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# Pilot Boarding Arrangements

Pilots' embarking/disembarking to/from vessels at sea by Pilot Ladder is recognised as being a high-risk activity. Internationally, a number of Pilots have died as a result of accidents while boarding/disembarking from ships, and many more have been seriously injured.

Recent changes to New Zealand's Health and Safety legislation (Health and Safety at Work Act 2015) have put an increased emphasis on both businesses/employers on ensuring the safety of their employees. Additionally, all employees have heightened obligations to ensure that no action or inaction of theirs causes harm.

Ports of Auckland are attempting to create as safe as possible work environment for our employees.

Therefore, mariners' attention is drawn to the requirement to provide safe Pilot boarding arrangements in accordance with the following legislation/guidance:

- SOLAS Chapter V, Regulation 23- Pilot Transfer Arrangements
- IMO Resolution A.1045(27)- Pilot Transfer Arrangements
- NZ Maritime Rule 53- Pilot Transfer Arrangements. This rule brings the requirements of SOLAS Chapter V, Regulation 23 into New Zealand law.
- IMO/IMPA Required Boarding Arrangements for Pilots (as attached)

## **SOLAS Vessels:**

Particular concern is raised following a number of defect reports received by Ports of Auckland regarding general practices, maintenance and securing of Pilot Ladders to the vessel.

NZ Maritime Rule 53 states *"whenever a pilot is required to board or leave a ship by means of a pilot transfer arrangement that the pilot believes on clear grounds does not comply with the requirements of Part 53, the pilot must— (a) not attempt to use the arrangement until the deficiency has been remedied; and (b) advise the master of the ship of the deficiency; and (c) report the circumstances of each such case to the Director (of Maritime NZ) as soon as practicable."*

If the defect is not rectified, delayed Pilot boarding, and possible Port State Control inspection may result. Therefore, all vessels requiring Pilotage are required to ensure their Pilot boarding arrangements are fit for purpose.

The deficiencies as attached illustrate some common defects experienced by Pilots.

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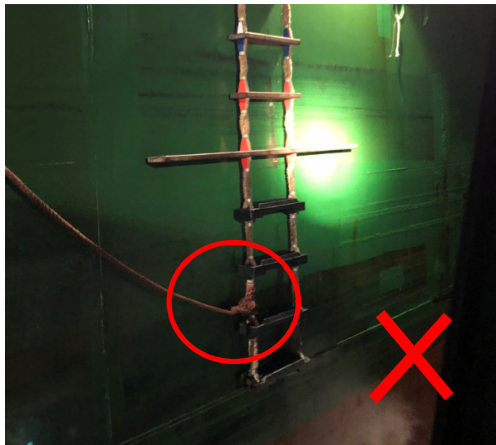
## Common Defects

1. Loop under bottom step.



Increased risk of Pilot Ladder catching on Pilot Boat. Loop under bottom step not permitted.

2. Tripping (retrieval line) line rigged below bottom spreader.



Risk of tripping line catching on Pilot Boat. Line should be rigged on or above lowest spreader (and leading forward).

3. Steps not horizontal.



4. Spreader braced against stanchion.



Spreader not designed to take weight of Pilot Ladder. Spreader is only seized to side rope so should spreader, or wedges holding it fail, the ladder will drop.

5. Step taking weight of ladder.



Step not designed to take weight of Pilot Ladder. Steps are only seized to side rope so should step, or wedges holding it fail, the ladder will drop, at least to the next step. The Pilot Ladder side ropes should be secured to a strong point (with rope of similar size/construction if Pilot Ladder is not of correct length).

6. Pilot Ladder secured to ship's rails.



Ladder to be secured to strong points.

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7. Accommodation Ladder not secured to ship's side.



Accommodation Ladder to be secured to ship's side.

**Non-SOLAS Vessels:**

**eg. Naval vessels, fishing vessels, super-yachts, small coastal vessels**

It is acknowledged that some vessels (predominantly non-SOLAS vessels such as Naval vessels, fishing vessels, super-yachts, and small coastal vessels) may not be required to comply with the requirements as prescribed in SOLAS Chapter V, Regulation 23.

NZ Maritime Rule 53 applies to “(a) any New Zealand ship that is engaged on any voyage in the course of which a pilot is required to be engaged or is likely to be engaged; and (b) any foreign ship that is within, approaching or leaving any port in New Zealand where a Pilot is required to be engaged or is likely to be engaged (abridged)”, unless alternative Pilot transfer arrangement is approved in writing by the Director of Maritime NZ.

