

# Marine Operations Pilot Ladder and Pilot Boarding Arrangements

## 1. Pilot Ladder & Pilot Boarding Arrangements

It is a requirement by Flinders Ports that “Pilot Boarding” Arrangements for all ports and other areas where Flinders Ports’ pilots and personnel may board a vessel are to be in accordance with the international regulations.

Flinders Ports must comply with all relevant Australian Federal and State Occupational Health and Safety legislation. Therefore, Flinders Ports requires pilot ladders from all vessels to be rigged in strict accordance with SOLAS and International Marine Pilots Association (refer IMO Pilot Ladder Arrangement Plan) requirements. The attention of Masters is also drawn to FPH Pilot Ladder Checklist. The ladder should be clean, properly fitted with spreaders, well clear of all discharges and outlets, and all outboard fittings which might foul the pilot launch. The distance from the waterline to the point of access must **not** exceed nine (9) meters.

In addition, the following items should also be attended to.

- Mechanical Pilot Hoists are not acceptable to Flinders Ports at all times.
- When accommodation ladders are used in conjunction with a conventional pilot ladder the accommodation ladder should be secured to the hull. The Pilot Ladder and associated manropes should be secured to the hull approximately 2 meters above the accommodation ladder platform. If this is not possible the ladder should be rigged in accordance with the attached diagram.
- Pilot ladders should rest firmly against the ships side and should not be rigged in areas where the ladder will not rest against the ships side or areas of the hull with an overhang.
- Tripping lines are not to be used.
- The pilot ladder is to be secured on the lee side 1.5 meters above the water or at such other height as requested by the pilot vessel.
- Two (2) clean manila manropes of not less than 28mm. diameter and not more than 32mm. diameter are to be securely made fast to the ship. The manropes must never be made fast to the ladder at any point and should not be longer than the ladder.
- An officer should attend the ladder, with life-saving appliances ready for immediate use. The officer must also have a Portable Radio for immediate communication with the bridge.
- When a combination ladder is to be used, and there are no appropriate lashing arrangements then Flinders Ports requires that magnetic or suction devices be utilised to ensure the gangway and ladder can be properly secured to the hull.
- When the pilot ladder cannot be secured at full length it must be secured to strong points by using a shackle passed through the pilot ladder side ropes.

If any vessel is unable to meet these requirements early advice must be given so an appropriate risk assessment can be made to allow a pilot to board or disembark the vessel safely. Failure to supply an appropriate pilot ladder may result in the pilot not being able to board the vessel with the consequent delay to the vessel.

