

Peel Ports

Pilot Boarding Requirements and Guidance for Ship Owners, Operators, Masters and crews.

Introduction

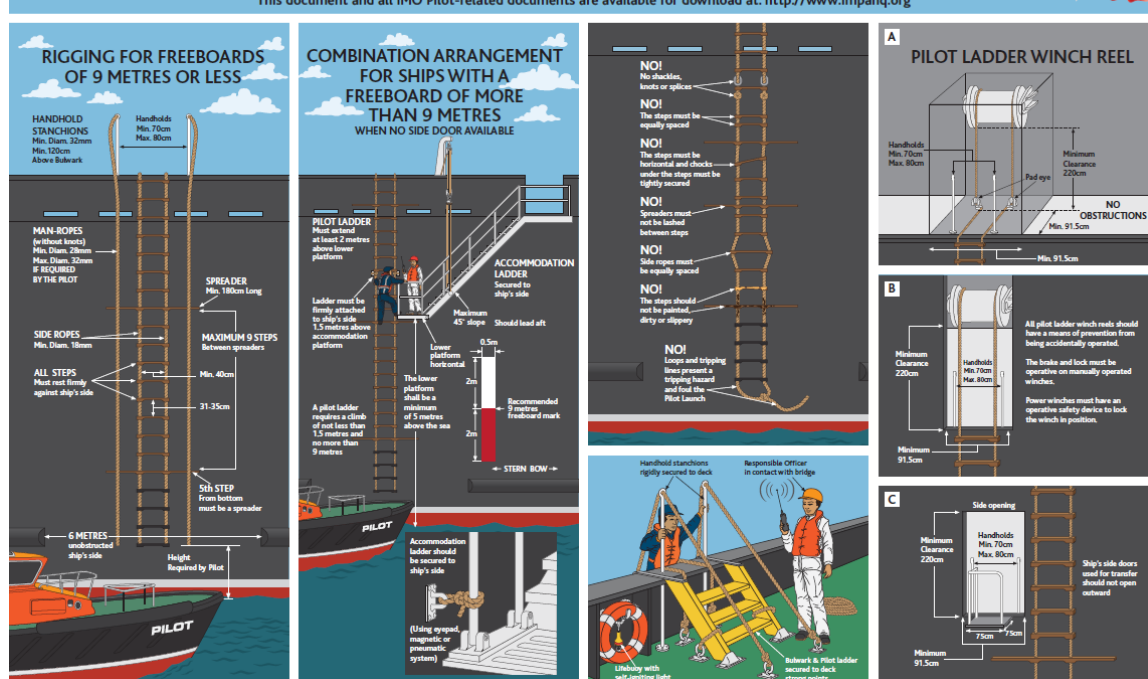
Peel Ports Group considers the safety of its personnel and those who work within the Harbour Authority, as their number one priority. Every organisation, company and individual has a collective responsibility to ensure that risks are identified and mitigated, with robust procedures and practices properly supervised when operating within our Harbour Area.

Required Boarding Arrangements

The International Maritime Pilots Association have produced the well-recognised posters following SOLAS regulation V/23 and IMO resolution A.1045(27) agreements for Ship Owners, Operators, Masters and crews to follow.

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

- HANDHOLD STANCHIONS:** Min. Diam. 20mm, Min. 120cm, Above Bulwark.
- MAN-ROPE (Belted line):** Min. Diam. 28mm, Max. Diam. 32mm IF REQUIRED BY THE PILOT.
- SIDE ROPES:** Min. Diam. 18mm.
- SPREADER:** Min. 180cm Long.
- MAXIMUM 9 STEPS:** Between spreaders.
- ALL STEPS:** Must and firmly against ship's side.
- 5th STEP:** From bottom must be a spreader.
- 6 METRES:** Underspread ship's side.
- Height:** Required by Pilot.

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

- PILOT LADDER:** Must extend at least 2 metres above lower platform.
- ACCOMMODATION LADDER:** Secured to ship's side.
- Lower platform:** Horizontal.
- Recommended 45° slope.**
- Should lead aft.**
- Minimum 45° slope.**
- The lower platform:** shall be a minimum of 5 metres above the sea.
- A pilot ladder:** requires a climb of not less than 1.5 metres and no more than 9 metres.
- Accommodation ladder:** should be secured to ship's side (Using equipment magnetic or pneumatic systems).

