



Falmouth Harbour
Commissioners

PILOTAGE INFORMATION 2009



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INTRODUCTION

Falmouth Harbour Commissioners provide pilotage services for the Ports of Falmouth , Falmouth Docks, Truro, Penryn and St Mawes as well as the Helford river, the Quarries on the East side of the Lizard Peninsula and the Falmouth, Gerrans and Veryan Bays

The powers to provide a pilotage service are taken from the Pilotage Act 1987 and the Falmouth (Pilotage) Harbour Revision Order 1988. The Falmouth Pilotage Area is defined as the Area below the level of High Water that exists to landward of an imaginary line drawn between Black Head and Dodman Point.

The Harbour Authorities of Falmouth Docks and Engineering Company and the Ports of Truro and Penryn have entered into an agency Agreement with Falmouth Harbour Commissioners to allow them to exercise the functions (save those contained in section 2.1 of the Pilotage Act) on their behalf.

Falmouth Harbour Commissioners have entered into a service contract with Falmouth Pilots Partnership to provide a pilotage service for the entire Pilotage Area.

The Pilotage Directions were amended on 1st September 2003 after a full consultation with port users as required by the Pilotage Act.

Pilotage Charges are reviewed annually and new charges published on the 1st January each year.

Any queries on the information contained in this publication should be addressed to the Chief Executive at Falmouth Harbour Commissioners at the following address.

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FALMOUTH
CORNWALL
TR11 3JQ

TEL 01326 211395
FAX 01326 211352
E-MAIL pilots@falmouthport.co.uk
WEB www.falmouthport.co.uk

PILOTAGE SERVICES

Pilotage services in Falmouth are available to any vessel requiring the services of a pilot subject to a minimum of one hour's notice being given.

Arriving vessels requiring a pilot are requested to give at least 24 hours notice of their ETA via phone, fax, e-mail, or telex followed by confirmation of ETA one hour prior to arrival at the pilot station via VHF Radio Channel 16 (working frequency Channel 9).

NB: UNDER THE MERCHANT SHIPPING (VESSEL TRAFFIC MONITORING AND REPORTING REQUIREMENTS 2004);

Vessels heading for Falmouth are required to give a minimum of 24 hours of notice or –

The maximum notice possible if previous port is less than 24 hours from Falmouth or orders have been changed at short notice.

Vessels are required to report:

- a. Name, Call Sign, IMO Number or MMSI Number.**
- b. Port of destination.**
- c. ETA at the pilot station.**
- d. Estimated time of departure.**
- e. Total number of persons on board.**

Additionally vessels carrying dangerous or polluting goods are required to report:

- a. The correct technical names of dangerous or polluting goods together with IMO hazard classes.**
- b. Confirmation that a loading plan showing their location on board the vessel is held on board.**
- c. Address from which detailed information on the cargo may be obtained.**

Vessels greater than 180m in length will be met at the pilot station shown on Admiralty Chart 154 in Lat 50 05.0N Long 5 00.7W (WGS84) .

Smaller vessels should give their ETA for the Pilot Station as above but may be given a rendezvous closer to shore depending upon the weather conditions.

Two pilot boats are normally operated within the Port and vessels can expect pilots to board either from **ARROW**, a 16m Launch with high visibility white superstructure, or **L K MITCHELL**, a 17m launch with orange superstructure. The pilot ladders are required to be at a height of 1.5m above the vessel's water line, the requirement will be advised when VHF contact is established.

Pilot ladders are required to be rigged in accordance with IMO Regulation 23 in respect of pilot transfer arrangements (which supersedes MSN 1716 (M+F)) and is attached as an annex to this publication.

Vessels with beltings or unusual boarding arrangements that preclude safe berthing of the pilot boat alongside or make it impractical to meet the requirements of Regulation 23 may not be able to board a pilot on arrival. A collection and delivery service is offered for vessels in the UK and near continent. Large ferries with belting arrangements arriving during winter months are strongly recommended to make use of the collection arrangements.

