

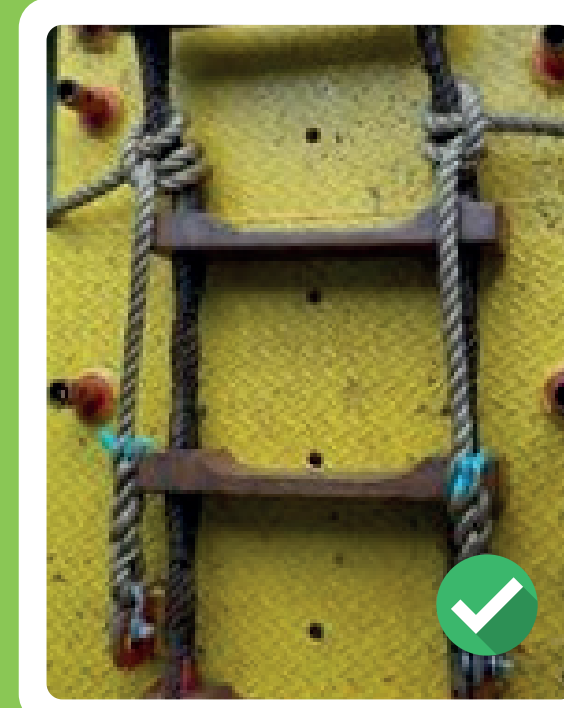
# Pilot Boarding Arrangement Requirements – Best Practice

Vessels are expected to meet the requirements of the regulations as laid out in SOLAS Chapter 5 Regulation 23 and IMO Resolution A.1045 (27).

Failure to provide compliant boarding arrangements may result in your ship being delayed or having pilotage cancelled with associated cost implications.

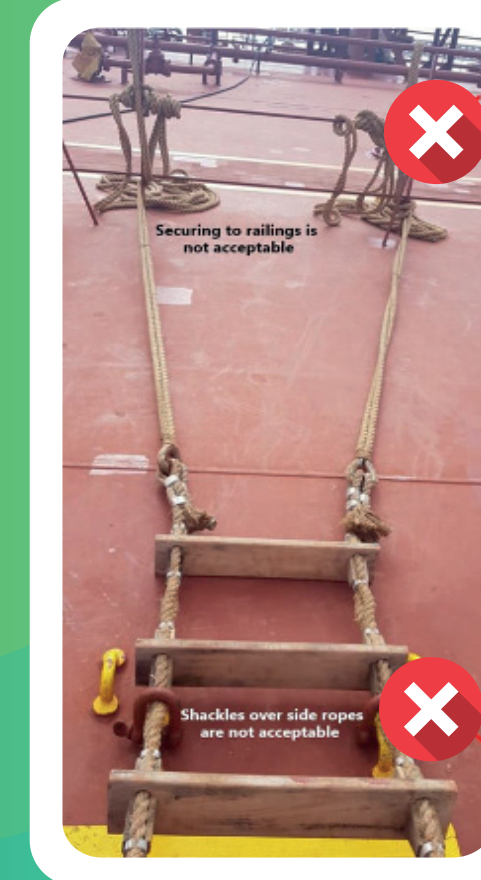
## Securing Pilot Ladders

Side ropes **should not be** secured to the deck by shackles. As weight comes onto the ladder the shackles are likely to jam against the steps.