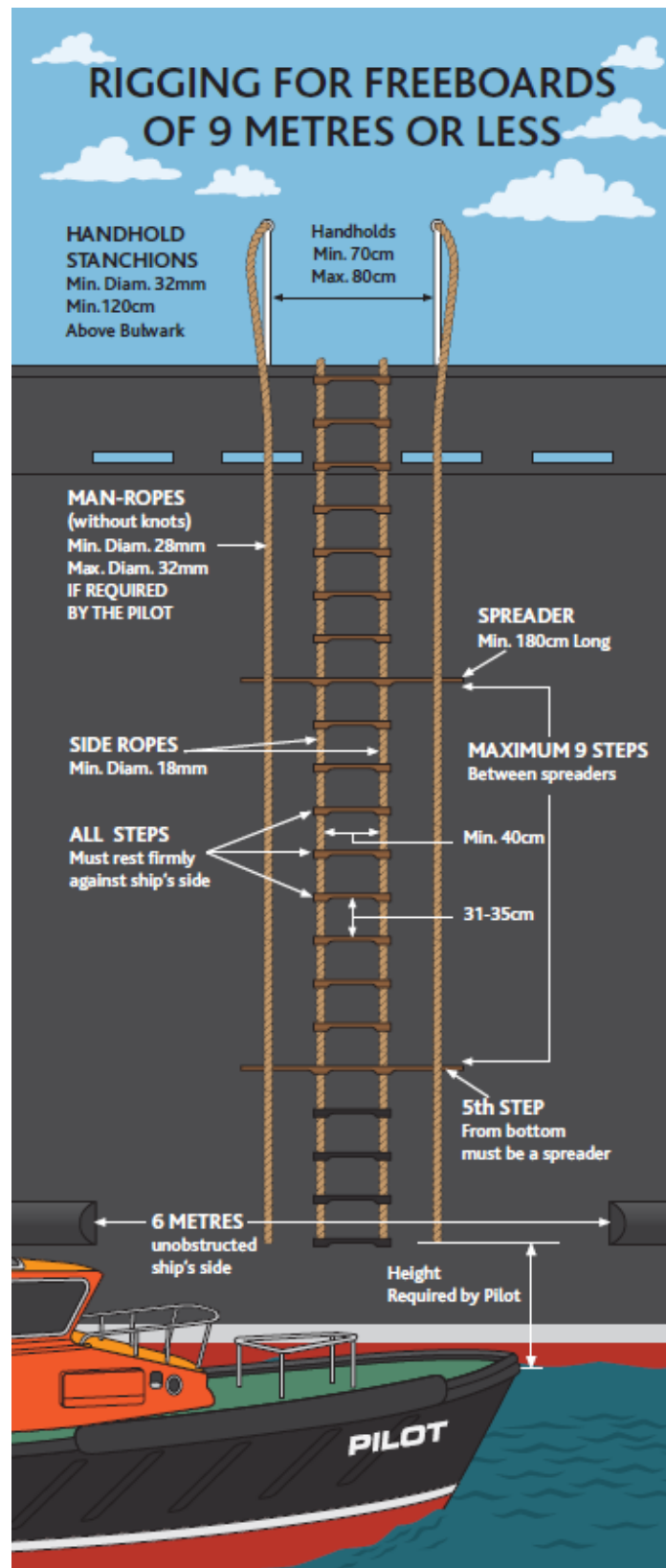
PILOT LADDER WINCH REEL

- Handholds:** Min. 70cm, Max. 80cm.
- Minimum Clearance:** 220cm.
- NO OBSTRUCTIONS:** Min. 91.5cm.
- NO!** No shackles, knots or splices.
- NO!** The steps must be evenly spaced.
- NO!** The steps must be horizontal and chocks under the steps must be tightly secured.
- NO!** Spreaders must not be locked between steps.
- NO!** Side ropes must be evenly spaced.
- NO!** The steps should not be painted, dirty or slippery.
- NO!** Loops and tripping lines present a tripping hazard and foul the Pilot Ladder.