Pilotage Charges are levied in accordance with the Scale of Charges. Vessels are normally expected to appoint a local agent in advance of arrival. Where this has not been done and no alternative credit arrangements have been agreed, cash (Sterling Euros or US Dollars only) is required to be paid to the Pilot in advance of the movement being undertaken.



Falmouth Harbour
Commissioners

PILOTAGE DIRECTIONS

PILOTAGE DIRECTION No 5

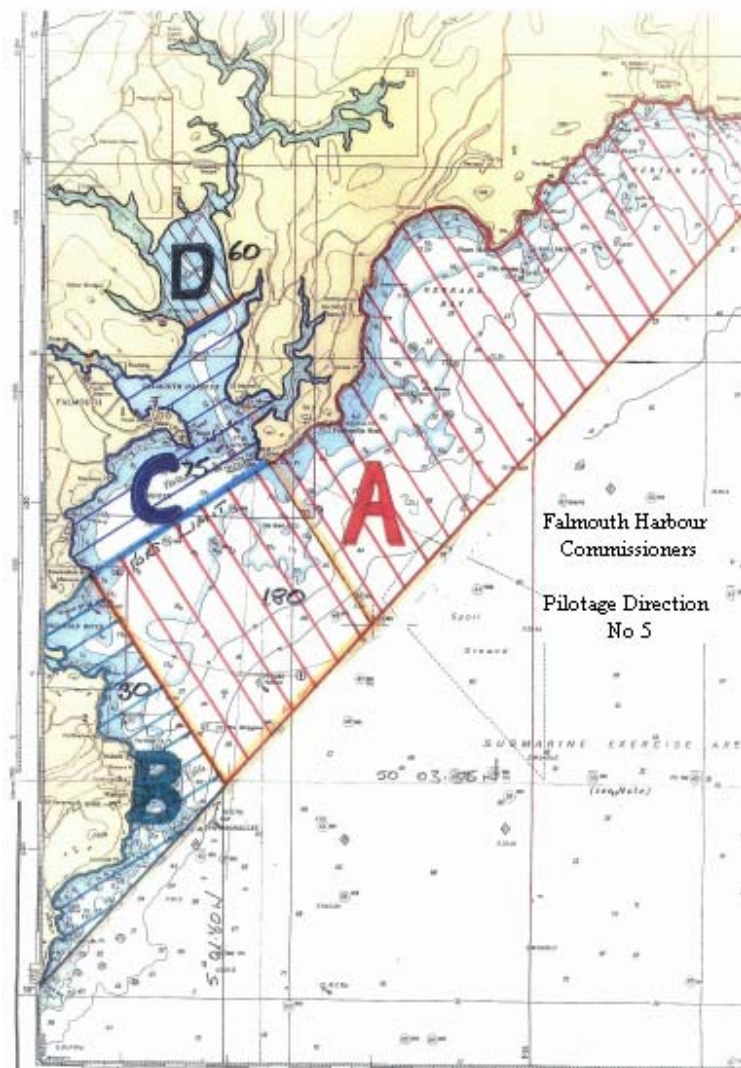
In accordance with Section 7 of the Pilotage Act 1987, The Falmouth Harbour Commissioners hereby direct that with effect from the 1st day of September 2003 pilotage will be compulsory for:

- (a) All vessels in excess of 180m LOA when navigating to the North of a line drawn between Black Head and Dodman Point. **(Zone A on Chartlet)**.
- (b) All vessels in commercial use in excess of 30m LOA when navigating to the West of a line drawn between Rosemullion Head and Position Lat 50 03.35N Long 5 01.60W (WGS 84). **(Zone B on Chartlet)**.
- (c) All vessels in excess of 75m when navigating to the North of a line drawn between Zone Point and Rosemullion Head and to the South of a line drawn between Messack Point and Penarrow Point **(Zone C on Chartlet)** or elsewhere in the Pilotage Area if navigating within 1.0 mile of the shore.
- (d) All vessels in excess of 60m navigating to the North of a line drawn between Messack Point and Penarrow Point. **(Zone D on Chartlet)** or in the Penryn River to the West of a line drawn between Prince of Wales Pier and Flushing New Quay.
- (e) All vessels navigating within the designated Pilotage Area carrying dangerous or polluting goods as defined in the MS reporting regs 1995.
- (f) All vessels in commercial use navigating within the Pilotage Area not equipped with corrected Admiralty Charts numbers 154, 32 and 18 (or equivalent) as required to cover the entire passage.
- (g) All vessels in excess of 50m entering or leaving a dry dock.

