

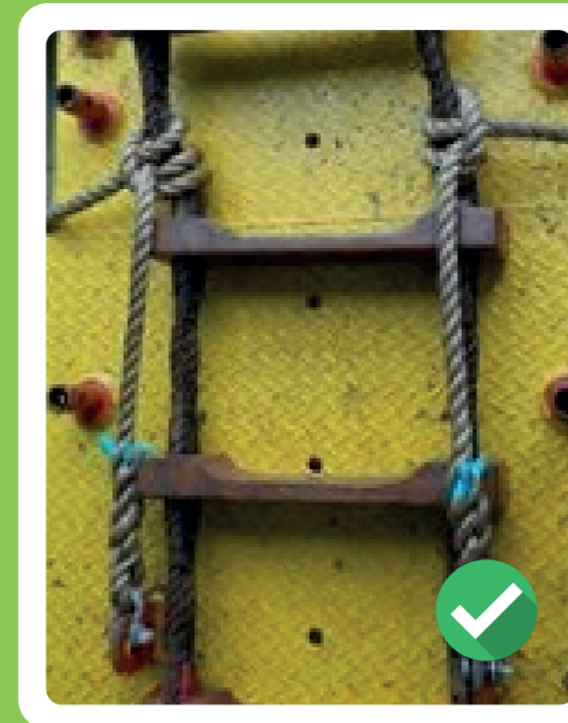
Pilot Boarding Arrangement Requirements – Best Practice

Vessels are expected to meet the requirements of the regulations as laid out in SOLAS Chapter 5 Regulation 23 and IMO Resolution A.1045 (27).

Failure to provide compliant boarding arrangements may result in your ship being delayed or having pilotage cancelled with associated cost implications.

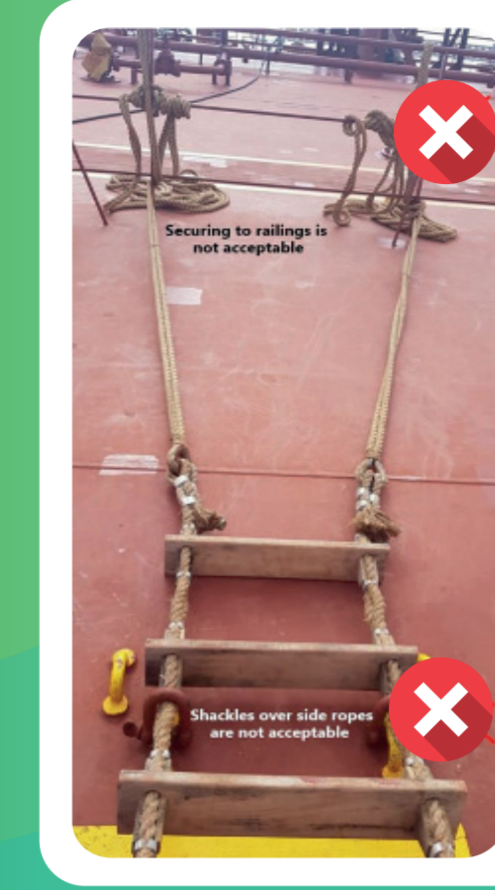
Securing Pilot Ladders

Side ropes **should not be** secured to the deck by shackles. As weight comes onto the ladder the shackles are likely to jam against the steps.

