

PEEL PORTS LONDON MEDWAY

Sheerness Docks, Sheerness, Kent ME12 1RS
Main Telephone: +44 (0)1795 596596 Fax: (0)1795 660072

NOTICE TO AGENTS, SHIP AND BERTH OPERATORS

NASBO 11 of 2022 – Provision of Compliant Pilot Transfer Arrangements

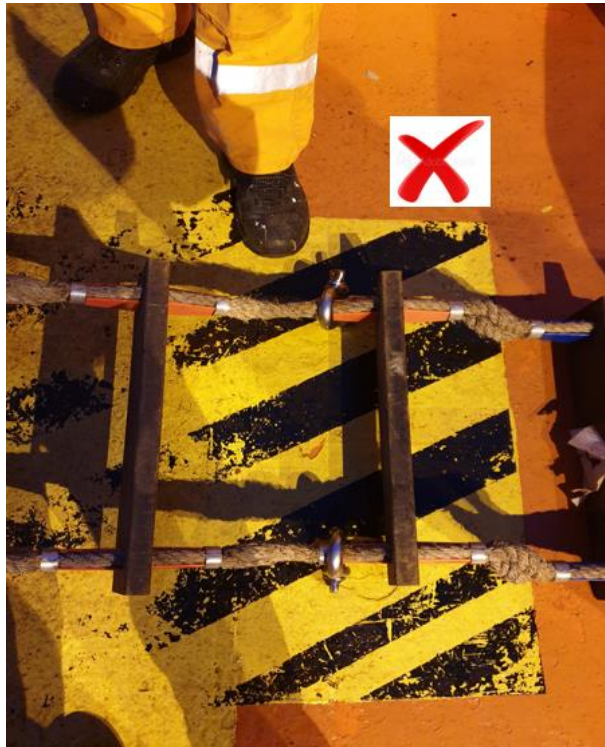
Date of Issue: 6th January 2021

Date of Re-Issue 5th January 2022

All vessels arriving into Peel Ports Medway's area of jurisdiction requiring the services of a Medway pilot must ensure that the means of embarkation/disembarkation is deployed to national and international standards and is presented in a safe condition. Despite there being long established regulations relating to the rigging of pilot ladders the number of non-compliant and defective ladder reports received remains consistent. All occurrences of non-compliant pilot ladders are reported to the MCA and serious failings and repeat offences can lead to Port State Control (PSC) inspections. Medway pilot's have the right to refuse boarding of a vessel if they believe that the ladder is incorrectly rigged and poses a health hazard, this could lead to serious delays and incur additional costs.

The following are examples of common Pilot ladder defects which could lead to personal harm, delays, additional charges and potentially PSC inspections.

Pilot Ladder secured by "Choke Shackles"



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Pilot Ladder secured by “deck tongue”



Weight of ladder taken up on spreader bar



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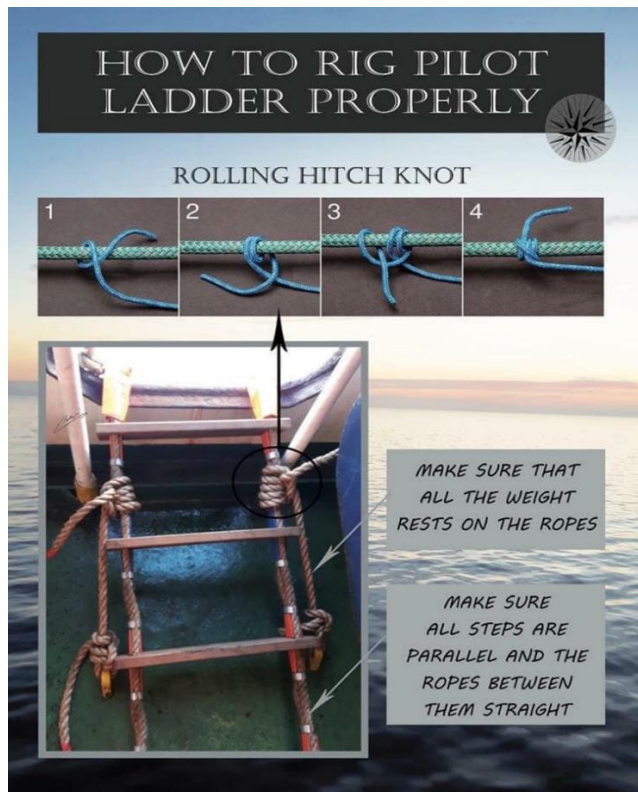