- (h) All manned vessels in excess of 50m using the services of a harbour tug.
- (i) Vessels of any size (save those excepted below) when directed by the harbour master or dock master in the interests of safety of the vessel, other vessels, persons, the port or its infrastructure.

These directions shall apply to tugs and tows as if the aggregate length of the tug and tow is the length overall of a single vessel.

These directions shall apply to vessels under way. They shall not apply to HM ships or foreign warships or to vessels of less than 20m in length or registered fishing vessels of less than 47.5m.



PILOTAGE CHARGES 2009

CHARGE BAND 1

TO/FROM FROM/TO

SEA BAY
BAY HARBOUR
HARBOUR DOCKS

INTERNAL MOVEMENTS

GROSS TONNAGE	DRAFT (M)													
	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
Up to 500	60	86	112	140	168	192	221	246	271	301	327	353	379	406
Over 500 - 1000	67	94	121	146	175	198	227	252	280	309	334	361	385	412
Over 1000 - 1500	74	101	127	153	181	207	234	260	286	315	339	368	393	420
Over 1500 - 2000	81	106	134	158	187	215	241	266	292	320	346	373	401	426
Over 2000 - 5000	86	112	140	168	192	221	246	271	301	327	353	379	406	433
Over 5000 - 10000	94	121	146	175	198	227	252	280	309	334	361	385	412	440
Over 10000 - 15000	101	127	153	181	207	234	260	286	315	339	368	393	420	447
Over 15000 - 20000	106	134	158	187	215	241	266	292	320	346	373	401	426	454
Over 20000 - 30000	112	140	168	192	221	246	271	301	327	353	379	406	433	462
Over 30000 - 40000	121	146	175	198	227	252	280	309	334	361	385	412	440	468
Over 40000 - 50000	127	153	181	207	234	260	286	315	339	368	393	420	447	473
Over 50000 - 70000	134	158	187	215	241	266	292	320	346	373	401	426	454	478
Over 70000	140	168	192	221	246	271	301	327	353	379	406	433	462	486

CHARGE BAND 2

TO/FROM FROM/TO

SEA HARBOUR
BAY DOCKS BERTH
SEA DOCKS BERTH
SEA DEAN / PORTHOUSTOCK QUARRY

GROSS TONNAGE	DRAFT (M)													
	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
Up to 500	93	130	173	210	249	289	364	407	450	498	541	582	627	668
Over 500 - 1000	102	140	180	221	260	300	373	417	461	507	550	593	639	682
Over 1000 - 1500	110	151	190	229	270	312	385	428	472	520	560	608	650	692
Over 1500 - 2000	122	159	199	240	282	320	398	439	482	528	570	616	659	704
Over 2000 - 5000	130	173	210	249	289	331	407	450	498	541	582	627	668	717
Over 5000 - 10000	140	180	221	260	300	339	417	461	507	550	593	639	682	726
Over 10000 - 15000	151	190	229	270	312	352	428	472	520	560	608	650	692	739
Over 15000 - 20000	159	199	240	282	320	363	439	482	528	570	616	659	704	748
Over 20000 - 30000	173	210	249	289	331	370	450	498	541	582	627	668	717	760
Over 30000 - 40000	180	221	260	300	339	379	461	507	550	593	639	682	726	771
Over 40000 - 50000	190	229	270	312	352	389	472	520	560	608	650	692	739	782
Over 50000 - 70000	199	240	282	320	363	401	482	528	570	616	659	704	748	792
Over 70000	210	249	289	331	370	409	498	541	582	627	668	717	760	801

