

NOTICE TO MARINERS

No 07 (T) of 2022

Port of Southampton – Pilot Boarding and Disembarking Vessels – Non-compliant and Defective Pilot Ladders

NOTICE IS HEREBY GIVEN that some ships have a pilot transfer arrangement consisting of an accommodation ladder / pilot ladder combination with a trapdoor that does not meet IMO standards in effect since at least 2012. Southampton Pilots have been reminded that they may refuse to use a pilot transfer arrangement that they reasonably believe is unsafe, particularly the offending trapdoor arrangement. All vessels with a trapdoor arrangement are urged to bring their arrangements into compliance with the current IMO standards as soon as possible in order to avoid potential disruptions to ship schedules and port operations.

The relevant documents are SOLAS V Regulation 23, IMO Resolution A. 1045 (27) and guidance from Embarkation & Disembarkation of Pilots Code of Safe Practice.



Fig 1: Non-compliant Arrangement

The arrangement at figure 1 is non-compliant because:

- The pilot ladder is not rigged to extend through the trapdoor and secured 1½ metres above the bottom platform (SOLAS 3.3.2.1). The method of securing the ladder to the underside of the platform shown in the figure is dangerous because the transition from the pilot ladder is done via an uneven step height.
- The horizontal cross member to which the pilot ladder is secured is a distraction from using the side ropes when transitioning onto the pilot ladder when disembarking.

- The pilot ladder steps cannot rest firmly against the ship's side, due to the nylon wheels attached on the inboard side of the bottom platform.
- The 'sloping ladder' is not securely attached to the hull.

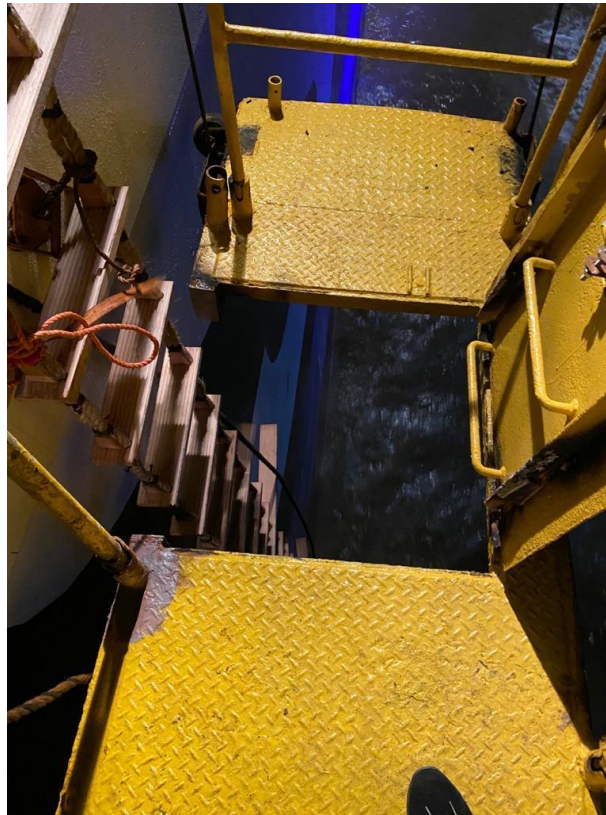


Fig 2: Compliant Arrangement

Guidance is available in "Shipping Industry Guidance on Pilot Transfer Arrangements, Ensuring Compliance with SOLAS" to be found at www.ics-shipping.org.

Several incidents have recently been reported of vessels presenting themselves with unsafe pilot boarding arrangements which do not meet the requirements set out in SOLAS V regulation 23 and IMO Resolution A.1045 (27).

It is the responsibility of each person involved in the activity of pilot transfers including ship owners, masters and crew, pilots and pilot boat crew as well as the CHA to ensure safe practices.

Vessels with non-compliant pilot boarding arrangements will be refused boarding and will be instructed to rectify the non-conformity, go to anchor or will be refused entry into the port. This can cause lengthy delays and may incur addition charges.

The Harbour Master and Associated British Ports give their full support to pilots refusing to board non-compliant vessels.

Defective and non-compliant arrangements reported by pilots are shared with the MAIB, the local MCA office and the United Kingdom Pilotage Association. Port State Control inspections will be carried out in some cases.