Shackles over side ropes is a commonly seen practice for securing ladders. This is an ineffective and unsafe means of securing the Pilot Ladder. Weight coming on the ladder will result in the shackles bringing up against steps, ferrules/whippings and winnets.

Steps are rated to 8kNs and Side Ropes have a breaking strength of 24kNs per side rope with a combined strength of 48kNs. This strength is lost as soon as the weight is held by a step or winnet.

IMO Res.1045 (27) 2.11

The securing strong points, shackles and securing ropes should be at least as strong as the side ropes.



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Winch reels not secured mechanically and ladder not secured independently from reel using strong points.



IMO Resolution A.1045 (27) 7.5.6

7.4. Where the Pilot Ladder is stowed on a Pilot Ladder Winch Reel which is located either within the ships side opening or on the upper deck:

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 Pilot Ladder Winch Reel. The Pilot Ladder should be secured at deck level inside the ship side opening or, when located on the ships upper deck, at a distance of not less than 915mm measured horizontally from the ships side inwards.

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Platform placed over the securing area.



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Embarkation Platform – Trapdoor System. Ladder does not extend 2m above the platform.



IMO Resolution A.1045 states;

Angle of slope does not exceed 45° - Lower platform of the accommodation ladder should be in an horizontal position and secured to the ships side. - The lower platform should be a minimum of 5m above sea level.

