

NOTICE TO MARINERS

No 68 (T) of 2021

Port of Southampton – Defective and non-compliant pilot ladders

Several incidents have recently been reported of vessels presenting themselves with unsafe pilot boarding arrangements which do not meet the requirements set out in SOLAS V regulation 23 and IMO Resolution A.1045 (27).

It is the responsibility of each person involved in the activity of pilot transfers including ship owners, masters and crew, pilots and pilot boat crew as well as the CHA to ensure safe practices.

Vessels with non-compliant pilot boarding arrangements will be refused boarding and will be instructed to rectify the non-conformity, go to anchor or will be refused entry into the port. This can cause lengthy delays and may incur addition charges.

The Harbour Master and Associated British Ports give their full support to pilots refusing to board non-compliant vessels.

Defective and non-compliant arrangements reported by pilots are shared with the MAIB, the local MCA office and the United Kingdom Pilotage Association. Port State Control inspections will be carried out in some cases.

Focus points are:

- Stanchions must be in place
- Pilot ladder rope to be in good repair
- Pilot ladders must not be secured using deck tongues
- Pilot ladders must not be secured from the deckhead
- Pilot ladders must not be secured from, or over hand rails
- Winnets or chocks should not be loose or slack
- Steps to be in good repair, neither painted nor varnished
- The rigging of the pilot ladder must be checked, and the embarkation and/or disembarkation of the pilot must be supervised by a responsible officer
- A tripping line when used shall fitted to the bottom of the ladder, and must be rigged in accordance with IMO Resolution A.1045(27) 2.1.5
- The pilot embarkation point on the deck must be free from obstructions and adequately lit
- All ladders must be constructed and rigged as per SOLAS regulations

Pilots are encouraged to deliver the ABP pilot safety poster onboard:

ABP ACCIDENT PREVENTION
SAFETY THROUGH

Pilot Boarding Arrangement Requirements – Best Practice

Ships are expected to meet the requirements of the regulations set out in SOLAS Chapter I (Regulations 10 and 11), Resolutions A.1088 (20) and A.1089 (20).

Failure to provide compliant boarding arrangements may result in your ship being detained or having storage restricted with associated cost implications.

Securing Pilot Ladders

Do not **Do**

Do not **Do**

Accommodation Ladders and Combination Arrangements

Do not **Do**

Winch Reel arrangements

Do not **Do**

Mechanical Securing of Pilot Ladder Winch Reel

Do not **Do**

Trap Door Arrangements

Do not **Do**

Access to Deck

Do not **Do**

Retrieval Lines

Do not **Do**

Deck Tongues

Do not **Do**

Transfer Arrangements

Do not **Do**

Ships with defective or non-compliant pilot boarding arrangements in a port within the UK port marine and portage industry, including the British Virgin Islands, have been working hard to highlight.

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

The Marine and Port Authority, UKMPG, and other organizations are pleased to participate in this project.

Further copies can be purchased from ABP Creative Solutions. Tel: 01703 550111. Email: creative@abp.co.uk

This notice accompanies Notice 08/21 regarding non-compliant trap door arrangements, and more guidance is available in “Shipping Industry Guidance on Pilot Transfer Arrangements, Ensuring Compliance with SOLAS” to be found at www.ics-shipping.org.

This Notice remains in force until cancelled.

**Vessel Traffic Services Centre
Ocean Gate, Atlantic Way
Southampton**

**Steven Masters
Harbour Master**

06th September 2021

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.