CHARGE BAND 3

TO/FROM

SEA
BAY
DOCKS
HARBOUR
LAY UP RIVER FAL
CROSS ROADS BUOY

FROM/TO

TRURO
TRURO
TRURO
TRURO
ANY EXCEPT DOCKS
ANY EXCEPT DRY DOCK

DRAFT (M)

GROSS TONNAGE	DRAFT (M)													
	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
Up to 500	123	175	227	281	334	385	440	494	546	602	654	705	761	811
Over 500 - 1000	135	186	240	292	346	401	453	506	557	615	665	718	773	825
Over 1000 - 1500	147	199	254	306	363	415	469	520	572	628	679	736	786	840
Over 1500 - 2000	159	215	267	318	373	427	480	531	585	642	691	747	798	850
Over 2000 - 5000	175	227	281	334	385	440	494	546	602	654	705	761	811	867
Over 5000 - 10000	186	240	292	346	401	453	506	557	615	665	718	773	825	880
Over 10000 - 15000	199	254	306	363	415	469	520	572	628	679	736	786	840	895
Over 15000 - 20000	215	267	318	373	427	480	531	585	642	691	747	798	850	909
Over 20000 - 30000	227	281	334	385	440	494	546	602	654	705	761	811	867	921
Over 30000 - 40000	240	292	346	401	453	506	557	615	665	718	773	825	880	932
Over 40000 - 50000	254	306	363	415	469	520	572	628	679	736	786	840	895	948
Over 50000 - 70000	267	318	373	427	480	531	585	642	691	747	798	850	909	959
Over 70000	281	334	385	440	494	546	602	654	705	761	811	867	921	971

CHARGE BAND 4

TO/FROM

DOCKS BERTH
BAY
HARBOUR
SEA
LAY UP RIVER FAL
LAY UP RIVER FAL

FROM/TO

DRY DOCK
DRY DOCK
DRY DOCK
DRY DOCK
DRY DOCK
DOCKS BERTH

DRAFT (M)

GROSS TONNAGE	DRAFT (M)													
	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
Up to 500	153	217	283	350	416	482	551	616	682	753	817	880	951	1016
Over 500 - 1000	169	231	298	367	432	501	564	632	696	770	835	896	967	1030
Over 1000 - 1500	185	251	318	380	452	519	585	650	714	785	848	920	983	1050
Over 1500 - 2000	199	267	334	398	468	534	600	663	733	801	865	933	998	1065
Over 2000 - 5000	217	283	350	416	482	551	616	682	753	817	880	951	1016	1083
Over 5000 - 10000	231	298	367	432	501	564	632	696	770	835	896	967	1030	1101
Over 10000 - 15000	251	318	380	452	519	585	650	714	785	848	920	983	1050	1119
Over 15000 - 20000	267	334	398	468	534	600	663	733	801	865	933	998	1065	1136
Over 20000 - 30000	283	350	416	482	551	616	682	753	817	880	951	1016	1083	1152
Over 30000 - 40000	298	367	432	501	564	632	696	770	835	896	967	1030	1101	1168
Over 40000 - 50000	318	380	452	519	585	650	714	785	848	920	983	1050	1119	1183
Over 50000 - 70000	334	398	468	534	600	663	733	801	865	933	998	1065	1136	1200
Over 70000	350	416	482	551	616	682	753	817	880	951	1016	1083	1152	1214

Additional Charges

Services

DF Calibration	
Compass Adjusting	
Engine Trials	
Attendance	£77 per hour
Additional Charge for Dead Ship Movements for vessels greater than 5000GT	£77 per movement
Ferry Collection and Delivery	£665
Cancellation	£148

Second Pilot as per first pilot charges

Notes:

Pilotage Services are defined as follows:

1. Act of Pilotage

An Act of Pilotage will be charged according to the scale of charges

An Act shall be deemed to have been completed as follows:

- a. When the vessel reaches its planned destination (includes arrival at the Pilot Station when outbound).
- or
- b. When the passage is broken by the vessel stopping (for a period in excess of 15 minutes) or anchoring at an interim destination at the request of the master. Continuation of the passage from that point shall be counted as a second Act.
- or
- c. When a pilot is unable to board on grounds of safety and a vessel requiring the services of a pilot and the master accepts the alternative service of following the pilot boat on a route directed by the pilot to assist the safe passage of the vessel.

