



Risk Assessment Solutions

“Don’t Cure, Prevent”

Circular 04/06/2015

Subject: “Gangway load test not found on board” - Important PSC Issue!

Case: Recently, it has been reported that a cargo vessel faced difficulties in Bangladesh when the Port State Control Officers boarded the vessel for a detailed PSC inspection. During inspection, the PSC Officers asked the Master of the vessel to provide the Gangway load test for inspection purposes. Finally, it was reported that the Gangway load test was not available on board. As a result, the following deficiency (*code 15*) was imposed:

“Gangway load test not found on board.”

In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the **SOLAS Regulation II-1/3-9** requirements pursuant to the above case:

*“3. For all ships the means of embarkation and disembarkation shall be inspected and maintained** in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4. [** Refer to the Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation (MSC.1/Circ.1331)]”*

Referring to the above mentioned regulation and in order to assist further, “Prevention at Sea” has gathered in the following Table all the applicable requirements, in accordance with the MSC.1/Circ.1331.

Survey Requirements	Testing	Winch/ Accommodation Ladder Arrangement	Gangway ¹
Initial Installation²	Static Load Test	Upon installation, every new accommodation ladder should be subjected to a static load test of the specified maximum working load (apply load uniformly with winch holding ladder in horizontal position).	Every new gangway should be subjected on installation to a static load test of the specified maximum working load.
	Operational Test	Upon installation, the winch and the accommodation ladder should be operationally tested to confirm their proper operation and condition after the test (The ladder should be raised and lowered at least twice).	N/A
Renewal (5 years)³	Static Load Test	Satisfactory completion of the applicable test(s) without permanent deformation or damage to the tested item. The tests should be carried out with the load applied as uniformly as possible along the length of the accommodation ladder or gangway, at an angle of inclination corresponding to the maximum bending moment on the accommodation ladder or gangway (MSC.1/Circ.1331 §5.3.3)	
	Operational Test	Upon completion of the examination required by MSC.1/Circ.1331 § 5.2.1, the winch should be operationally tested with the specified maximum operational load of the accommodation ladder. Upon completion of the examination required by MSC.1/Circ.1331 § 5.1.1.1, the accommodation ladder should be operationally tested with the specified maximum operational load of the ladder.	Upon completion of the examination required by MSC.1/Circ.1331 §5.1.2.1, the gangway should be operationally tested with the specified maximum operational load of the gangway.
Annual	No load testing should be carried out onboard annually. Only examination of components is required, in accordance with the requirements of the MSC. 1/ Circ. 1331.		

¹ Only when carried onboard the vessel

² For vessels constructed **on or after 1st of January 2010** and for replacement of equipment on existing vessels **on or after 1st of January 2010**

³ If the maximum operational load is unknown for existing gangways/ladders, the ship owner/ operator should nominate the load as per § 5.3.2 of the MSC. 1/ Circ. 1331



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Furthermore, it is recommended that all inspections, maintenance work and repairs in connection to the accommodation ladders and gangways should be recorded, in order an accurate history of each appliance to be available at all times. The information recorded should include the following listed items:

- details of the dates of inspection / maintenance
- details of the work undertaken,
- the name of the person or body undertaking the work,
- the due date for the next inspection and
- the date of the renewal of the fall wires.

Apart from periodic inspections and maintenance, required to be conducted in accordance with the SOLAS regulations, it is suggested the accommodation ladder or gangway to be subject to a detailed visual inspection each time it is rigged.

In addition, some important points to be considered with regards to the proper operation of the gangway during rigging process are:

1. **Steps and Platforms** – Should be kept clear of oil and debris. If a bottom platform is fitted on the gangway, this should be kept horizontal and have stanchions fitted to enable the safety rope to continue through them.
2. **Illumination** – The access area of the vessel, the total length of the gangway and the quayside is to be kept adequately lit to ensure safe transit.
3. **Lifebuoy** – It should be fitted with a separate safety line attached to a quoit or similar device and a self-igniting light. This must be positioned on the vessel at the top of the access point.
4. **Safety Net** – If it is applicable and practicable, a safety net should be fitted.
5. **Watchman** –It is suggested as a good practice to have a member of the vessel's crew permanently stationed at the gangway for safety purposes. They will be able to assist persons transiting the gangway, as required and to monitor any dangerous practices.

To assist further, we offer our clients through our "PaSea Risk Assessment Program" the service of assessing onboard or remotely, through the "Distance Assessment", whether the vessel is in conformance with the PSC requirements by calculating the Ship's "PaSea" Factor.

We remain at your disposal for more details,

Prevention at Sea