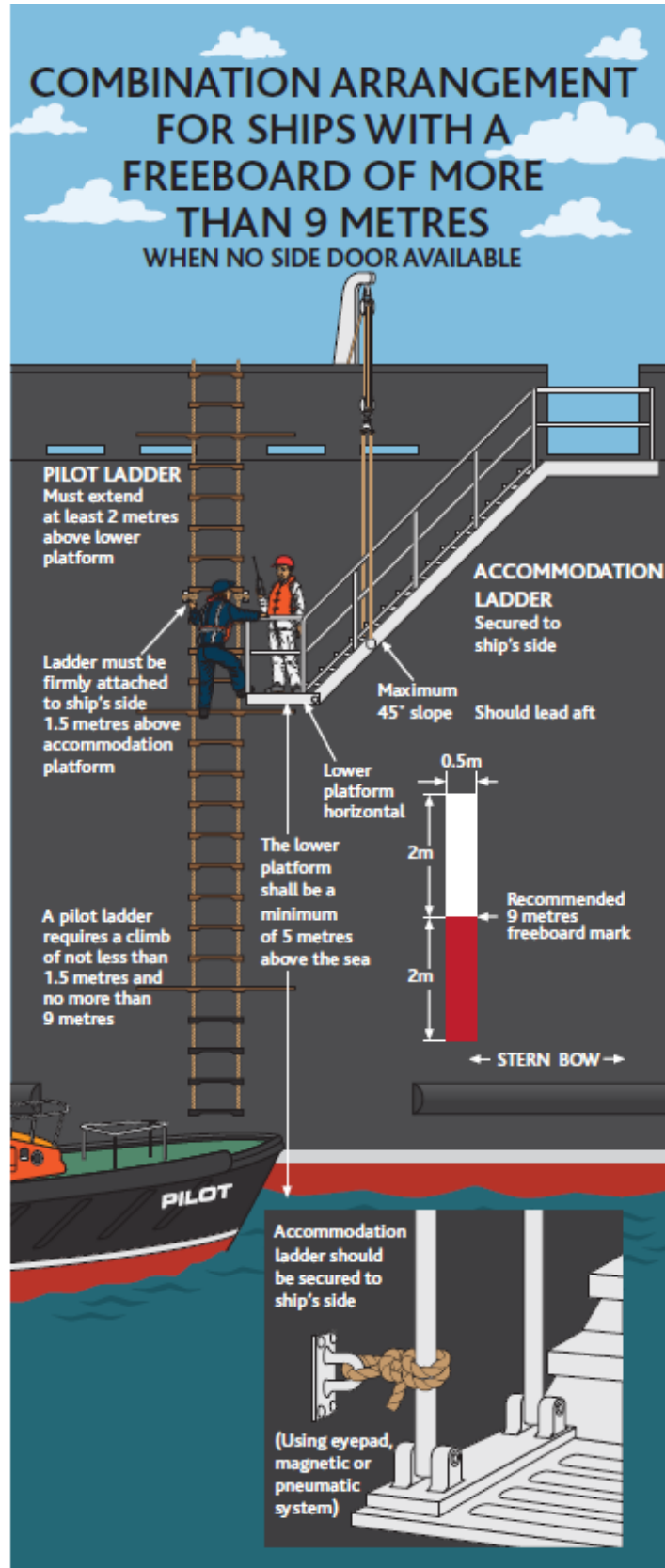
Additional Notes:

- All pilot ladder winch reels should have a means of prevention from being accidentally operated.
- The books and lock must be operated on manually operated winches.
- Power winches must have an operative safety device to lock the winch in position.
- Handhold stanchions rigidly secured to deck.
- Responsible Officer in contact with bridge.
- Liberty with self-igniting light.
- Subsidiary & Pilot ladder secured to deck strong points.
- Ship's side doors used for transfer should not open outward.

