

ASSOCIATED BRITISH PORTS

**P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,
HULL HU9 5PQ**

STANDING NOTICE TO MARINERS

(No. S.H.29)

RIVER HUMBER

PILOT LADDERS, HOISTS AND BOARDING ARRANGEMENTS

SOLAS V REGULATIONS

Owners, masters and agents of all vessels trading to the Humber and requiring the services of an authorised pilot are reminded of the need to comply with the requirements of:

- ❑ Solas V Regulation No. 23 pilot transfer arrangements
- ❑ Annex 21 pilot transfer arrangements (IMO Resolution A.889(21))

This Regulation covers:

- ❑ Application
- ❑ General
- ❑ Transfer arrangements
- ❑ Access to the ships deck
- ❑ Shiplside doors
- ❑ Mechanical pilot hoists
- ❑ Associated equipment
- ❑ Lighting

Attention is drawn to the following:

1. Ships' personnel should particularly note the requirements for correct maintenance and rigging and use of the equipment and the requirement for supervision by a responsible officer and instruction of personnel. They should further ensure that the provisions for safe and convenient access and access to the deck are met.

2. When mechanical pilot hoists are used, ships' personnel should ensure that they are rigged and used strictly in accordance with the requirements of this Regulation.
3. Ships' personnel must also ensure that the required associated equipment and lighting arrangements are in place.
4. Vessels with high freeboard (more than 9 metres), which do not have a suitable side door, are required to provide an accommodation ladder in conjunction with a pilot ladder. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as practicable, within the mid-ship half-length and clear of all discharges.
Should a vessel not be able to provide a combination rig due to its construction, arrangements must be made to reduce the freeboard below 9 metres before arrival at the pilot boarding and landing area.

Failure to provide a suitable boarding arrangement could result in the vessel being directed to anchor until the situation is remedied and pilot transfer can be undertaken safely, resulting in a delay to the vessel involved.

- NOTE:**
- 1) Owners, Agents and Charterers should ensure that the contents of this Notice are made known to Masters or persons in charge of their vessels or craft.
 - 2) **Masters, Owners and Agents should be aware that vessels using forward leading accommodation ladders will not be boarded.**
 - 3) Masters should pay particular attention to their vessel's freeboard when deciding on pilot boarding arrangements.
 - 4) Masters must ensure that the pilot launch is given a proper lee.

(NB for the purpose of this notice the term boarding also includes the landing of pilots)

Standing Notice to Mariners SH.29 dated 7th March 2003 issued by Associated British Ports is hereby cancelled.

**CAPT. P. J. COWING
HARBOUR MASTER, HUMBER**

23rd January 2009