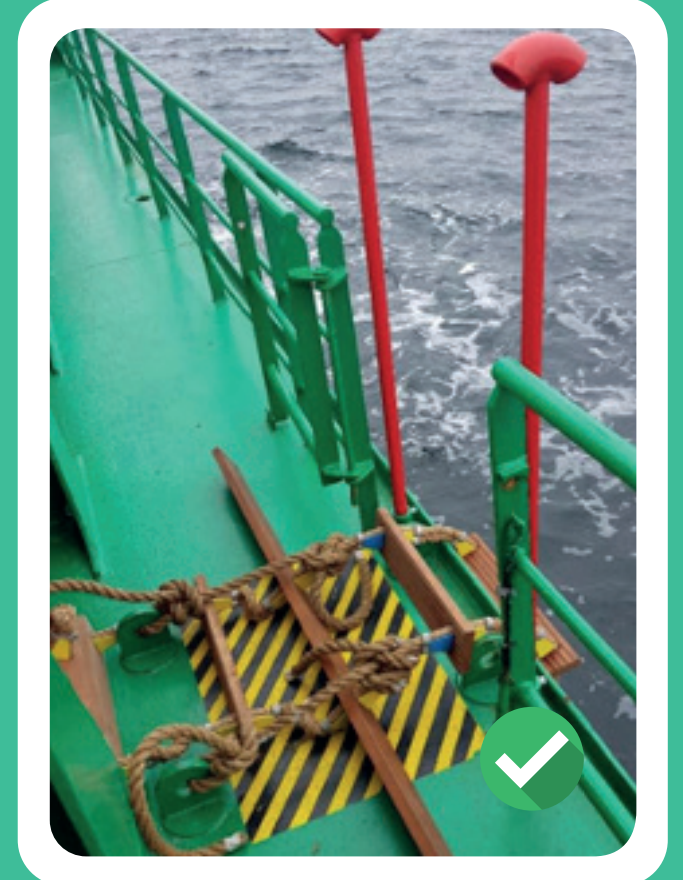


Side ropes **should be** secured to deck strong points via rope stoppers which are lashed to the side ropes using a 'rolling hitch' which leads so that the lashing seizes when weight is applied to the ladder.

Pilot Ladders **should not be** secured around handrails which are not designed to be load bearing or certified for that use.



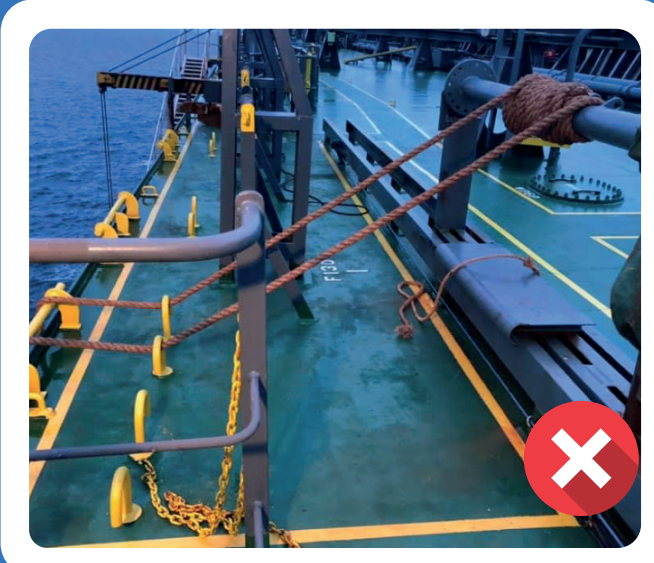
Pilot Ladder **should be** secured at deck level to a strong point



## Winch Reel arrangements

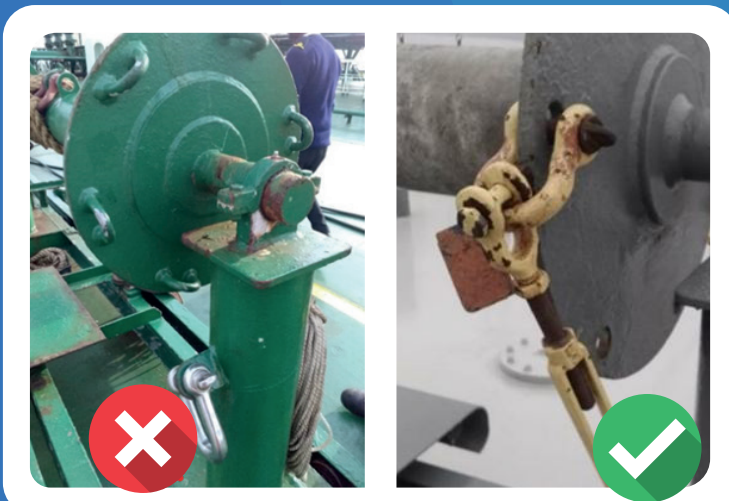
The Pilot Ladder winch reel **should not be** relied upon to support the pilot ladder when the pilot ladder is in use.

