers.

To minimise the risk to those who have to work on these vessels it is necessary to look for right arrangement at a preliminary design stage.

Hatch covers and lashing platforms shall create one continuous plan. Different levels of hatch cover and platforms, any gaps, holes, can be reasons of serious accidents.

The next important problem is a proper railing. Only fixed railing protected by high guides against damages by containers provide real safety.



Fixed railing is standard solution onboard large vessels fitted with lashing bridges.

## SHIP DESIGN IN PRACTICE



Fixed railings not protected by sufficient number of strong high guides will be damaged soon.

Very often it is not possible to arrange fixed railings due to Owners requirement to transport on hatch covers long containers in first tier. Dismountable or collapsible railings are used, unfortunately such solution is always compromise to safety. Sooner or later dismountable stanchions are not installed at all.

## SHIP DESIGN IN PRACTICE



With lashing rods right in the passage and railing not installed it is true miracle to avoid fatal accidents.

Owners can expect proper solutions only if requirements concerning communication platforms and railings on deck are well defined in the Contract Specification.

What to expect from any shipyard if there are only few general words on this subject in the Specification, as in the example below written by well-know West-European design office?

### **“1160 Walkways on Cargo Deck**

Walkways and passageways to be provided between weather deck hatch openings and on side deck from fore to aft P + SB. Passageway between 40' container positions on cargo hatches.”

Situation could be quite different with few right points in the Contract Specification:

1. Special attention shall be paid to arrange safe access for container lashing workstation: suitable platforms and access ladders shall be provided.

### **SHIP DESIGN IN PRACTICE**

2. Communication platforms between hatches shall be arranged at the level of hatch covers.
3. As far as possible fixed railings protected against damages by strong high guides shall be arranged.