



Preventing falls from height

Hazards of working aloft

- Falling from height causing injury or death.
- Falling of tools from height causing injury to personnel walking / working below.
- Damage to equipment.

Work should only be carried out at height if there is no reasonably practical alternative to doing so. Where a reasonably practical alternative does exist it should be adopted.

The hazards of slips, trips & falls is to be kept in mind and the following precautions/ procedures shall be complied:

- Risk assessment /Tool box meeting must be carried out to identify the hazards involved and the control measures agreed upon must be discussed with the actual persons involved in the job.
- Working aloft permit, to be completed prior to commencing working aloft (Form 3.3.1)
- The job to be done by experienced /trained crew and supervised by a Responsible Officer
- No person may work at height (more than 2 metres) without an assistant on deck. The assistant on deck shall not leave the immediate area or lose visual contact with the person aloft.
- Work aloft should only be permitted when the climatic conditions and sea state are suitable.
- Personal Protective Equipment (PPE) as per company PPE matrix shall be worn at all times.
- A safety net should be rigged where possible and appropriate.
- A stage, bosun's chair, or ladder should be used when work is to be done, beyond normal reach. Ladders must be safely secured against slippage
- The Responsible Officer and involved crew should carry out a thorough examination of all lifting gear to be used before work commences. When working aloft, checks must be made to ensure ropes and stages/ bosun's chair and other equipment being used are in sound and serviceable condition. Check validity of certification where appropriate
- All equipment used for working aloft must be rigged in with due regard to the best Seamanship practice, with the utmost regard for the safety of the seamen involved.
- Before attaching staging materials to a strong point, it should be visibly checked and hammer tested if required.
- No single mode of failure shall allow a catastrophic result. The safety line system shall be completely independent of the bosun's chair, staging or any other system, and shall remain effective at all times. The safety line and harness shall be rigged such that it shall not be necessary to unclip the safety line at any time whilst the seaman is aloft.
- OOW must be informed. He shall give warning of any conditions or course alterations, which may induce the ship to roll or pitch. He should give this warning in sufficient time for those working aloft to descend safely and to secure their equipment.
- When working on the funnel, or near engine room vents and skylights, the Engine Room OOW must be informed, and suitable signage/warning signs posted.
- It must be remembered that the movement of a ship in a seaway and extreme weather conditions and even when alongside, will add to the hazards involved.
- Ship crew shall use common sense and good seamanship practices when working aloft

Fall arresting device shall be used in conjunction with safety harness when working aloft, ascending/descending cargo spaces/ballast tanks with vertical ladders etc.

Suitable lanyard with shock absorber shall be connected to safety harness.



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Use of safety harness and fall arrestor



Good practice - Use of Fall arresting device with safety harness while descending from ship to bunker barge



Ship staff shall familiarize with proper donning of safety harness and use of fall arresting device



Picture of Fall arresting device used on board



Lanyard with shock absorber shall be connected to safety harness.

