

PILOTAGE INFORMATION 2012



Falmouth Harbour
Commissioners

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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.

44 ARWENACK ST
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

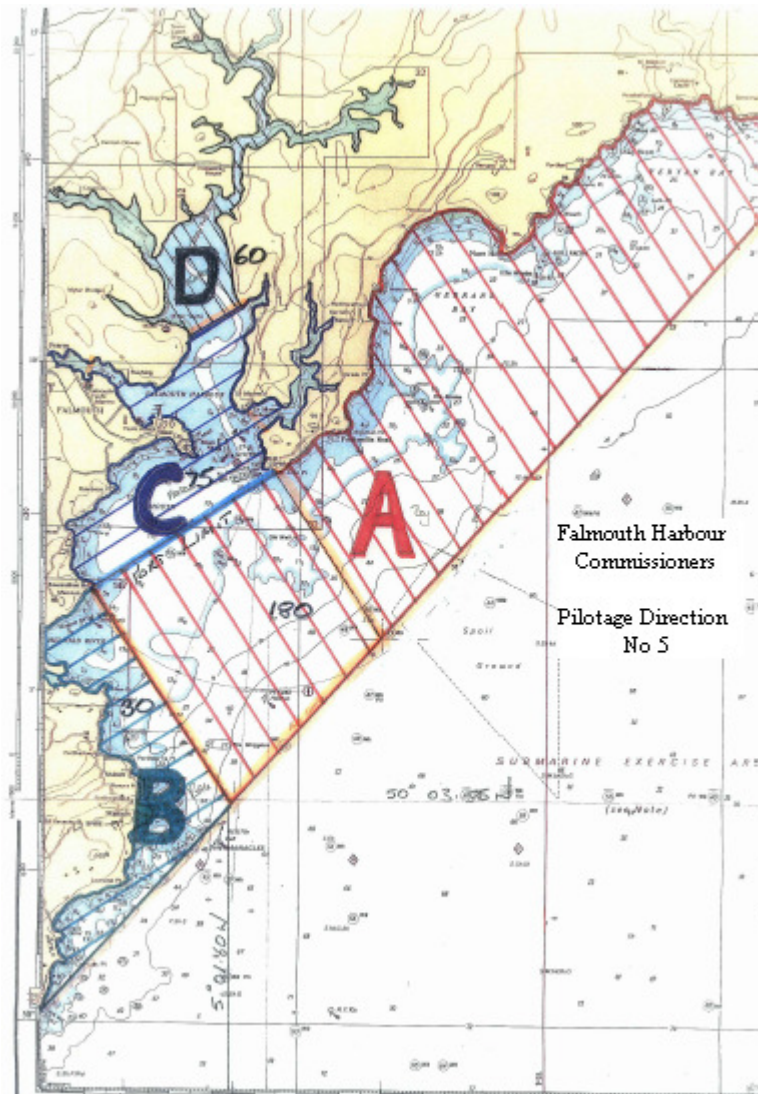
In accordance with Section 7 of the Pilotage Act 1987, The Falmouth Harbour Commissioners hereby direct that with effect from the 1st day of September 2003 pilotage will be compulsory for:

- (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 2012

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	67	95	124	155	186	213	245	272	300	334	362	391	419	449
Over 500 - 1000	74	104	133	162	194	219	251	279	310	342	370	399	426	456
Over 1000 - 1500	82	112	141	169	200	229	259	288	317	348	375	408	435	465
Over 1500 - 2000	90	118	148	175	207	238	267	294	323	354	383	413	444	471
Over 2000 - 5000	95	124	155	186	213	245	272	300	334	362	391	419	449	479
Over 5000 - 10000	104	133	162	194	219	251	279	310	342	370	399	426	456	487
Over 10000 - 15000	112	141	169	200	229	259	288	317	348	375	408	435	465	495
Over 15000 - 20000	118	148	175	207	238	267	294	323	354	383	413	444	471	502
Over 20000 - 30000	124	155	186	213	245	272	300	334	362	391	419	449	479	511
Over 30000 - 40000	133	162	194	219	251	279	310	342	370	399	426	456	487	518
Over 40000 - 50000	141	169	200	229	259	288	317	348	375	408	435	465	495	523
Over 50000 - 70000	148	175	207	238	267	294	323	354	383	413	444	471	502	530
Over 70000	155	186	213	245	272	300	334	362	391	419	449	479	511	538

