



INFORMATION REGARDING PILOT BOARDING ARRANGEMENTS

More and more of our pilots are confronted with pilot boarding arrangements (PBA's) that are not in accordance with the regulations and recommendations.

Recent surveys conducted by IMPA (International Maritime Pilot Association)¹, observations by our pilots as well as a Rotterdam survey on the way pilot boarding arrangements are secured², show that on average 18-20 percent of pilot boarding arrangements are non-compliant in accordance with the present rules as stated in **SOLAS Ch. V reg 23 and IMO A.1045** ³.

We strongly recommend all vessels to check whether their pilot transfer arrangements (PTA's) are compliant according to the regulations as mentioned above. At the Pilot Stations a question might be asked regarding compliance of the arrangement.

Non compliancy can result into delays or rejection by our pilots. Every pilot has the right to decline a non-compliant boarding arrangement and wait until alterations have been made to comply.

In the next part of this notice good and bad examples are shown to help you to comply with the regulations and offer a safe boarding arrangement to the pilot.

All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely (SOLAS ch.V reg 23, part of rule2.1).

The rigging of the 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 (SOLAS ch.V reg 23, part of rule 2.2)

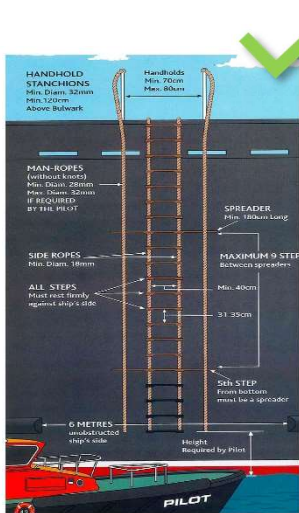
Types of arrangements to be discussed in this notice:

1. Single pilot ladder, to be used whenever the distance from the water surface to the pilot entrance point is under 9 metres.
2. Combination arrangement, to be used whenever the distance from the water surface to the pilot access point exceeds 9 metres, when no pilot door is available.
3. Embarkation platform (a.k.a. trapdoor system), same condition as point 2 above.

¹ <https://www.impahq.org/news.php?s=2020-safety-campaign-results>

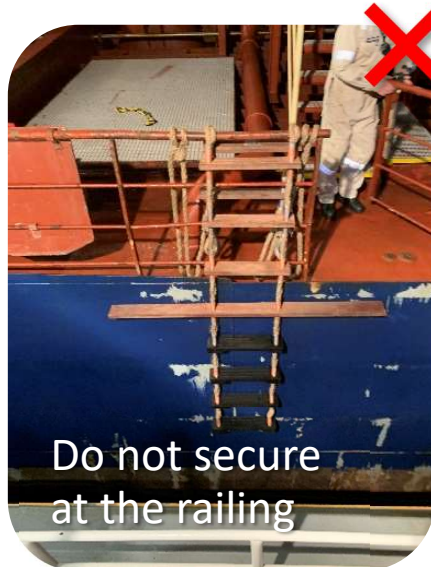
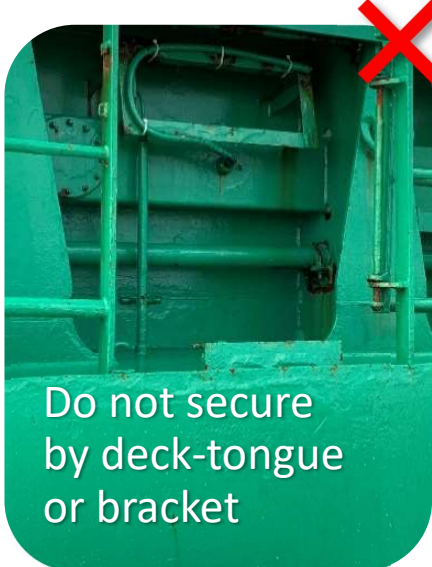
² <https://pilotladdersafety.com/results-of-the-online-survey-into-the-securing-methods-of-pilot-ladders/>

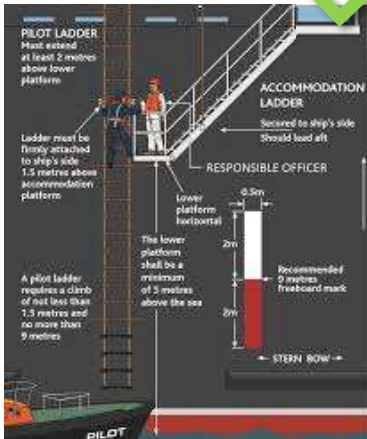
³ <https://www.chirpmaritime.org/wp-content/uploads/2017/02/SOLAS-Chapter-V-Regulation-23.pdf>
<https://pilotladdersafety.com/reference/imo-a-1045/>



1. Single pilot ladder

The single pilot ladder shall be rigged in accordance with SOLAS requirements and IMO recommendations mentioned above. All pilot ladders shall be secured to strongpoints on deck by means of ropes/strops having the same strength as the pilot ladder side ropes. Only certified (MED/SOLAS or ISO799-1/2019) pilot ladders are allowed. Use of deck tongues, brackets, steel bars or spreaders to secure a pilot ladder are strictly prohibited. Should the age of the ladder be over 30 months, a strength test report shall be present in accordance with ISO799-1/2019.



