



Falmouth Harbour
Commissioners

PILOTAGE INFORMATION 2008



INDEX

1.	INTRODUCTION	page 3
2.	PILOTAGE SERVICES	page 4 - 5
3.	PILOTAGE DIRECTIONS	pages 6 - 7
4.	PILOTAGE CHARGES	pages 8 - 11
5.	PILOT BOAT CHARGES	page 12
6.	PILOTAGE EXEMPTION CERTIFICATES	pages 13 – 15
7.	ANNEX 1 – PILOT LADDER REQUIREMENTS	pages 16 - 20

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 hours 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

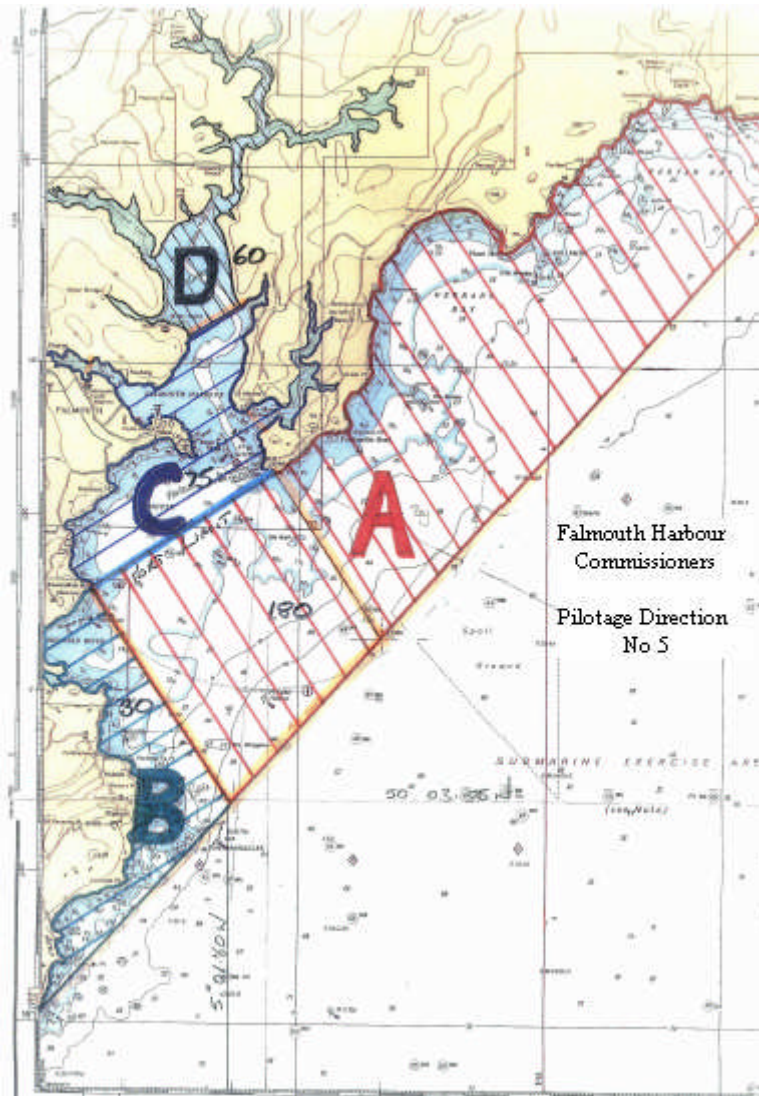
In accordance with Section 7 of the Pilotage Act 1987, The Falmouth Harbour Commissioners hereby direct that with effect from the 1st day of September 2003 pilotage will be compulsory for;

- (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 2008

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	57	81	106	132	158	181	208	232	256	284	308	333	357	383
Over 500 - 1000	63	89	114	138	165	187	214	238	264	291	315	340	363	389
Over 1000 - 1500	70	95	120	144	171	195	221	245	270	297	320	347	371	396
Over 1500 - 2000	76	100	126	149	176	203	227	251	275	302	326	352	378	402
Over 2000 - 5000	81	106	132	158	181	208	232	256	284	308	333	357	383	408
Over 5000 - 10000	89	114	138	165	187	214	238	264	291	315	340	363	389	415
Over 10000 - 15000	95	120	144	171	195	221	245	270	297	320	347	371	396	422
Over 15000 - 20000	100	126	149	176	203	227	251	275	302	326	352	378	402	428
Over 20000 - 30000	106	132	158	181	208	232	256	284	308	333	357	383	408	436
Over 30000 - 40000	114	138	165	187	214	238	264	291	315	340	363	389	415	441
Over 40000 - 50000	120	144	171	195	221	245	270	297	320	347	371	396	422	446
Over 50000 - 70000	126	149	176	203	227	251	275	302	326	352	378	402	428	451
Over 70000	132	158	181	208	232	256	284	308	333	357	383	408	436	458

