

Shipping industry guidance
on **The**
rigging of
ladders
for pilot transfer

Ensuring compliance with
SOLAS

International Maritime Pilots' Association
International Chamber of Shipping
International Shipping Federation



Also supported by:





Vessel with defects
in the boarding
arrangements

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The following guidance has been produced by the International Maritime Pilots' Association (IMPA) in collaboration with the International Chamber of Shipping (ICS) and the International Shipping Federation (ISF).

General

Pilots come aboard ship to assist the crew during the most critical and potentially hazardous phases of a voyage. Qualified pilots possess exceptional local knowledge and have the necessary ship-handling skills to assist the safe arrival and departure of vessels.

Normally, pilots board and disembark using a traditional rope ladder from and to a pilot boat. However, this can be a very dangerous procedure if those involved do not adhere to International Maritime Organization (IMO) standards or fail to practise acceptable seamanship skills.

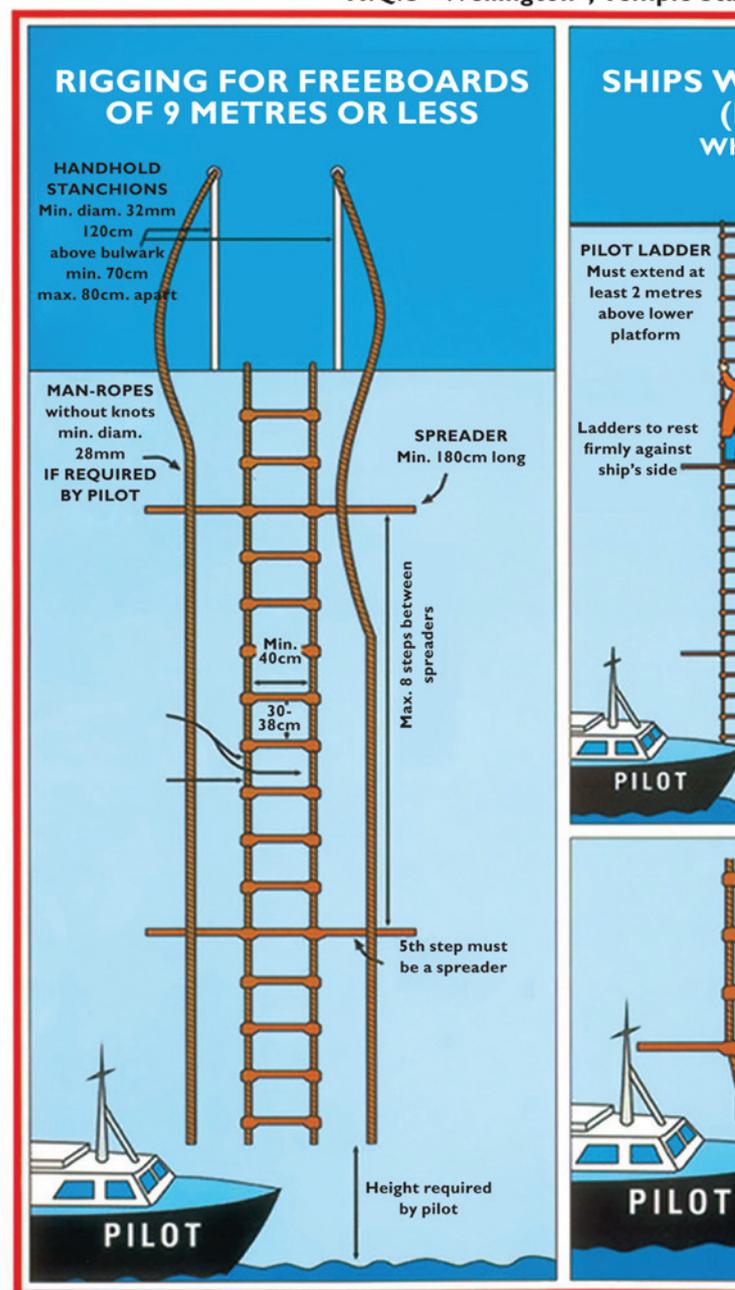
Most regrettably, in recent years, several pilots have died as a result of accidents while boarding/disembarking from ships, and many more have been seriously injured.

