

NOTICE TO MARINERS



No. 35 – 2024

Replaces NtoM 04 of 2022

LONDON AND MEDWAY PILOTAGE DISTRICTS

Pilot Transfer Arrangements and Declaration

SOLAS Chapter V, Regulation 23, requires that all shipboard arrangements used for Pilot transfer shall efficiently fulfil their purpose of enabling Pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use.

The rigging of the ship's Pilot transfer arrangements and the embarkation of a Pilot shall be supervised by a responsible Officer having means of communication with the navigation bridge, who shall also arrange for the escort of the Pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

The Masters of all vessels seeking to embark a Pilot at the North East Spit, Tongue or Warp Pilot stations will be required to make or confirm acceptance of following declaration to London VTS on VHF Channel 69 prior to embarkation process:

'The Pilot ladder is properly maintained and has been rigged in accordance with SOLAS Regulations'

For vessels embarking a Pilot at the North East Spit or Tongue Pilot stations, the declaration should be made when passing the London Arrival Arc.

For vessels embarking a Pilot at the Warp Pilot Station the declaration should be made no later than when passing the Shivering Sand Towers or the North Oaze Buoy.

Vessels embarking a Pilot at the Sunk Pilot Station will be requested to make a similar declaration to the Sunk Pilot Station. Vessels embarking a Pilot at the North East Goodwin Pilot Station will be requested to make a similar declaration to the North East Spit Pilot Station.

Further Information relating to pilot ladder compliance can be found within Medway NASBO 11 of 2022 located on the Peel Ports website under Medway – Marine Information – NASBO.

In the event that defects or deficiencies are noted with respect to the vessels Pilot transfer arrangements, the matter will be reported to the Maritime and Coastguard Agency as a Port State Control deficiency. Additionally, the Pilot may decline to embark the vessel resulting in delays to the voyage.

NOTICE TO MARINERS



Attention is drawn to Section 3.10 of the Port of Sheerness Ltd, Port Charges:

10. Fine for Excessively or Dangerously Weighted Heaving Lines or non Certified Pilot Ladder

Fine shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line or a non SOLAS/non compliant pilot ladder. **£1060.00 per offence**

Further information may be obtained from Medway VTS on VHF Channel 74, call sign "Medway VTS" or telephone 0151 949 6148 or 0151 949 6650. **(Recorded Lines)**

**Marine Operations Department
Peel Ports London Medway**

9th July 2024