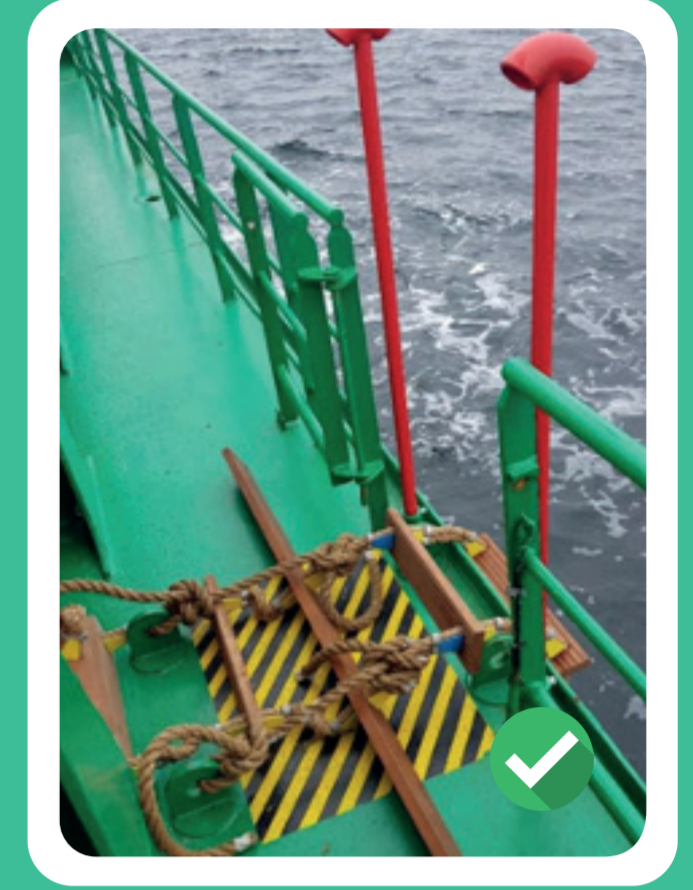


Side ropes **should be** secured to deck strong points via rope stoppers which are lashed to the side ropes using a 'rolling hitch' which leads so that the lashing seizes when weight is applied to the ladder.

Pilot Ladders **should not be** secured around handrails which are not designed to be load bearing or certified for that use.



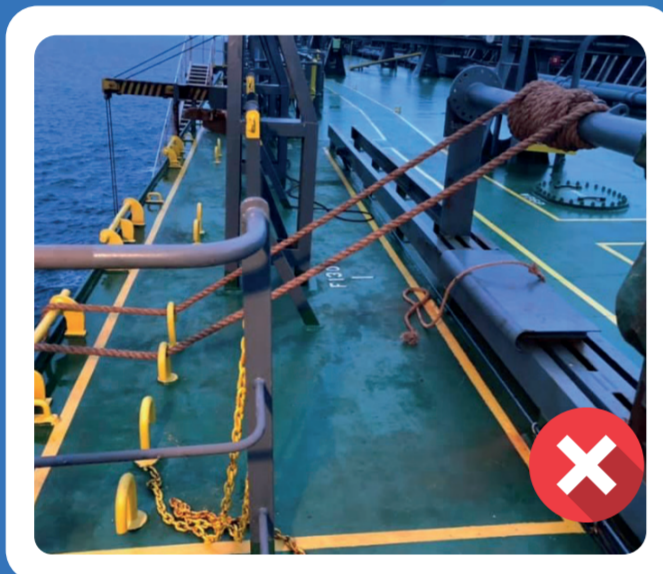
Pilot Ladder **should be** secured at deck level to a strong point



Winch Reel arrangements

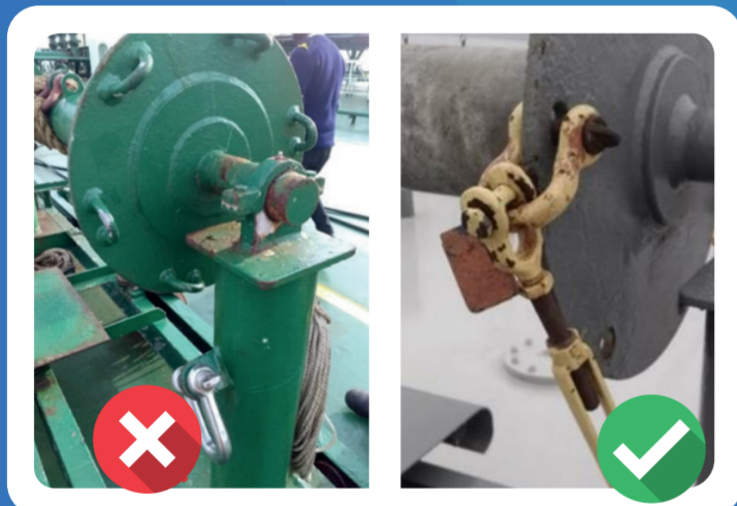
The Pilot Ladder winch reel **should not be** relied upon to support the pilot ladder when the pilot ladder is in use.

The Pilot Ladder **should be** secured to a strong point, independent of the winch reel.