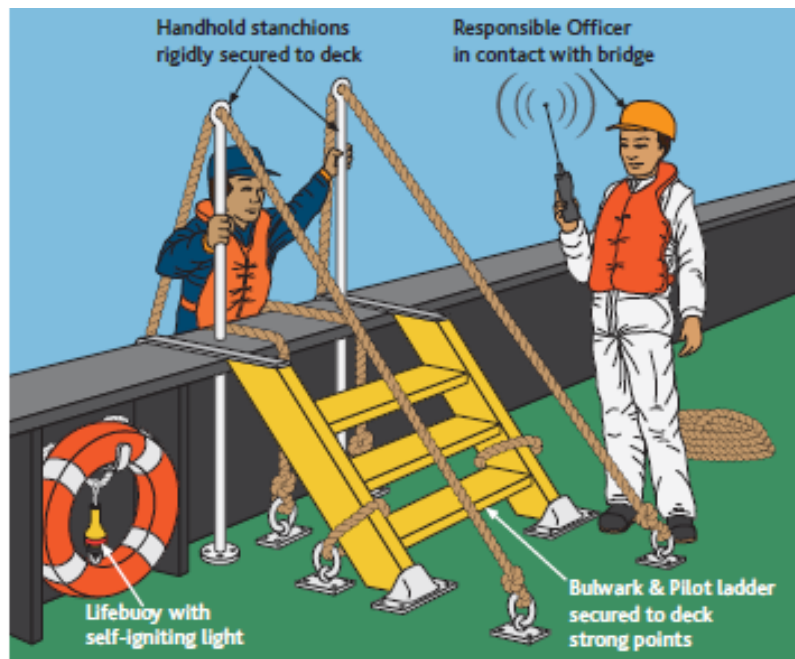
Rigging for Freeboard of 9 meters or less



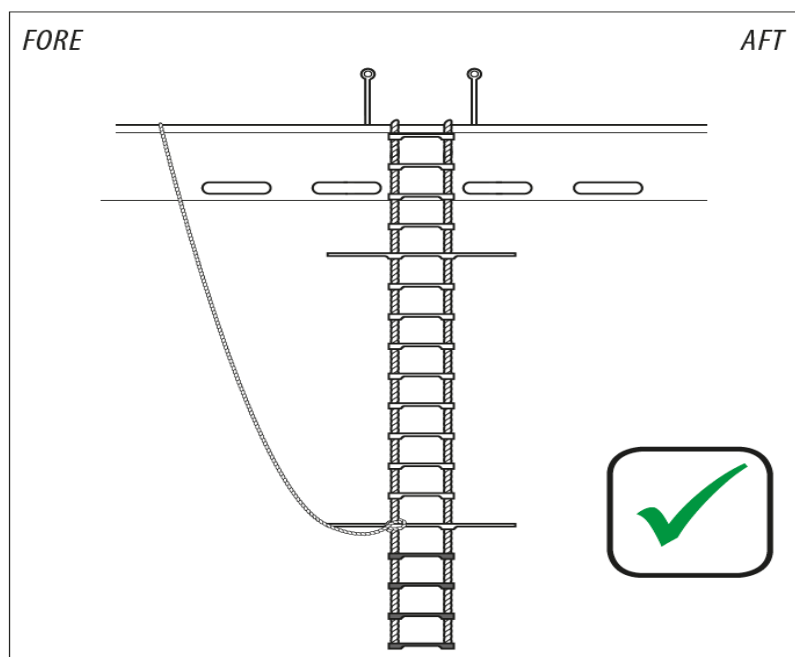
Rigging for Freeboards over 9 meters – Combination Arrangement (when no side door available)



Securing arrangements on the deck



Safe Rigging of a Retrieval Line (tripping line)