Furthermore, deficiencies with regard to boarding arrangements and unsafe rigging of pilot ladders continue to be detected during port state control inspections, resulting in delays and financial penalties for the ship operator.

REQUIRED BOARDING ARRANGEMENTS

In accordance with
INTERNATIONAL MARITIME ORGANIZATION

H.Q.S "Wellington", Temple Station



LOADING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
 15, Victoria Embankment, London WC2R 2PN Tel: +44 20 7240 3973 Fax: +44 20 7240 3518

SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)
 When no side door available

Officer in contact with bridge

ACCOMMODATION LADDER
 Should rest firmly against ship's side
 Should lead aft
 Maximum 55° slope
 Lower platform horizontal
 Rigid handrails preferred

A PILOT LADDER COMBINED WITH AN ACCOMMODATION LADDER is usually the safer method of embarking or disembarking a pilot on ships with a freeboard of more than 9 metres

3 to 7 metres depending on size of pilot launch and height of swell

0.5m
2m
2m

Recommended 9 metre mark

Stern ← Bow

MECHANICAL PILOT HOIST

Davit

Two man-ropes ready for immediate use. Min. diam. 28mm

Guard ring

Rigid part

Flexible part

A pilot hoist made and rigged in accordance with SOLAS Chapter V, together with a pilot ladder rigged alongside for immediate transfer, may be used subject to agreement between the Master and the Pilot. It should be noted that the distance between the nearest side ropes of the pilot hoist and pilot ladder will be at least 1.4 metres.

NO!

NO!
 No shackles
 No knots
 No splices

NO!
 The steps must be equally spaced

NO!
 The steps must be horizontal

NO!
 Spreaders must not be lashed between steps

NO!
 The side ropes must be equally spaced

NO!
 The loops are a tripping hazard for the pilot and can become foul of the pilot launch

NO!
 Very dangerous ladder too long

Two handhold stanchions rigidly secured to ship's structure

Responsible officer

NO OBSTRUCTIONS

Lifebuoy with self-igniting light

Bulwark ladder secured to ship

AT NIGHT
 Pilot ladder and ship's deck lit by forward shining outside light

Nevertheless, pilot ladders remain the most safe and efficient way to board ships at sea and there is usually no alternative, except on occasions when a helicopter is used.

The following guidance is intended to remind seafarers and shipping companies of the vital importance of adhering to the rules and established procedures concerning the provision of safe boarding arrangements for pilots.

Ensuring safe rigging for pilots

The IMO Convention for Safety of Life at Sea (SOLAS Chapter V, Regulation 23) sets out the principal requirements for the rigging of pilot ladders.

These provisions are set out in the diagram contained in this brochure. This diagram can be downloaded at www.impahq.org (on the home page, click on 'Downloads'). It is also reproduced in the ICS Bridge Procedures Guide.

There is a further detailed technical specification for pilot ladders in IMO Resolution A.889(21). Shipping companies have a legal obligation to provide a conforming ladder and ship-borne fittings. If seafarers are uncertain about any of the requirements, they should always ask their supervising officer for advice.

The two major causes of accidents are defects in the ladder treads or sideropes (see diagram) or a lack of proper attachment of the ladder to the vessel.

Seafarers should always check the condition of the ladder before it is rigged and also ensure it is secure to the ship. Whilst this is done, seafarers should always take care of their own safety, wearing a life jacket (and a life-line if appropriate).

Management issues

Shipping companies should ensure that:

- Ladders are SOLAS compliant
- The inspection regime and records are adequate
- Replacement ladders are quickly and readily available on board
- Seafarers involved receive the necessary training and have a full understanding of the requirements.

IMPA is able to provide an advice document for new construction designs.

On board issues

The Master and officers should:

- Closely supervise the rigging of pilot ladders
- Closely observe the shipping/landing of pilots from ladders, ensuring that SOLAS requirements are met
- Maintain a lee until the pilot vessel is well clear.

Summary

Pilots have the right to decline to board vessels offering defective ladders, which can result in serious delay. Pilots are also entitled to report defects in boarding ladders to port state control authorities, which could lead to a full PSC inspection with the risk of delay and financial penalties.

A pilot who has climbed a sound ladder, well rigged, and attended by an officer and a deck party will be in the right frame of mind to give his best attention to the safety of the vessel.

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www.marisec.org/pilotladders

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