

NOTICE TO MARINERS

No 72 of 2016

(Update and Re-Issue of Notice to Mariners No 23 of 2016)

Port of Southampton – Safety of ABP Pilots

MASTERS, OWNERS, OPERATORS AND AGENTS OF ALL VESSELS USING PORT OF SOUTHAMPTON PILOTAGE SERVICES ARE HEREBY NOTIFIED of the need to provide a safe working environment for ABP Pilots at all times whilst they are embarking, onboard or disembarking from their vessels.

The following situations, and they are not exclusive, should be given full consideration.

Pilot embarkation or disembarkation at sea

It should be ensured that all pilot ladders and accommodation ladders are fit for purpose, regularly tested and correctly rigged in compliance with;

- *The Embarkation and Disembarkation of Pilots: Code of Safe Practice (Revised June 2013) Section 7.12.*
- *SOLAS Regulation V/23 and IMO Resolution A.1045(27) 'Required Boarding Arrangements for Pilot'*
- *The European Maritime Pilots' Association notice*

Deck tongues contravene SOLAS regulation V/23 and are therefore not to be used.

The European Maritime Pilots Association notice states. '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.' 'Securing arrangements where the weight of the pilot ladder is not transferred to the ship structure through the ladder's side ropes are not considered acceptable.'

Additionally, ships' staff on deck, at the top of the pilot ladder, should check the immediate area for any loose objects which, if they fell overboard, could cause injury to the Pilot on the ladder.

Additionally, it should be ensured that staff are briefed and are aware that, if the Pilot has to make a long climb to the deck edge (as per The Embarkation and Disembarkation of Pilots: Code of Safe Practice (Revised June 2013) Section 7.12), the pilot launch may pull away from the ship's side whilst the Pilot is on the ladder.

Further, Masters of all vessels entering or leaving the Port of Southampton CHA and taking a pilot are **required** to participate in the following control measure. The Master must give assurance that the pilot ladder, or combination arrangement when the climb is greater than 9 metres, "...is properly constructed, recently inspected, in good condition and rigged as per SOLAS Regulation V/23 and IMO Resolution A.1045(27) 'Required Boarding Arrangements for Pilot'...".

The Master will be asked by Southampton VTS or the Pilot Launch Coxswain, on VHF Ch 9, to give verbal confirmation of this, in advance of the Pilot transfer taking place, both inbound and outbound.

In the event that this control measure is not complied with, or the Pilot detects that the ladder is not fit for purpose, the transfer will not take place and vessels may be directed to a safe anchorage.

Pilot embarkation or disembarkation on the berth

Whilst alongside, it should be ensured that the ship's gangway is fit for purpose, in date for testing and correctly rigged for use. Additionally, a safety net should be in place at all times, before the gangway is used and until the last person is onboard, normally this will be the Pilot, before the ship sails.

Protection of ABP Pilots from Passive Smoking

Although the change to UK domestic legislation, in relation to smoke free environments, does not include ships, the Port of Southampton has a duty of care to its employees in regard to passive smoking, whilst they are performing their duties. Thus, it is requested that Masters, Owners, Operators and Agents of vessels employing or carrying an ABP Pilot provide a smoke free working area in those internal spaces in which the Pilot is required to work.

ABP Pilots will respect all vessels' rules and regulations by smoking only in designated areas and with the Master's permission.

The cooperation of all Masters, Owners, Operators and Agents in the above matters is gratefully acknowledged.

**Vessel Traffic Services Centre
Berth 37, Eastern Docks
Southampton**

**Captain M Phipps
Harbour Master**

11th November 2016

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.