

The aim of this SNTM is to highlight the correct requirements for Pilot Ladders and how they are attached to the ship's structure.

SOLAS Chapter V, Regulation 23, requires that all shipboard arrangements used for Pilot transfer shall efficiently fulfil their purpose of enabling Pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use.

The Masters of all vessels seeking to embark a Pilot within Clydeport jurisdiction will be required to make or confirm acceptance of the following declaration to Estuary Radio prior to the embarkation process:

*"The Pilot ladder is properly maintained and has been rigged in accordance with SOLAS Regulations"*

In the event that deficiencies are noted with respect to the vessel's Pilot transfer arrangements, the matter will be reported to the Maritime and Coastguard Agency as a Port State Control deficiency. Additionally the Pilot may decline to embark the vessel resulting in delays to the voyage.

A local Pilot Ladder Guidance document has also been produced and details what is required by the SOLAS Regulation V/23 and IMO Resolution A.1045(27). It also includes best practice in ways to attach the pilot ladder to the ship's superstructure (noting the securing point must be rated to hold at least 24KN breaking strain). The Guidance also shows examples of ladders and securings which will not be accepted or tolerated in Clydeport. The Guidance document can be obtained by downloading from the Peel Ports website:

<https://www.peelports.com/marine/our-ports/clydeport>

(Navigation and Pilot Folder)