The Pilot Ladder **should be** secured to a strong point, independent of the winch reel.



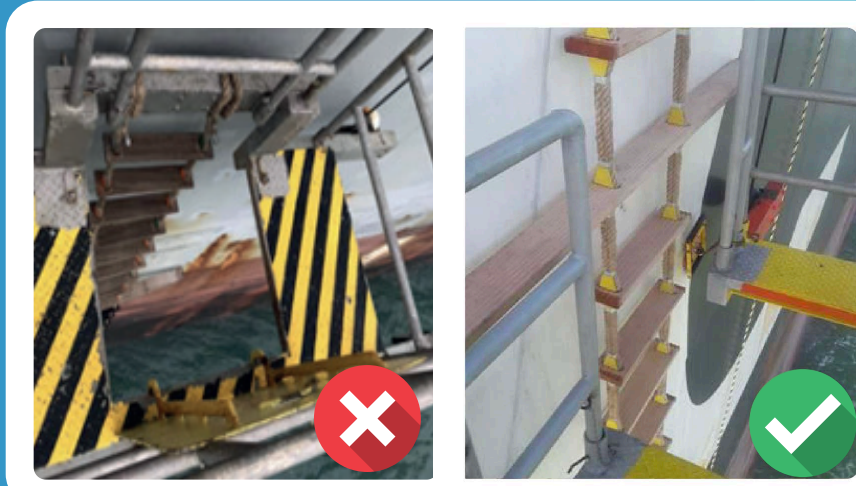
## Mechanical Securing of Pilot Ladder Winch Reel

A mechanical device or locking pin **should be** utilised to lock powered winch reels to prevent the winch reel from being accidentally operated as a result of mechanical failure or human error.



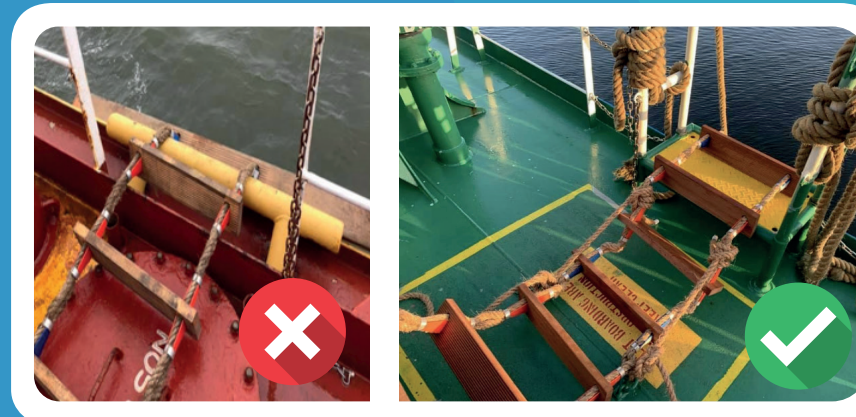
## Trap Door Arrangements

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.



