

NOTICE TO MARINERS

No 07 (T) of 2022

Port of Southampton – Pilot Boarding and Disembarking Vessels – Non-compliant and Defective Pilot Ladders

NOTICE IS HEREBY GIVEN that some ships have a pilot transfer arrangement consisting of an accommodation ladder / pilot ladder combination with a trapdoor that does not meet IMO standards in effect since at least 2012. Southampton Pilots have been reminded that they may refuse to use a pilot transfer arrangement that they reasonably believe is unsafe, particularly the offending trapdoor arrangement. All vessels with a trapdoor arrangement are urged to bring their arrangements into compliance with the current IMO standards as soon as possible in order to avoid potential disruptions to ship schedules and port operations.

The relevant documents are SOLAS V Regulation 23, IMO Resolution A. 1045 (27) and guidance from Embarkation & Disembarkation of Pilots Code of Safe Practice.



Fig 1: Non-compliant Arrangement

The arrangement at figure 1 is non-compliant because:

- The pilot ladder is not rigged to extend through the trapdoor and secured 1½ metres above the bottom platform (SOLAS 3.3.2.1). The method of securing the ladder to the underside of the platform shown in the figure is dangerous because the transition from the pilot ladder is done via an uneven step height.
- The horizontal cross member to which the pilot ladder is secured is a distraction from using the side ropes when transitioning onto the pilot ladder when disembarking.

- The pilot ladder steps cannot rest firmly against the ship's side, due to the nylon wheels attached on the inboard side of the bottom platform.
- The 'sloping ladder' is not securely attached to the hull.

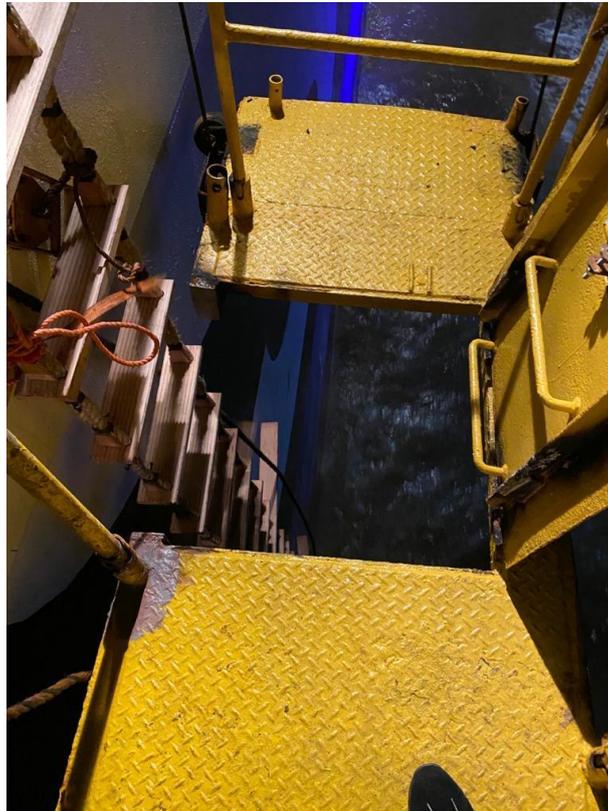


Fig 2: Compliant Arrangement

Guidance is available in "Shipping Industry Guidance on Pilot Transfer Arrangements, Ensuring Compliance with SOLAS" to be found at www.ics-shipping.org.

Several incidents have recently been reported of vessels presenting themselves with unsafe pilot boarding arrangements which do not meet the requirements set out in SOLAS V regulation 23 and IMO Resolution A.1045 (27).

It is the responsibility of each person involved in the activity of pilot transfers including ship owners, masters and crew, pilots and pilot boat crew as well as the CHA to ensure safe practices.

Vessels with non-compliant pilot boarding arrangements will be refused boarding and will be instructed to rectify the non-conformity, go to anchor or will be refused entry into the port. This can cause lengthy delays and may incur addition charges.

The Harbour Master and Associated British Ports give their full support to pilots refusing to board non-compliant vessels.

Defective and non-compliant arrangements reported by pilots are shared with the MAIB, the local MCA office and the United Kingdom Pilotage Association. Port State Control inspections will be carried out in some cases.

Focus points are:

- Stanchions must be in place
- Pilot ladder rope to be in good repair

This Notice remains in force until cancelled.

**Vessel Traffic Services Centre
Ocean Gate, Atlantic Way
Southampton**

**Steven Masters
Harbour Master**

01st January 2022

**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.**