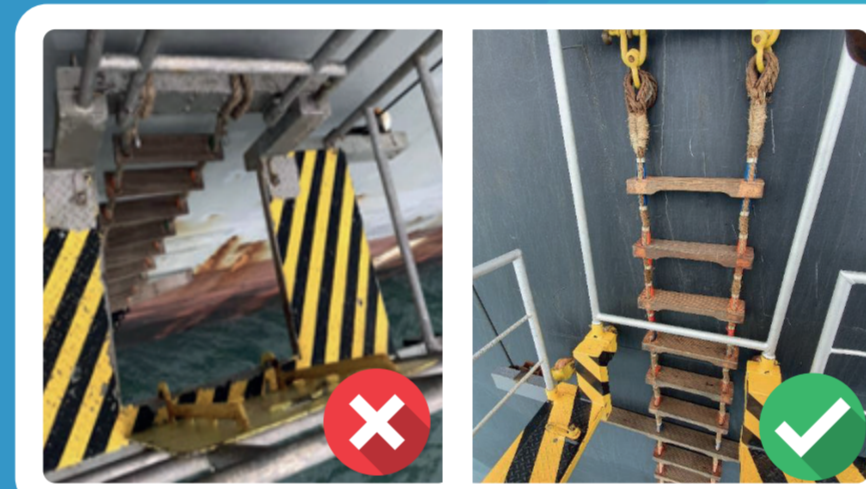
Mechanical Securing of Pilot Ladder Winch Reel

A mechanical device or locking pin **should be** utilised to lock powered winch reels to prevent the winch reel from being accidentally operated as a result of mechanical failure or human error.



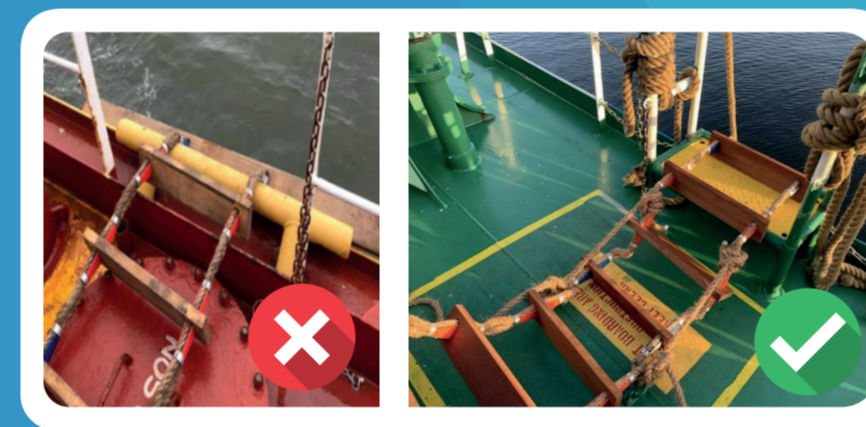
Trap Door Arrangements

The pilot ladder **should** extend above the lower platform to the height of the handrail and remain in alignment with and against the ships side.