Therefore, Ports of Auckland encourage all vessels requiring a Pilot to comply with these regulations, or as closely to them as practicable. Where vessels are not able to provide safe access for Pilots, Pilots may be required to delay embarking/disembarking until safe access can be provided, or conditions permit.

**All Vessels:**

An approved gangway is the preferred means for Pilots to embark/disembark to/from ashore. Where an approved gangway is not available, or cannot be safely rigged, Pilots are to utilise other approved means of safe access such as a brow, stern ramp or Pilot ladder. As such, Ports of Auckland encourage **all vessels** requiring a Pilot to comply with these requirements, or as closely to them as practicable. Where vessels are not able to provide safe access for Pilots, Pilots may be required to delay embarking/disembarking until safe access can be provided, or conditions permit.

Thank you for your co-operation on this matter.

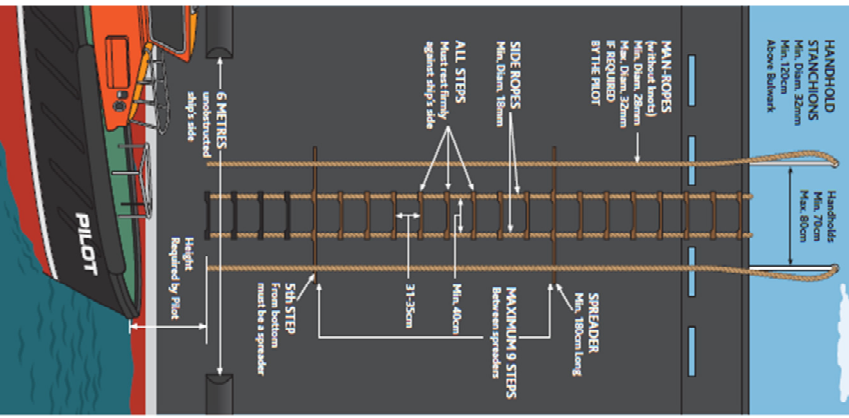
# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

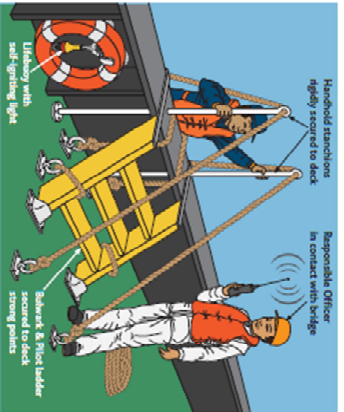
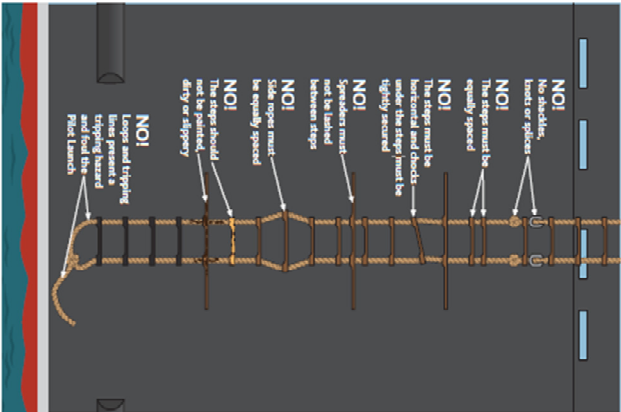
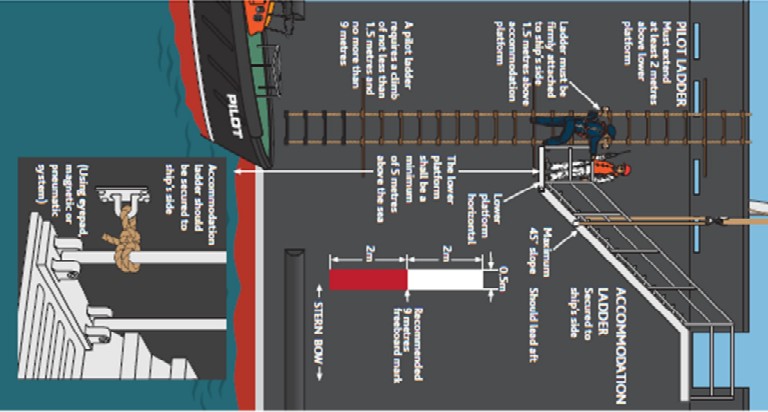
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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



## RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



## COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE



## PILOT LADDER WINCH REEL