2. Cancellation

Cancellation charges will be levied according to the scale of charges when the master (or persons authorised to act for him) cancels the requirement for a pilot within one hour of the scheduled arrival or departure time.

In the event that the services of a pilot are cancelled after a pilot has boarded the vessel via the pilot boat the full charge for the single planned Act of pilotage may be levied in lieu of the cancellation charge.

3. Attendance

An attendance charge will be levied according to the scale of charges in the following circumstances:

- a. Where a pilot is detained on board after completion of the acts or services ordered due to the request of the master or due to the inability to disembark him. (Other than advance arrangements made for transit between ports).
- b. Where an act of pilotage is delayed for more than one hour after the pilot boards the vessel.
- c. Where a pilot is requested by the vessel's master (or his agents) to attend a meeting to discuss or plan a particular act.

4. Additional Services

Where the pilot is required to assist in the conduct of the vessel in undertaking calibration swings, machinery trials or other similar activities, an additional charge shall be made according to the scale of charges.

5. Additional Pilots

Where as a result of a risk assessment, it is agreed by the harbour master concerned that additional pilots are required to assist with a manoeuvre on the basis of the vessel concerned having exceptional characteristics or the manoeuvre requiring additional monitoring from a second position on the vessel, further pilots may be assigned. In this event the charges made for the act of pilotage will be made in respect of each pilot.

6. Claims

In the event that a vessel refuses or omits to engage the services of an authorised pilot when required to according to the Pilotage Directions a charge will be levied to the vessel concerned as if an act of pilotage had been completed for that passage.

PILOT BOAT CHARGES

BOARDING AND LANDING CHARGES 2009

	BOARDING OR LANDING	BOARDING AND LANDING
Up to 1000	65*	127
Over 1000 – 1500	102*	214
Over 1500 – 2000	142*	284
Over 2000 – 5000	179	313
Over 5000 – 10000	220	313
Over 10000 – 15000	313	313
Over 15000 – 20000	313	313
Over 20000 – 30000	313	313
Over 30000 – 40000	313	313
Over 40000 – 50000	313	313
Over 50000 – 70000	313	313
Over 70000	313	313

* Charges for Boarding *or* Landing apply in **Zones C or D only**. For Boarding or Landing in **Zones A or B** Boarding and Landing Charges apply

Pilot Boat Cancellation Charge As per above scale

Disembarking overcarried pilots As per above scale

Casual User Rate

Hourly Hire Boat with Crew	£170.87
Per person per trip with pilot on board	£58.66
Charts and hand held parcels	£12.16
Other parcels	£4.85 per kilo

FALMOUTH HARBOUR COMMISSIONERS

Procedure for Issuing of Pilotage Exemption Certificates.

Pilotage Exemption Certificates will only be issued to masters and bona fide first mates of a vessel. They are only valid for use on the named vessel for which they are issued or sister vessels identical in all key criteria.

Candidates are to prove medical fitness with their application and are required to be fluent in English. The examination fee is payable at the time of application. (Details of the fees payable are published annually with the pilotage charges).

Issue of Certificate

A Pilotage Exemption Certificate will be issued after a candidate has completed the following;

- a. Passages.

The candidate is required to complete a minimum of 8 inward and 8 outward voyages in the vessel to which this application relates. At least half of the passages must be completed at night. The final qualifying passage is to be assessed by a qualified pilot.

- b. Examination

The Syllabus for the examination is attached at Annex 1.

The candidate may only sit for examination on completion of the qualifying trips. The examination will comprise;

- i. A written examination of 20 minutes duration.
- ii An oral examination on completion of the written examination.

The candidate will be expected to achieve at least 80% for the written paper and may be re-examined on any weaknesses demonstrated during the oral examination.