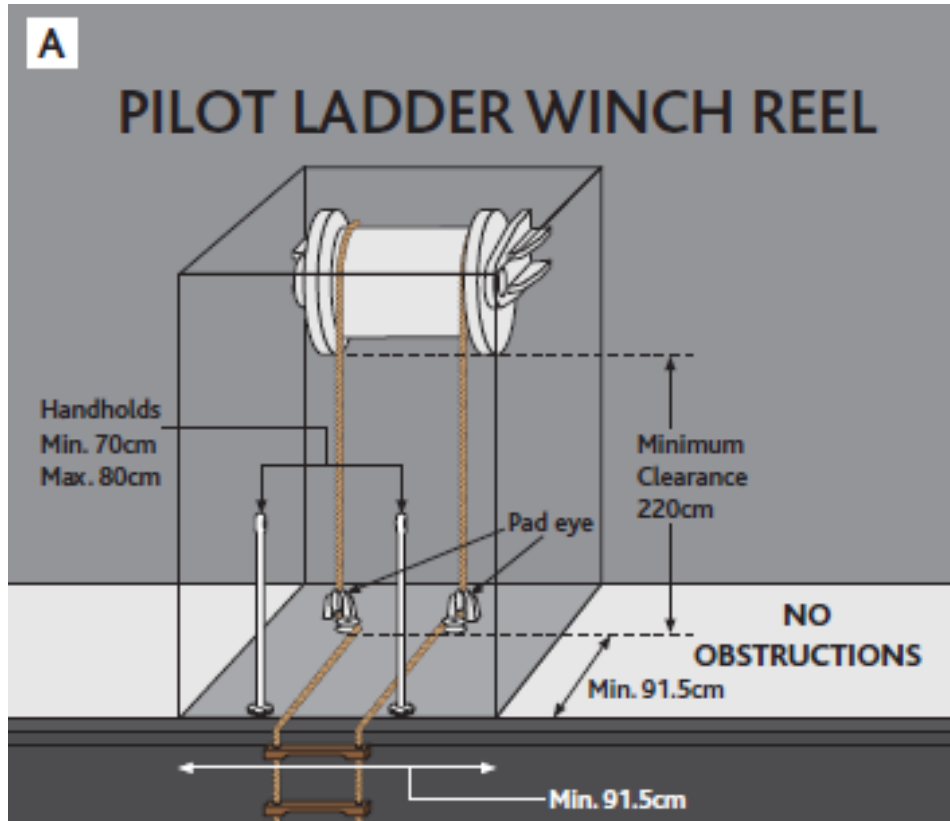


IMO Resolution A.1045(27) 2.1.5

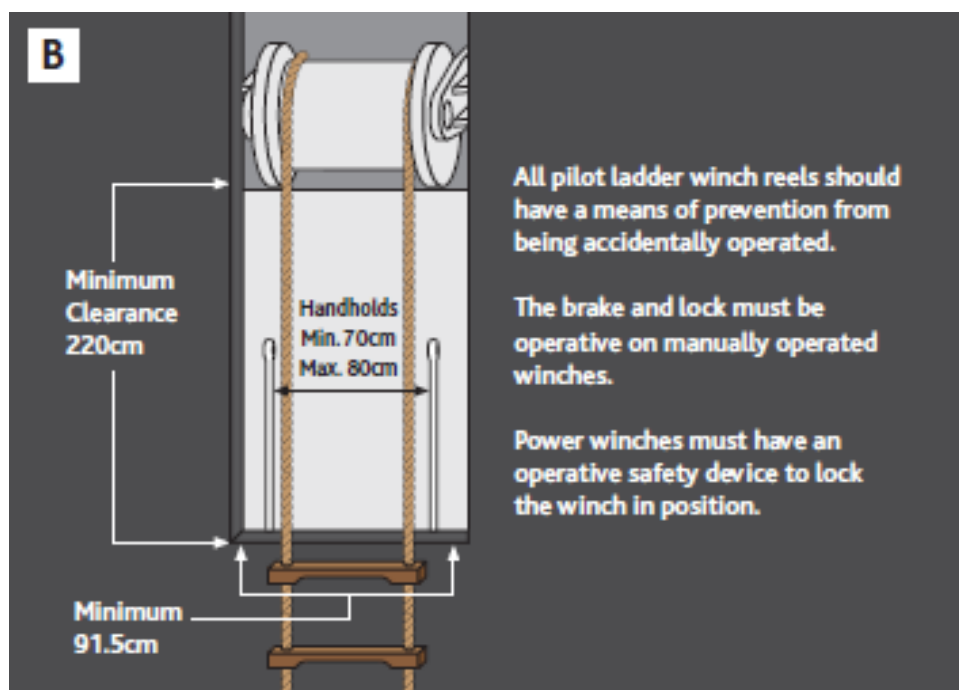
When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot or obstruct the safe approach of the pilot boat.