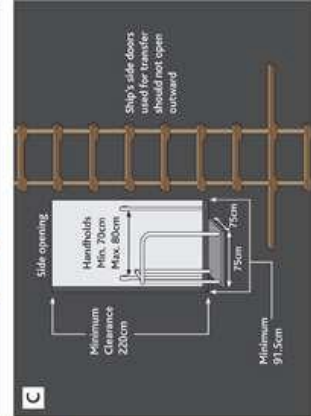
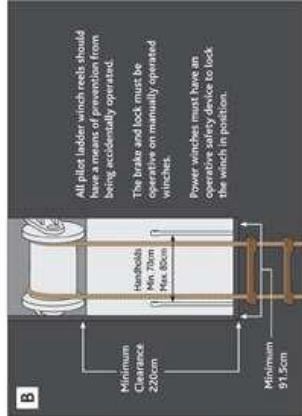
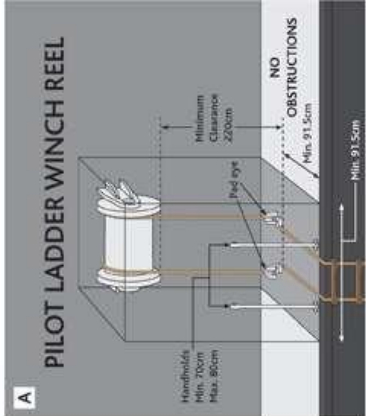
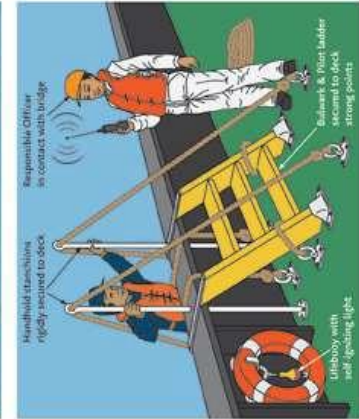
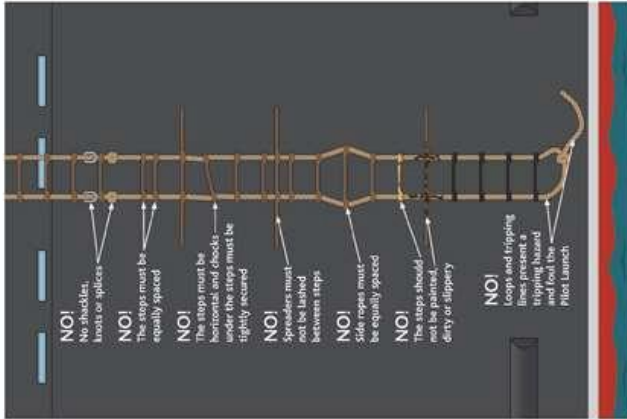
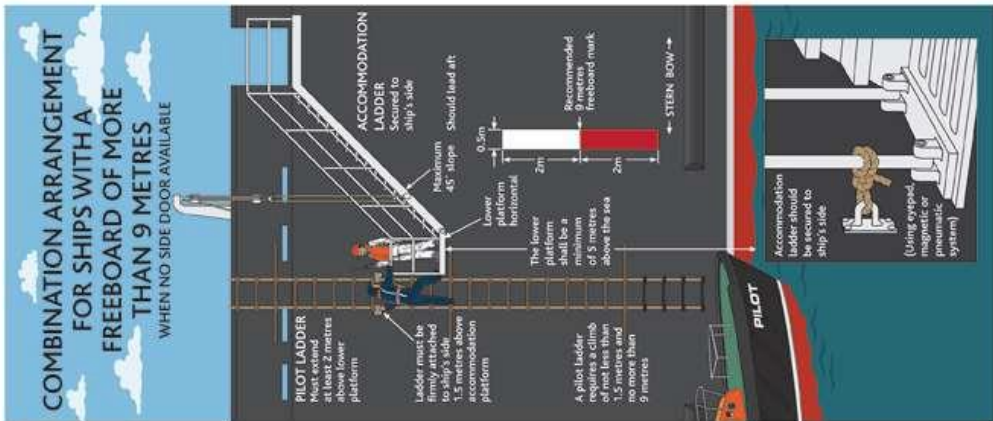
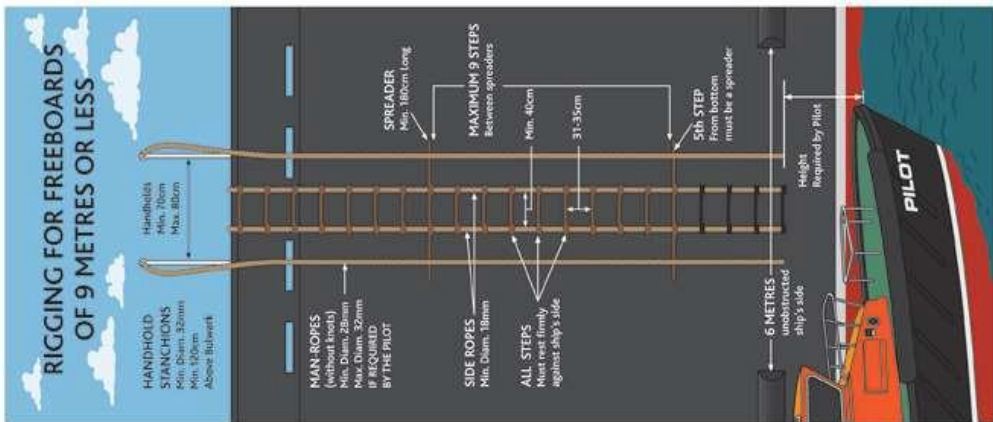
# REQUIRED BOARDING ARRANGEMENTS FOR PILOT



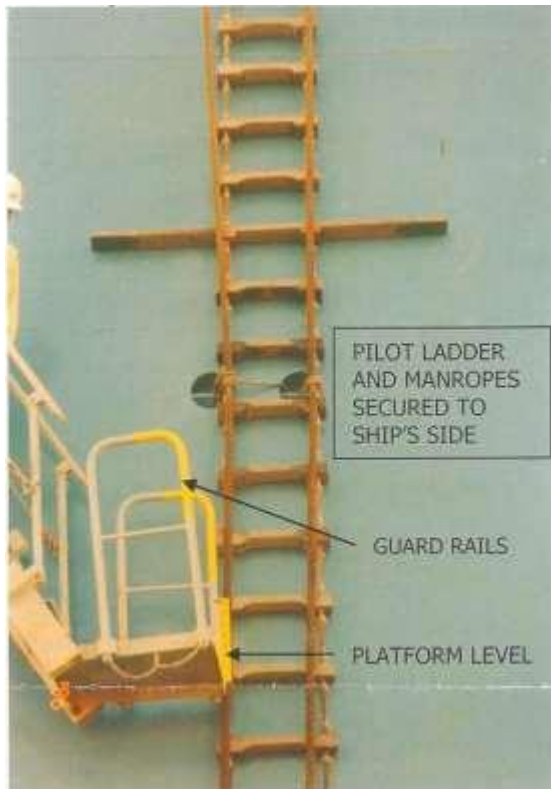
In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