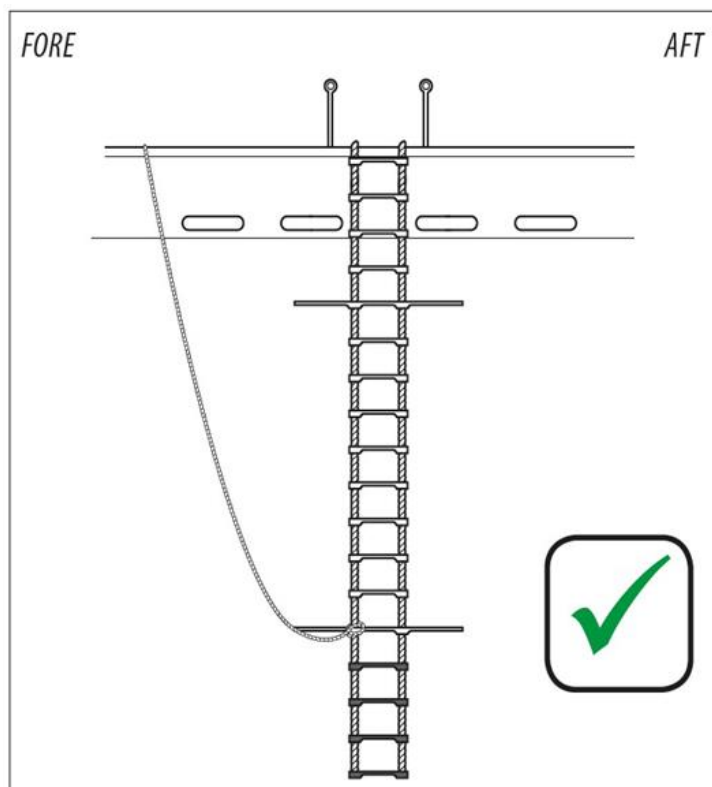
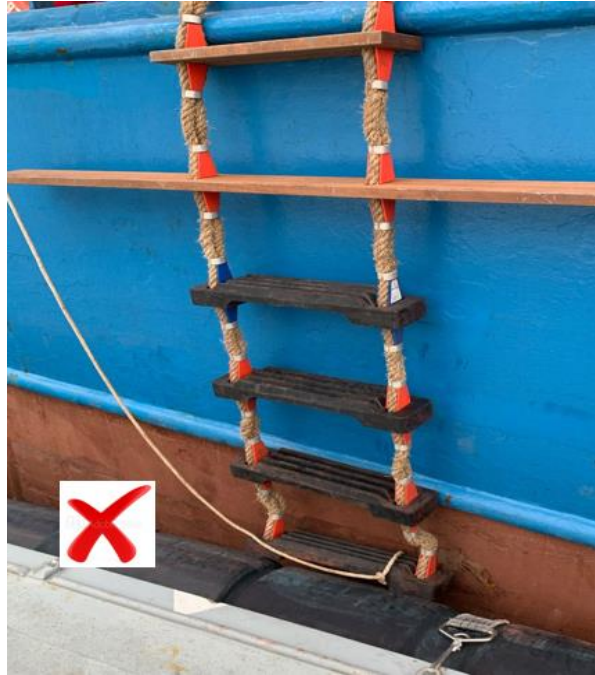
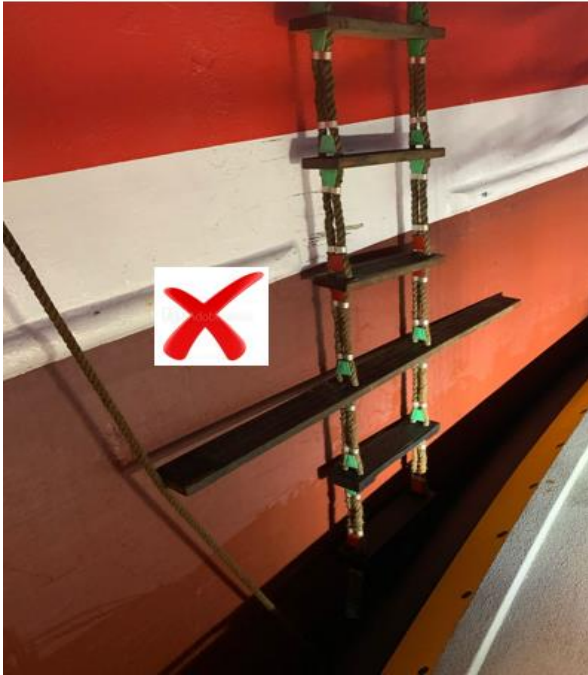
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The Pilot Ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend **at least 2m above the lower platform**. The horizontal distance between the Pilot Ladder and the lower platform should be between 0.1m to 0.2m. Trapdoor – minimum 750mm x 750mm, open upwards, secured flat or against the rails and not form part of the handholds.

Incorrect rigging of retrieval/tripping lines



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Ladder is generally in a poor and unsafe state.



The following references and links can be used to access the regulations and guidance for the safe rigging of pilot ladders, all masters must ensure that the arrangements made for pilot transfers are in compliance with these procedures.

SOLAS Chapter V – Safety of Navigation – Regulation 23
Pilot Transfer Arrangements

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/343175/solas_v_on_safety_of_navigation.pdf

IMO Resolution A889 (21) Revoked by IMO Resolution A.1045 (27)
Pilot Transfer Arrangements

ISO 799 - 1:2019
Ships and Marine Technology – Pilot Ladders
Part 1 – Design and Specification

Boarding and Landing Codes
UKMPA/BPA
<https://ukmpa.org/wp-content/uploads/2017/08/B-and-L-Code-2017-2.pdf>

ESL
Peel Ports

**Marine Operations Department
Peel Ports London Medway**

5th January 2022