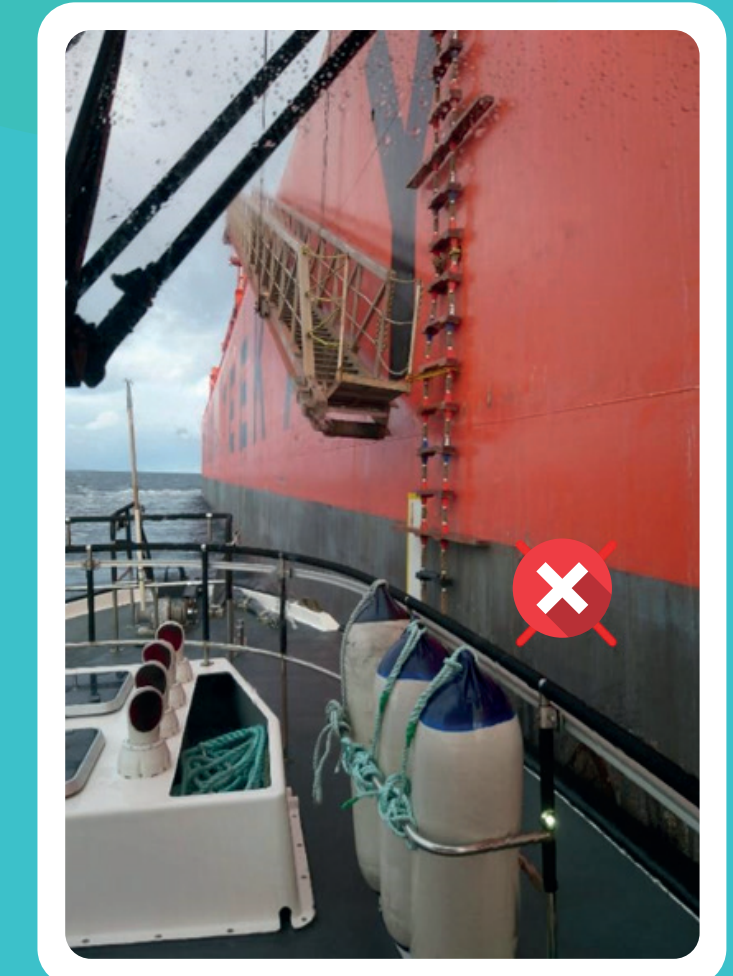
## Access to Deck

Means **should be** provided to ensure safe, convenient, and unobstructed passage for any person embarking on or disembarking from, the ship.



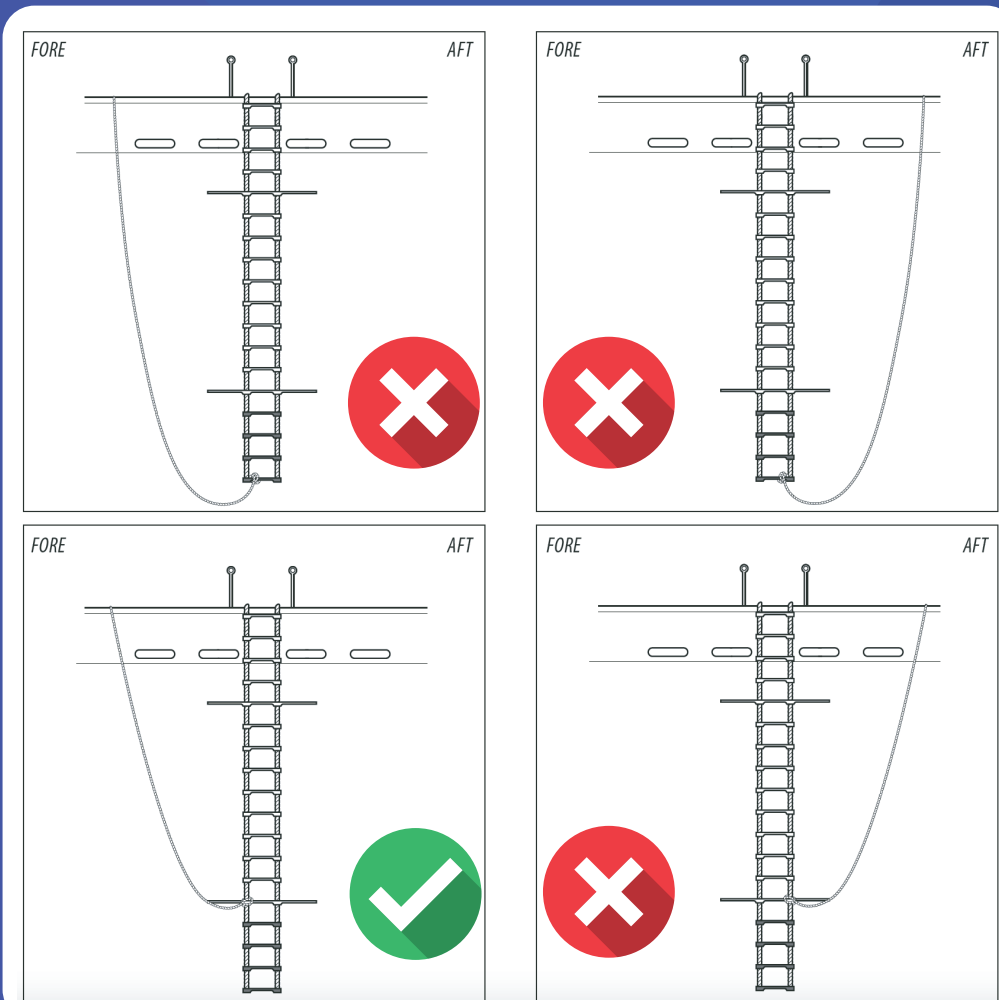
## Accommodation Ladders and Combination Arrangements

The lower platform of the accommodation ladder **should be** in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5m above sea level.