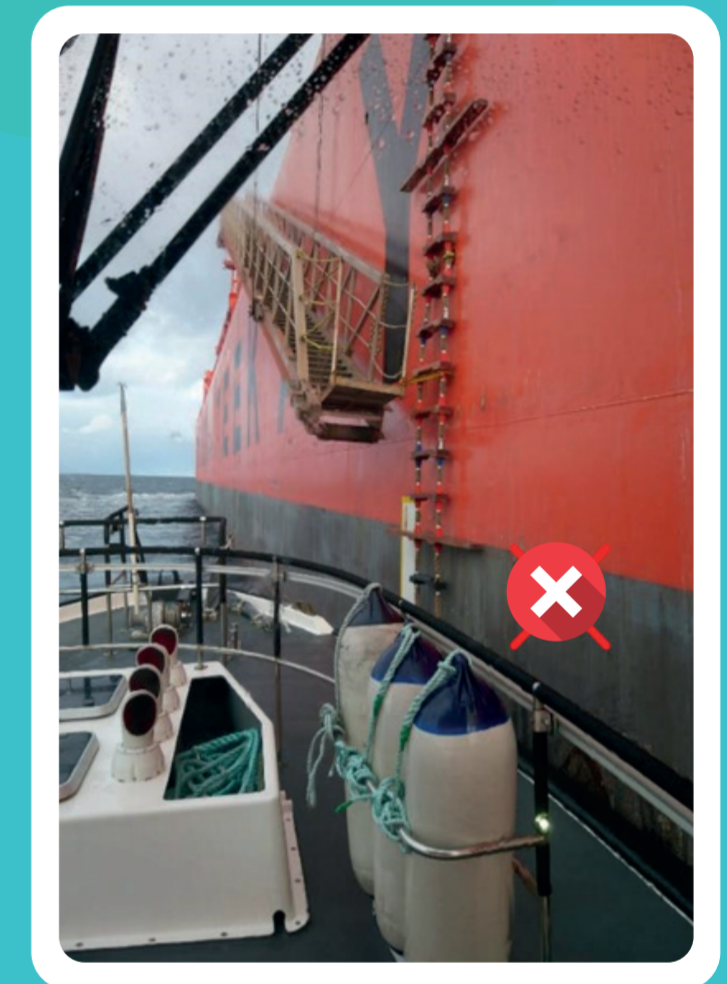
Access to Deck

Means **should be** provided to ensure safe, convenient, and unobstructed passage for any person embarking on or disembarking from, the ship.



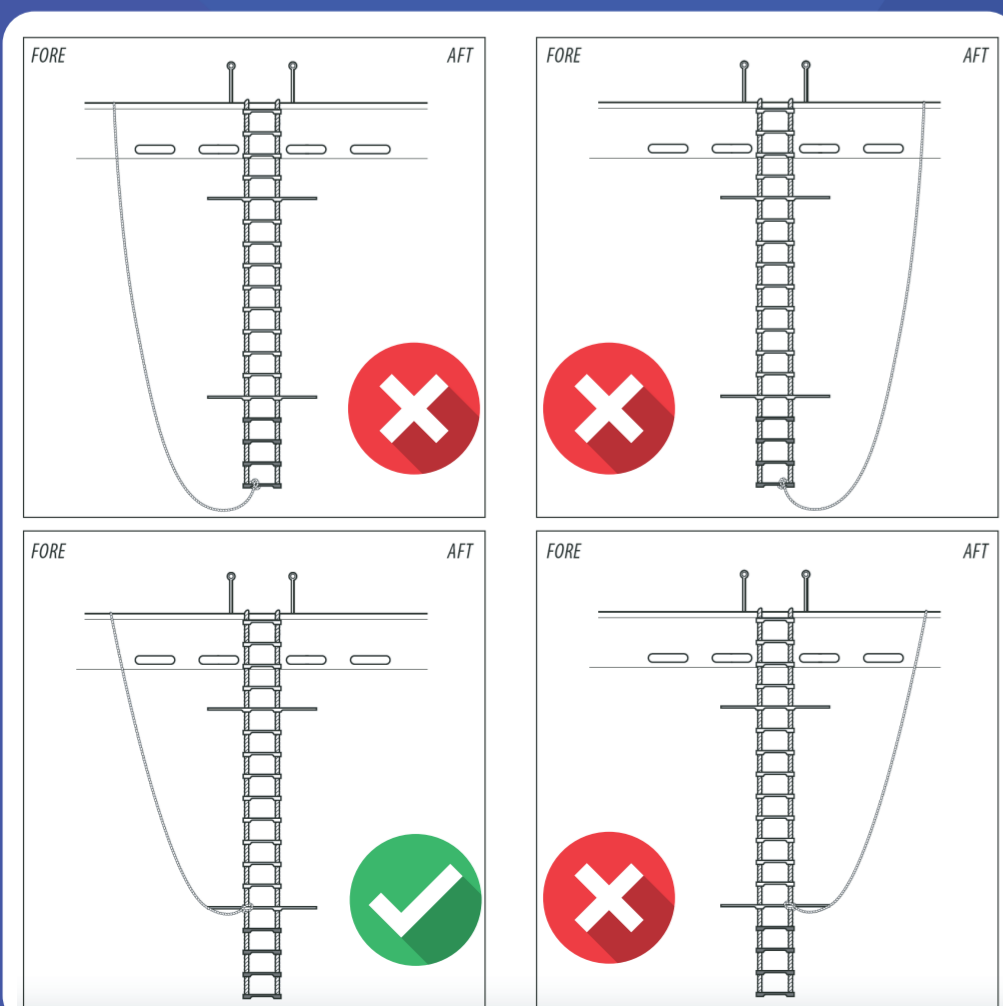
Accommodation Ladders and Combination Arrangements

The lower platform of the accommodation ladder **should be** in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5m above sea level.