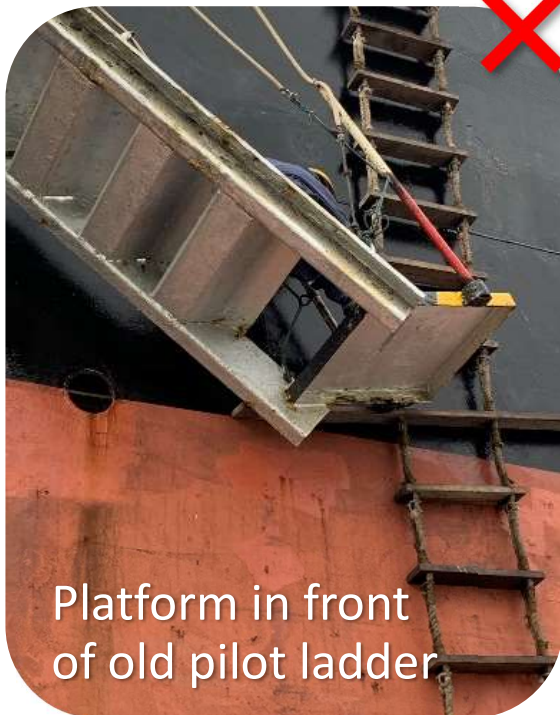


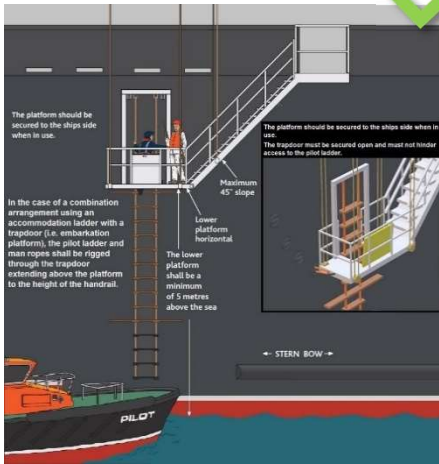
2. Combination

A combination shall be rigged in accordance with SOLAS requirements and IMO regulations. Pilot ladders coming of a pilot ladder winch reel shall be secured at nominally 91,5cm from the deck edge. The winch shall be switched off, on the brake as well as mechanically secured.

Frequent errors observed at combinations:

- Platform not horizontal
- Stanchions at platform missing
- Platform not secured against ship's hull
- Ladder not secured against ship's hull 1,5m above platform
- Ladder does not run 2 m past the platform
- Retrieval line rigged wrong
- Platform not at required height
- Gangway too steep (maximum angle 45 degrees)
- Platform in front of the ladder
- Distance from platform to ladder exceeds 0,1-0,2m





3. Embarkation platform (a.k.a.) trapdoor

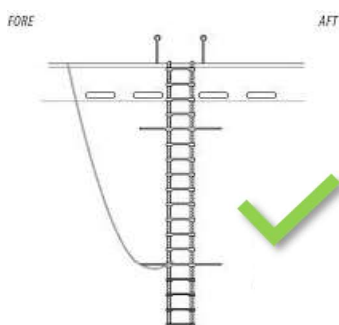
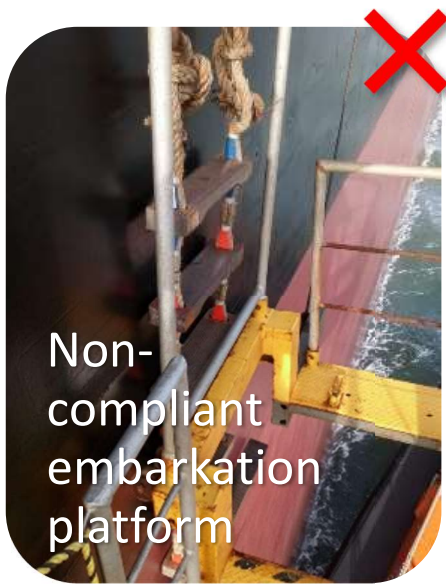
SOLAS chapter V reg. 23 rule 3.3.2.1 states:

In case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and manropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

We come across of different types of vessels that do not comply with this rule and refer to a grandfather clause implemented in the SOLAS requirements as mentioned in rule 1.3 of SOLAS chapter V reg 23 (<https://www.chirpmaritime.org/wp-content/uploads/2017/02/SOLAS-Chapter-V-Regulation-23.pdf>).

A grandfather clause shall never be an excuse not to provide a safe boarding arrangement.

Vessels that present themselves with a trapdoor arrangement not in accordance with the above mentioned 3.3.2.1 are deemed non-compliant.



Finally, when a retrieval line is rigged, it shall be rigged at or above the bottom spreader and lead forward to prevent possible snagging at the pilot launch.