## Retrieval Lines

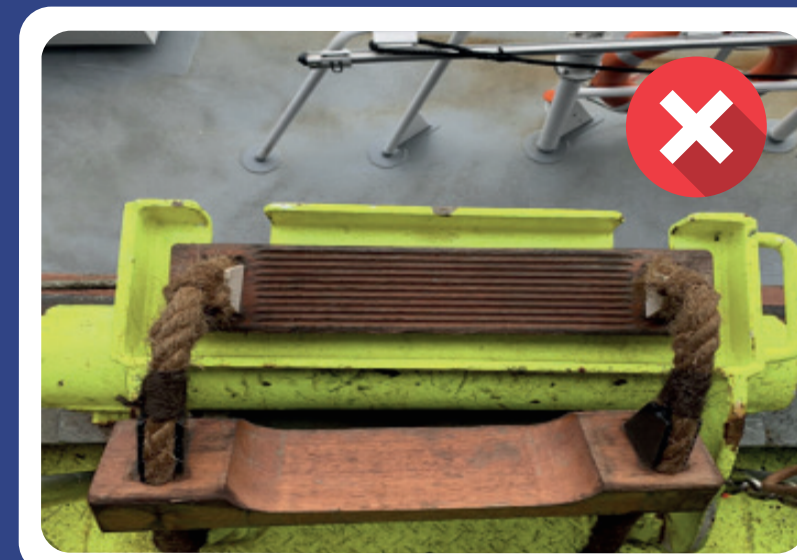
Retrieval lines can be dangerous to both pilots and pilot launches. Retrieval lines pose a trip hazard when climbing and if strung too low may foul the launch. The line **should be** attached above the last spreader and lead forward.



## Deck Tongues

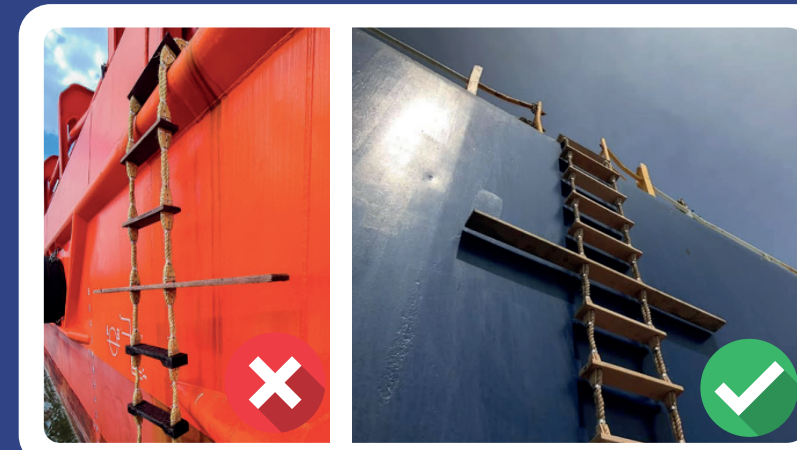
Deck Tongues **should not be** used to secure a Pilot ladder. Suspending pilot ladders from deck tongues or hooks imposes loads on the ladders which they are not normally designed to withstand.

There is also a risk of pilot ladders which are secured in this way becoming detached from deck tongues or hooks when in use.



## Transfer Arrangements

Each step **should** rest firmly on the ship's side.



Issues with defective or non-compliant pilot boarding arrangements is a topic which the UK port marine and pilotage industry, including the below organisations, have been working hard to highlight.

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



Our thanks and appreciation to Sullom Voe Harbour Authority and Kevin Vallance from the UK Maritime Pilots Association for permission to use some of the imagery in this poster