

# UNITED KINGDOM MARITIME PILOTS' ASSOCIATION

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To: ALL UKMPA MEMBERS

Circular 01/2020

28 January 2020

Dear Colleague,

## **Boarding and Disembarking Vessels**

Reports are coming in from Pilots boarding and disembarking from MSC Monica which is using a trap door arrangement in conjunction with the accommodation ladder. Photographs show that the arrangement on this vessel does not comply with IMO Resolution A.1045(27) namely para 3.7

**'If a trapdoor is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm. The trapdoor should open upwards and be secured either flat on the embarkation platform or against the rails at the aft end or outboard side of the platform and should not form part of the handholds. In this case the after part of the lower platform should also be fenced as specified in paragraph 3.5 above, and the pilot ladder should extend above the lower platform to the height of the handrail and remain in alignment with and against the ship's side'**

Pilots are reminded that the Boarding and Landing Code, drafted by the UKMPA TTC and co-authored by the UKHMA, BPA and UKMPG has been widely promulgated. The boarding and Landing code derives its authority from the fact that it is appended to the GTGP of the PMSC.

Section 4.2 states

**'If the ladder presented is non-compliant, or a near miss incident occurs during the transfer, an appropriate report must be made immediately to the CHA/MCA. A non-compliant ladder must not be used until the non-compliance is rectified'.**

If you have not already done so, download the UKMPA App where all this information can be found.

Vessels which have been modified with sponsons are also posing hazards when boarding and disembarking at sea. Two vessels have featured recently as being hazardous namely 'Vadero Highlander' and 'Cemsea III' which pose dangers when boarding/disembarking the vessel.

The UKMPA is continually monitoring, lobbying the MCA / Dft and the Ports associations at a national and international level through various channels to improve pilot transfer safety.

If a Pilot is presented with a boarding arrangement which he deems to be non-compliant, for his own safety he should refuse to board until it has been determined that the arrangement is shown to be compliant.



Yours faithfully,

Handwritten signature of Mike Morris in blue ink.

Mike Morris  
Chairman