Focus points are:

- Stanchions must be in place
- Pilot ladder rope to be in good repair

- Pilot ladders must not be secured using deck tongues
- Pilot ladders must not be secured from the deckhead
- Pilot ladders must not be secured from, or over hand rails
- Winnets or chocks should not be loose or slack
- Steps to be in good repair, neither painted nor varnished
- The rigging of the pilot ladder must be checked, and the embarkation and/or disembarkation of the pilot must be supervised by a responsible officer
- A tripping line when used shall fitted to the bottom of the ladder, and must be rigged in accordance with IMO Resolution A.1045(27) 2.1.5
- The pilot embarkation point on the deck must be free from obstructions and adequately lit
- All ladders must be constructed and rigged as per SOLAS regulations

Pilots are encouraged to deliver the ABP pilot safety poster onboard

ABP ACCIDENT PREVENTION
SAFETY TRAINING

Pilot Boarding Arrangement Requirements – Best Practice

Members are expected to meet the requirements of the regulations as set out in SOLAS Chapter 2, Regulation 10 and IMO Resolution A.1045(27).
Failure to provide compliant boarding arrangements may result in your ship being stopped or being otherwise penalised with associated cost implications.

Securing Pilot Ladders

Deck ladders **should not be** secured to winnets, chocks or other equipment on deck. The ladders **should be** secured to the deckhead or other structure in a manner that allows the ladders to be opened and closed without the need for any tools.

Deck ladders **should not be** secured to hand rails or other equipment on deck. The ladders **should be** secured to the deckhead or other structure in a manner that allows the ladders to be opened and closed without the need for any tools.

Winch Reel arrangements

The winch reel **should not be** secured to the deckhead or other structure. The winch reel **should be** secured to the deckhead or other structure in a manner that allows the winch reel to be opened and closed without the need for any tools.

Mechanical Securing of Pilot Ladder Winch Reel

A mechanical device or arrangement **should not be** used to secure the winch reel. The winch reel **should be** secured to the deckhead or other structure in a manner that allows the winch reel to be opened and closed without the need for any tools.

Retrieval Lines

Retrieval lines **should not be** secured to the deckhead or other structure. The retrieval lines **should be** secured to the deckhead or other structure in a manner that allows the retrieval lines to be opened and closed without the need for any tools.

Deck Tongues

Deck tongues **should not be** used to secure the pilot ladder. The pilot ladder **should be** secured to the deckhead or other structure in a manner that allows the pilot ladder to be opened and closed without the need for any tools.

Transfer Arrangements

Transfer arrangements **should not be** used to secure the pilot ladder. The pilot ladder **should be** secured to the deckhead or other structure in a manner that allows the pilot ladder to be opened and closed without the need for any tools.

Trap Door Arrangements

The pilot ladder **should not be** secured to the trap door. The pilot ladder **should be** secured to the deckhead or other structure in a manner that allows the pilot ladder to be opened and closed without the need for any tools.

Access to Deck

Access to the deck **should not be** restricted. The pilot ladder **should be** secured to the deckhead or other structure in a manner that allows the pilot ladder to be opened and closed without the need for any tools.

Accommodation Ladders and Combination Arrangements

Accommodation ladders and combination arrangements **should not be** used for pilot boarding. The pilot ladder **should be** secured to the deckhead or other structure in a manner that allows the pilot ladder to be opened and closed without the need for any tools.

Issues with defective or non-compliant pilot boarding arrangements in a fleet within the UK port marine and storage industry, including the fishing organisations, have been working hard to highlight.

We hope you will be able to use this poster to raise awareness and compliance onboard education and training.

Maritime & Coastguard Agency
UKMPG

Our thanks and appreciation to South Sea Maritime Authority and South Solent from the UK Maritime Pilot Association for permission to use some of the imagery in this poster.

Further copies can be purchased from ABP Coastal Services
Tel: 01482 52222 Email: coastal@abp.co.uk

This Notice remains in force until cancelled.

**Vessel Traffic Services Centre
Ocean Gate, Atlantic Way
Southampton**

**Steven Masters
Harbour Master**

01st January 2022

**Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations
should ensure that the contents of this Notice are made known to the masters or persons in
charge of their vessels or craft.**

