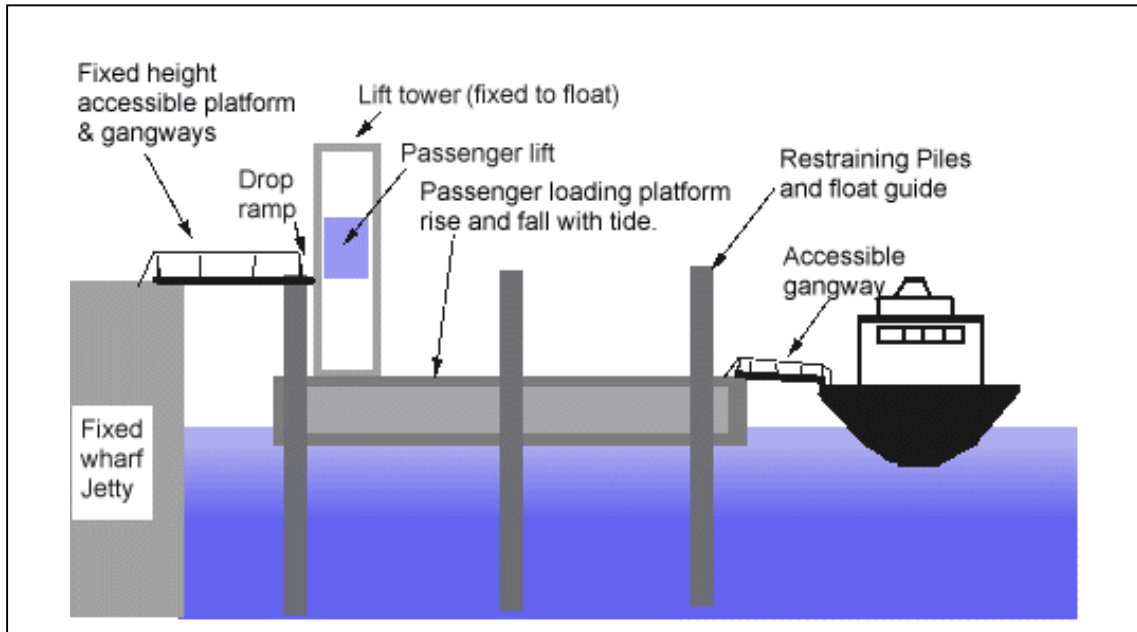


## Accessible Boarding 1

Extract from our guide 'Accessible Boating'

### Boarding Lift Pontoon



Where there are large variations between high and low tide one solution is the use of a lift.

A mast lift is used which allows the cage to be stopped at any height within it's designed range. The lift can be powered by a petrol/gas/diesel engine or electric motor.

Stopping can be controlled manually or by fixed trips controlled by the lift boarding bridge.

A floating pontoon which can be adjusted in it's float depth to match the freeboard of the vessels provides a docking point.

Piles are used to control the position of the pontoon relative to the wharf. The pontoon is locked into position against the piles when the lift is in use to prevent wave movement causing alignment problems with the lift boarding bridge.

Life Buoys must be available and in easy reach of all parts of the pontoon.

### Maintenance

The lift and structure can be open, wire caged or enclosed All component parts of the lift must be inspected regularly by a competent person. A schedule of inspections should be devised by a competent person based on the lift design and the LOLER regulations.



All other equipment must be inspected and maintained in accordance with the PUWER regulations.

Inspections and tests in accordance with LOLER and PUWER should be made and recorded. A copy should be kept at least three years.

Daily Inspections at the start of the working day or shift should be made for every moving part before allowing members of the public to use the boarding system. These inspections can be made by staff with appropriate training.

The harbour master may place additional controls or inspection regimes on specific items.

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