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	88	123	163	198	235	273	343	384	424	470	510	549	591	630
Over 500 - 1000	96	132	170	208	245	283	352	393	435	478	519	559	603	643
Over 1000 - 1500	104	142	179	216	255	294	363	404	445	490	528	573	613	653
Over 1500 - 2000	115	150	188	226	266	302	375	414	455	498	538	581	621	664
Over 2000 - 5000	123	163	198	235	273	312	384	424	470	510	549	591	630	676
Over 5000 - 10000	132	170	208	245	283	320	393	435	478	519	559	603	643	685
Over 10000 - 15000	142	179	216	255	294	332	404	445	490	528	573	613	653	697
Over 15000 - 20000	150	188	226	266	302	342	414	455	498	538	581	621	664	705
Over 20000 - 30000	163	198	235	273	312	349	424	470	510	549	591	630	676	717
Over 30000 - 40000	170	208	245	283	320	357	435	478	519	559	603	643	685	727
Over 40000 - 50000	179	216	255	294	332	367	445	490	528	573	613	653	697	737
Over 50000 - 70000	188	226	266	302	342	378	455	498	538	581	621	664	705	747
Over 70000	198	235	273	312	349	386	470	510	549	591	630	676	717	755

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

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	116	165	214	265	315	363	415	466	515	568	617	665	718	765
Over 500 - 1000	127	175	226	275	326	378	427	477	525	580	627	677	729	778
Over 1000 - 1500	139	188	240	289	342	391	442	490	539	592	640	694	741	792
Over 1500 - 2000	150	203	252	300	352	403	453	501	552	605	652	704	753	802
Over 2000 - 5000	165	214	265	315	363	415	466	515	568	617	665	718	765	818
Over 5000 - 10000	175	226	275	326	378	427	477	525	580	627	677	729	778	830
Over 10000 - 15000	188	240	289	342	391	442	490	539	592	640	694	741	792	844
Over 15000 - 20000	203	252	300	352	403	453	501	552	605	652	704	753	802	857
Over 20000 - 30000	214	265	315	363	415	466	515	568	617	665	718	765	818	869
Over 30000 - 40000	226	275	326	378	427	477	525	580	627	677	729	778	830	879
Over 40000 - 50000	240	289	342	391	442	490	539	592	640	694	741	792	844	894
Over 50000 - 70000	252	300	352	403	453	501	552	605	652	704	753	802	857	904
Over 70000	265	315	363	415	466	515	568	617	665	718	765	818	869	916

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	144	205	267	330	392	455	520	581	643	710	770	830	897	958
Over 500 - 1000	159	218	281	346	407	472	532	596	656	726	787	845	912	971
Over 1000 - 1500	174	237	300	358	426	489	552	613	673	740	800	868	927	990
Over 1500 - 2000	188	252	315	375	441	504	566	625	691	755	816	880	941	1004
Over 2000 - 5000	205	267	330	392	455	520	581	643	710	770	830	897	958	1021
Over 5000 - 10000	218	281	346	407	472	532	596	656	726	787	845	912	971	1038
Over 10000 - 15000	237	300	358	426	489	552	613	673	740	800	868	927	990	1055
Over 15000 - 20000	252	315	375	441	504	566	625	691	755	816	880	941	1004	1071
Over 20000 - 30000	267	330	392	455	520	581	643	710	770	830	897	958	1021	1086
Over 30000 - 40000	281	346	407	472	532	596	656	726	787	845	912	971	1038	1101
Over 40000 - 50000	300	358	426	489	552	613	673	740	800	868	927	990	1055	1116
Over 50000 - 70000	315	375	441	504	566	625	691	755	816	880	941	1004	1071	1132
Over 70000	330	392	455	520	581	643	710	770	830	897	958	1021	1086	1145

Additional Charges

Services

DF Calibration

Compass Adjusting

Engine Trials

Attendance £73 per hour

Additional Charge for Dead Ship

Movements for vessels greater
than 5000GT

£73 per movement

Ferry Collection and Delivery £627

Cancellation £140

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.

PILOT BOAT CHARGES

BOARDING AND LANDING CHARGES 2007

	BOARDING OR LANDING	BOARDING AND LANDING
Up to 1000	62*	122
Over 1000 – 1500	98*	205
Over 1500 – 2000	136*	273
Over 2000 – 5000	172	300
Over 5000 – 10000	211	300
Over 10000 – 15000	300	300
Over 15000 – 20000	300	300
Over 20000 – 30000	300	300
Over 30000 – 40000	300	300
Over 40000 – 50000	300	300
Over 50000 – 70000	300	300
Over 70000	300	300

* 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	£163.98
Per person per trip with pilot on board	£56.30
Charts and hand held parcels	£11.67
Other parcels	£4.65 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.

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 £163

Renewal of a Pilotage Exemption Certificate £27

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 Organization*.</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 Organization 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 Organization 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. Shiplide doors

Shiplide 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

	<i>hoist.</i>
Guidance Notes	<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.