CHARGE BAND 2

TO / FROM **FROM / TO**

SEA **HARBOUR**
BAY **DOCKS BERTH**
SEA **DOCKS BERTH**
SEA **PORHOUSTOCK 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	103	144	192	232	275	320	402	450	498	551	598	644	694	739
Over 500 - 1000	113	155	199	245	288	333	413	462	510	561	609	657	707	755
Over 1000 - 1500	122	167	211	253	299	345	426	473	522	575	620	672	719	766
Over 1500 - 2000	134	176	220	266	312	354	441	486	534	585	631	682	730	779
Over 2000 - 5000	144	192	232	275	320	366	450	498	551	598	644	694	739	793
Over 5000 - 10000	155	199	245	288	333	375	462	510	561	609	657	707	755	804
Over 10000 - 15000	167	211	253	299	345	390	473	522	575	620	672	719	766	818
Over 15000 - 20000	176	220	266	312	354	401	486	534	585	631	682	730	779	828
Over 20000 - 30000	192	232	275	320	366	410	498	551	598	644	694	739	793	841
Over 30000 - 40000	199	245	288	333	375	419	510	561	609	657	707	755	804	854
Over 40000 - 50000	211	253	299	345	390	431	522	575	620	672	719	766	818	865
Over 50000 - 70000	220	266	312	354	401	444	534	585	631	682	730	779	828	877
Over 70000	232	275	320	366	410	452	551	598	644	694	739	793	841	886

CHARGE BAND 3

TO / FROM

SEA
BAY
DOCKS
HARBOUR
LAY UP RIVER FAL
CROSSROADS BUOY

FROM / TO

TRURO
TRURO
TRURO
TRURO
ANY EXCEPT DOCKS
ANY EXCEPT DRY DOCK

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	137	194	251	311	370	426	487	546	605	666	723	780	842	897
Over 500 - 1000	149	205	266	323	383	444	501	560	616	681	736	794	856	913
Over 1000 - 1500	163	220	281	339	401	460	519	575	633	695	752	814	869	930
Over 1500 - 2000	176	238	295	352	413	472	532	588	647	711	765	827	883	940
Over 2000 - 5000	194	251	311	370	426	487	546	605	666	723	780	842	897	959
Over 5000 - 10000	205	266	323	383	444	501	560	616	681	736	794	856	913	974
Over 10000 - 15000	220	281	339	401	460	519	575	633	695	752	814	869	930	990
Over 15000 - 20000	238	295	352	413	472	532	588	647	711	765	827	883	940	1006
Over 20000 - 30000	251	311	370	426	487	546	605	666	723	780	842	897	959	1019
Over 30000 - 40000	266	323	383	444	501	560	616	681	736	794	856	913	974	1031
Over 40000 - 50000	281	339	401	460	519	575	633	695	752	814	869	930	990	1049
Over 50000 - 70000	295	352	413	472	532	588	647	711	765	827	883	940	1006	1061
Over 70000	311	370	426	487	546	605	666	723	780	842	897	959	1019	1075

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

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	169	240	313	388	461	534	610	682	755	833	904	974	1053	1125
Over 500 - 1000	187	255	329	407	478	555	624	699	770	852	925	991	1071	1139
Over 1000 - 1500	204	277	352	420	500	574	647	719	790	868	938	1018	1088	1162
Over 1500 - 2000	220	295	370	441	518	591	664	734	811	886	957	1033	1105	1179
Over 2000 - 5000	240	313	388	461	534	610	682	755	833	904	974	1053	1125	1199
Over 5000 - 10000	255	329	407	478	555	624	699	770	852	925	991	1071	1139	1219
Over 10000 - 15000	277	352	420	500	574	647	719	790	868	938	1018	1088	1162	1238
Over 15000 - 20000	295	370	441	518	591	664	734	811	886	957	1033	1105	1179	1257
Over 20000 - 30000	313	388	461	534	610	682	755	833	904	974	1053	1125	1199	1275
Over 30000 - 40000	329	407	478	555	624	699	770	852	925	991	1071	1139	1219	1293
Over 40000 - 50000	352	420	500	574	647	719	790	868	938	1018	1088	1162	1238	1309
Over 50000 - 70000	370	441	518	591	664	734	811	886	957	1033	1105	1179	1257	1328
Over 70000	388	461	534	610	682	755	833	904	974	1053	1125	1199	1275	1344