Retrieval Lines

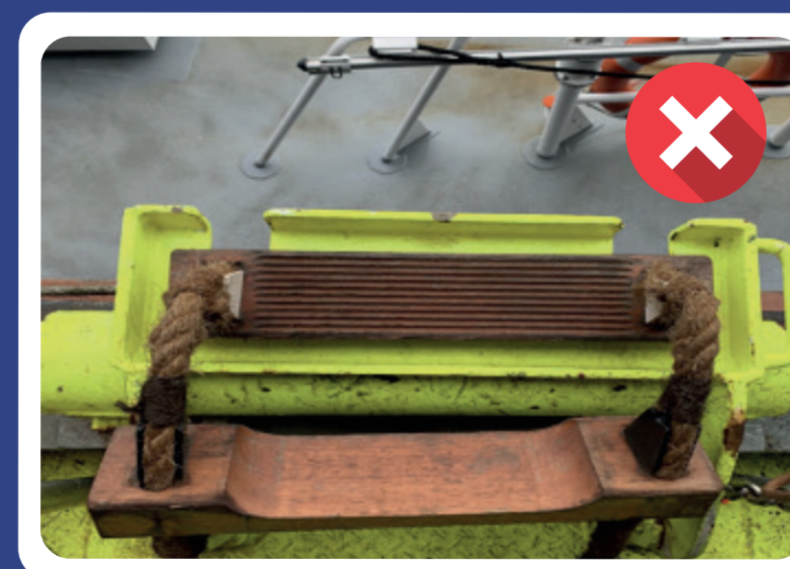
Retrieval lines can be dangerous to both pilots and pilot launches. Retrieval lines pose a trip hazard when climbing and if strung too low may foul the launch. The line **should be** attached above the last spreader and lead forward.



Deck Tongues

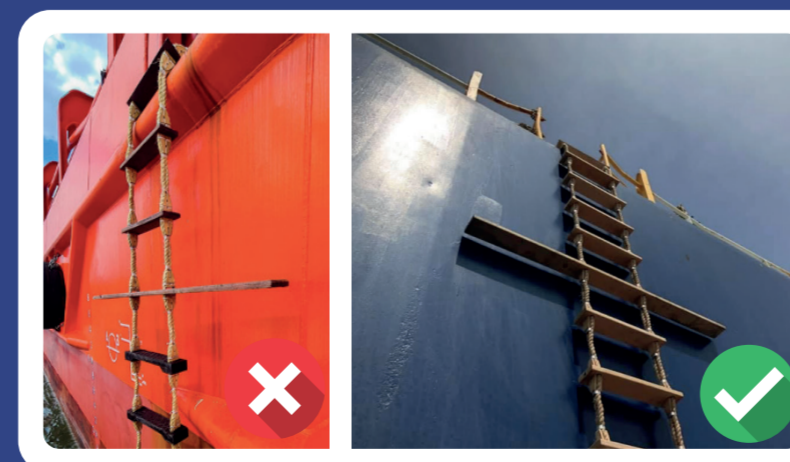
Deck Tongues **should not be** used to secure a Pilot ladder. Suspending pilot ladders from deck tongues or hooks imposes loads on the ladders which they are not normally designed to withstand.

There is also a risk of pilot ladders which are secured in this way becoming detached from deck tongues or hooks when in use.



Transfer Arrangements

Each step **should** rest firmly on the ships side.



Issues with defective or non-compliant pilot boarding arrangements is a topic which the UK port marine and pilotage industry, including the below organisations, have been working hard to highlight.

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



Our thanks and appreciation to Sullom Voe Harbour Authority and Kevin Vallance from the UK Maritime Pilots Association for permission to use some of the imagery in this poster

Further copies can be purchased from ABP Creative Solutions
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