The oral examination will be conducted by a panel consisting of an authorised pilot, the harbour master primarily concerned with the area in which the most qualifying passages were undertaken and another master mariner suitably familiar with the navigation and workings of the port.

On completion of the oral examination the candidate will be asked to retire and the panel will discuss both the written and oral examinations as well as the results of the assessed passage. At the end of the discussion the panel will reach a decision that either;

- i The candidate has passed the examination and may be issued with his certificate immediately.
- or
- ii The candidate has not passed the examination but may re-sit within one month.
- or
- iii The candidate has not passed the examination and requires further accompanied trips to be undertaken before being re-examined. The number of further trips required will be set by the Panel.

Validity

The Pilotage Exemption Certificate may be endorsed restricting the Area in which it is valid if thought appropriate by the examination panel.

The Pilotage Exemption Certificate is valid for one year. An application for renewal may be made provided that evidence is presented to show that at least 4 inward and 4 outward passages (including 2 at night) have been completed during the course of the year.

Should insufficient passages have been completed during the course of the year to renew the certificate or it has lapsed but is within 24 months of its date of issue, the PEC holder will require to complete one assessed passage prior to renewing the their certificate.

Should the Certificate have not have been renewed within 24 months of first issue it shall cease to be become renewable.

PEC holders wishing to make their certificates valid for other vessels must apply to the Commissioners giving full details of the vessel concerned with at least 5 working days' notice. The Pilotage Standards Committee will decide as to whether one or more assessed passages are required on the new vessel and will notify the applicant accordingly.

CHARGES FOR PILOTAGE EXEMPTION CERTIFICATES

Issue of a Pilotage Exemption Certificate by Examination	£170
Renewal of a Pilotage Exemption Certificate	£28

SYLLABUS FOR PILOTAGE EXEMPTION EXAMINATIONS

The Candidate will be expected to demonstrate a thorough knowledge of Falmouth Harbour its approaches and operations including the following:

Special rules and regulations including harbour bye-laws and current procedures relating to the management of shipping within the Pilotage Area.

Local Navigation Warnings.

The locations of channels, relevant widths and minimum depths inside and outside the channel. The use of leads and transits to locate positions and tracks. Relevant courses and distances.

The location, description and character of all navigation marks within the Harbour.

The names, locations and depths of shoals and other hazards to navigation within the Pilotage Area.

The names of prominent geographical features.

The locations and dimensions of berths, depths alongside and distances between them.

Tidal calculations and earliest and latest times of passages for particular under keel clearances.

Port operations and activities that may affect safe navigation.

The details, availability and call out procedures for tugs in the Port.

Port emergency and pollution response procedures.

Details of mooring groundwork that may interfere with anchoring.

Regulation 23	Pilot transfer arrangements
<p>Summary</p>	<ul style="list-style-type: none"> • Requirements for pilot boarding arrangements. • Responsibilities for ship's personnel in rigging pilot transfer equipment. • Requirements for associated equipment. • Requirements for clear access and lighting. <p>CONTENTS - REGULATION 23</p> <p>1 Application</p> <p>2 General</p> <p>3 Transfer arrangements</p> <p>4 Access to the ship's deck</p> <p>5 Shipside doors</p> <p>6 Mechanical pilot hoists</p> <p>7 Associated equipment</p> <p>8 Lighting</p>
<p>Text</p>	<p>1. Application</p> <p>1.1 <i>Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.</i></p> <p>1.2 <i>Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organisation*.</i></p> <p>1.3 <i>Equipments and arrangements for pilot transfer which are provided on ships before 1 January 1994 shall at least comply with the requirements of regulation 17 of the International Convention for the Safety of Life at Sea, 1974 in force prior to that date, and due regard shall be paid to the standards adopted by the Organisation prior to that date.</i></p> <p>1.4 <i>Equipment and arrangements which are replaced after 1 January 1994 shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.</i></p> <p><small>*Refer to the Recommendation on pilot transfer arrangements, adopted by the Organisation by resolution A.889(21) A.889(21), MSC/Circ.568/Rev.1: Required Boarding Arrangement for Pilots.</small></p>