Pilot Ladder Winch Reel

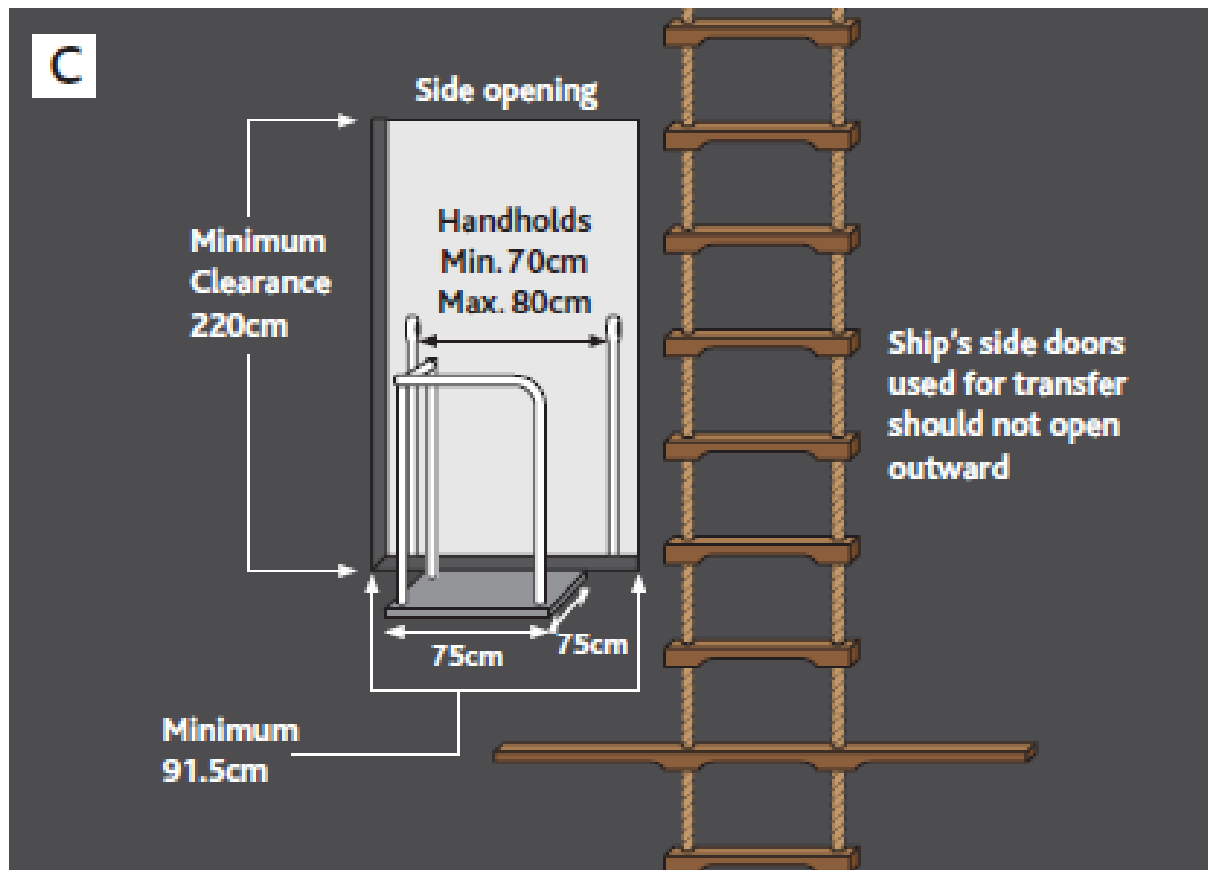
Upper Deck



Side Door or Between Deck



Ship Side Doors



Non-compliant boarding arrangements

Under MSN 1832 (M), and the 1987 Pilotage Act, section 18(2) pilots are legally obligated to report dangerous situations they encounter in carrying out their duties. Therefore, any Pilots within Peel Ports CHA who encounter non-compliant boarding arrangements are required to notify the Competent Harbour Authority, or the MCA. This may result in a Port State Control or Flag State inspection.

Declaration - Verbal

A verbal declaration MUST be made from the Ship to the Vessel Traffic Service (VTS) or Local Port Service (LPS) that the Pilot boarding arrangements are within certification and rigged as per SOLAS regulation 23 and IMO resolution a1045(27) requirements. Ship operators have been made aware by a Notice to Mariners that Pilots operating within Peel Ports CHAs will refuse to embark / disembark via non-compliant boarding arrangements resulting in the ship being directed to safe anchorage or holding position until a suitable pilot ladder can be provided. All additional Pilot cancellation, boarding and landing fees will be applied in all cases.