ADDITIONAL CHARGES

Services

DF Calibration	
Compass Adjusting	
Engine Trials	
Attendance	£87 per hour
Additional Charge for Dead Ship Movements for vessels greater than 5000GT	£87 per movement
Ferry Collection and Delivery	£751
Cancellation	£167
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 the time of the movement is delayed after the pilot boards the vessel and it is agreed that the pilot should remain on board to wait rather than cancelling the movement.
- 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.

7. Deliberate Avoidance of Compulsory Pilotage Requirements

In the event that a vessel deliberately mis-declares its dimensions, cargo or that it is carrying appropriate charts with the intention of avoiding compulsory pilotage requirements, it will be reported to the UK Maritime and Coastguard Agency. In such cases the MCA will ensure that appropriate Port State Control inspections of the vessel are undertaken either in Falmouth or a subsequent PMOU Port.

When declaring the appropriate carriage of charts, the Master is confirming that the Vessel has on board a corrected copy of BA chart 154 or is fitted with an authorized ECDIS system covering Falmouth Bay.

Uncorrected or facsimile charts and non-approved ECDIS systems are not acceptable.

PILOT BOAT CHARGES

BOARDING AND LANDING CHARGES

	BOARDING OR LANDING	BOARDING AND LANDING
Up to 1000	77*	150
Over 1000 – 1500	120*	253
Over 1500 – 2000	169*	335
Over 2000 – 5000	211	370
Over 5000 – 10000	259	370
Over 10000 – 15000	370	370
Over 15000 – 20000	370	370
Over 20000 – 30000	370	370
Over 30000 – 40000	370	370
Over 40000 – 50000	370	370
Over 50000 – 70000	370	370
Over 70000	370	370

* 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 CHARGES

Hourly Hire Boat with Crew	£191.79
Per person per trip with pilot on board	£65.84
Charts and hand-held parcels	£13.65
Other parcels	£5.44 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	£191
Renewal of a Pilotage Exemption Certificate	£32

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

1. Application

- 1.1. Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.
- 1.2. Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organisation.
- 1.3. Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 173 or 23, as applicable, 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.
- 1.4. Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.
- 1.5. With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey on or after 1 July 2012.
- 1.6. Paragraph 6 applies to all ships.

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 and 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.
- 2.3. A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organisation. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.
- 2.4. All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.
- 2.5. Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

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 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:
 - 3.3.1. 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:
 - 3.3.1.1. it is clear of any possible discharges from the ship;
 - 3.3.1.2. 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;
 - 3.3.1.3. 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;
 - 3.3.1.4. 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; or
 - 3.3.2. an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), 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, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held 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.
 - 3.3.2.1. When a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and man-ropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

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.
- 4.3. The bulwark ladder shall be securely attached to the ship to prevent overturning.

5. Shiplside doors

Shiplside doors used for pilot transfer shall not open outwards.

6. Mechanical pilot hoists

Mechanical pilot hoists shall not be used.

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 and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the man-ropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);
 - 7.1.2. a lifebuoy equipped with a self-igniting light;
 - 7.1.3. a heaving line.
- 7.2. When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

8. Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks.

Reference guide

- 1 Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).
- 2 Refer to the Assembly resolution on pilot transfer arrangements, to be adopted by the Organisation.
- 3 Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.
- 4 Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290).
- 5 Refer to the recommendations by the International Organisation for Standardization, in particular publication ISO 799:2004, *Ships and marine technology – Pilot ladders*.
- 6 Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).