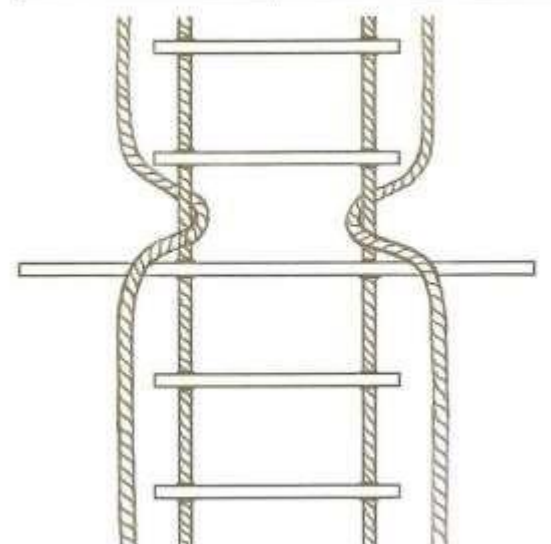
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Pilot ladder requirements for freeboard exceeding 9.0 metres (SOLAS Chapter V 23)



ALTERNATE ARRANGEMENT IF SECURING POINTS NOT PROVIDED, DECK



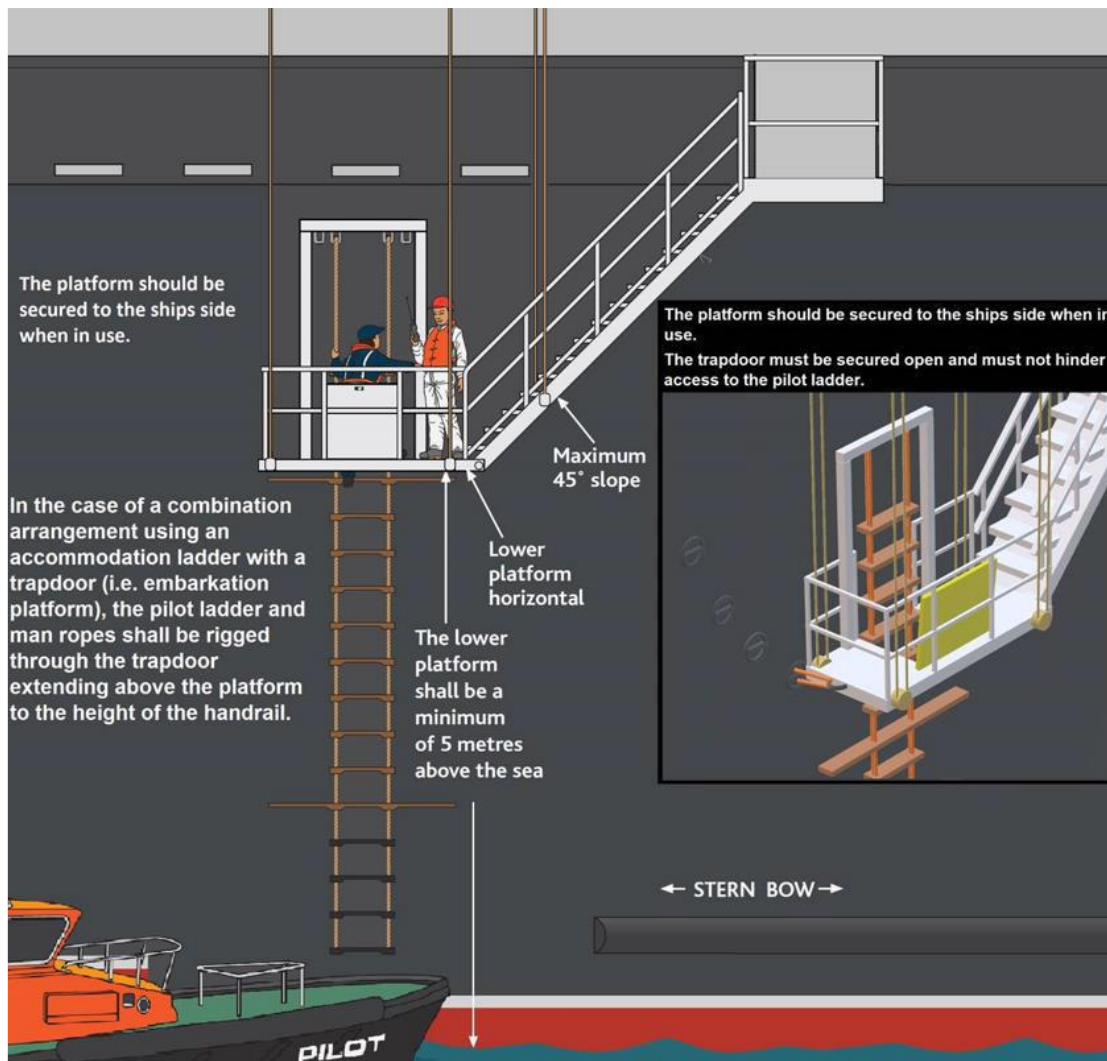
**Safety & Health Above All Else**



Rigging of Combination and Trap Door Ladders

1 or 2 Magnets for the pilot ladder. (Magnets can be tripped from deck as shown)

Manropes tucked in 1.5 metres above platform. NEVER attach ladder to gangway.



**Safety & Health Above All Else**