2. General

- 2.1** *All 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. They shall be used solely for the embarkation and disembarkation of personnel.*
- 2.2** *The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.*

3. Transfer arrangements

- 3.1** *Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.*
- 3.2** *In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or by means of mechanical pilot hoists or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.*
- 3.3** *Safe and convenient access to, and egress from, the ship shall be provided by either:*
- 3.1** *a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:*
 - 3.1.1** *it is clear of any possible discharges from the ship;*
 - 3.1.2** *it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;*
 - 3.1.3** *each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;*
 - 3.1.4** *the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list*

of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes;

3.1.5 *an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges; or*

3.1.6 *a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges.*

4. Access to the ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

4.1 *a gateway in the rails or bulwark, adequate handholds shall be provided;*

4.2 *a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.*

5. Shipline doors

Shipline doors used for pilot transfer shall not open outwards.

6. Mechanical pilot hoists

6.1 *The mechanical pilot hoist and its ancillary equipment shall be of a type approved by the Administration. The pilot hoist shall be designed to operate as a moving ladder to lift and lower one person on the side of the ship, or as a platform to lift and*

lower one or more persons on the side of the ship. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa. Such access shall be gained directly by a platform securely guarded by handrails.

- 6.2** *Efficient hand gear shall be provided to lower or recover the person or persons carried, and kept ready for use in the event of power failure.*
- 6.3** *The hoist shall be securely attached to the structure of the ship. Attachment shall not be solely by means of the ship's side rails. Proper and strong attachment points shall be provided for hoists of the portable type on each side of the ship.*
- 6.4** *If belting is fitted in the way of the hoist position, such belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.*
- 6.5** *A pilot ladder shall be rigged adjacent to the hoist and available for immediate use so that access to it is available from the hoist at any point of its travel. The pilot ladder shall be capable of reaching the sea level from its own point of access to the ship.*
- 6.6** *The position on the ship's side where the hoist will be lowered shall be indicated.*
- 6.7** *An adequate protected stowage position shall be provided for the portable hoist. In very cold weather, to avoid the danger of ice formation, the portable hoist shall not be rigged until its use is imminent.*

7. Associated equipment

- 7.1** *The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:*
 - 7.1.1** *two man-ropes of not less than 28 mm in diameter properly secured to the ship, if required by the pilot;*
 - 7.1.2** *a lifebuoy equipped with a self-igniting light;*
 - 7.1.3** *a heaving line.*
- 7.2** *When required by paragraph 4, stanchions and bulwark ladders shall be provided.*

8. Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks and the controls of the mechanical pilot hoist.

<p>Guidance Notes</p>	<ol style="list-style-type: none">1. The Regulation applies to any ship which is likely to employ a pilot (1.1). with equipment and arrangements installed on or after 1 January 1994 (1.2). It does not apply to UK ships below 150 gt on any voyage, UK ships below 500 gt not on international voyages or fishing vessels, unless they are likely to employ a pilot.2. Replaces and revises SOLAS V/74 Regulation 17.3. Regulation 23 replaces The Merchant Shipping (Pilot Transfer Arrangements) Regulations 1999 (SI 1999/17).4. The Regulation, together with IMO Resolution A.889(21) Pilot Transfer Arrangements and the following Guidance Notes, supersede MSN 1716.5. Equipment and arrangements installed before 1 January 1994 may continue to comply with the SOLAS requirements in force before that date, but if it is replaced, the new equipment and arrangements must comply with this Regulation.(1.3 & 1.4).6. Ships' personnel should particularly note the requirements for correct maintenance and rigging and use of the equipment (2.1) and the requirement for supervision by a responsible officer and instruction of personnel (2.2). They should further ensure that the provisions for safe and convenient access (3.3) and access to the deck (4) are met.7. When mechanical pilot hoists are used, ships' personnel should ensure that they are rigged and used strictly in accordance with the requirements of this Regulation (6).8. Ships' personnel must also ensure that the required associated equipment (7) and lighting arrangements (8) are in place.
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