

Title: Pilot transfer arrangements

Reference: IMO Resolution A.1045 (27) – Pilot transfer arrangements
AMSA Marine Notice 03/2022

Port: All Tasmanian Ports

Description:

Pilot transfer arrangements are an obligation under the provisions of regulation V/23 of the *International Convention for the Safety of Life at Sea (SOLAS), 1974* as amended. These minimum standards are detailed in IMO Standards:

- IMO Resolution A.1045 (27) –Pilot transfer arrangements.
[https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.1045\(27\)](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.1045(27))

Australia implements these obligations through *Marine Order 21 (Safety and emergency arrangement) 2016* (MO21).

Australian Waters

The Australian Maritime Safety Authority (AMSA) has published **Marine Notice 03/2022** (www.amsa.gov.au) which reminds shipowners, operators, masters, crews, recognised organisations, marine pilots and pilotage providers of the obligation to provide safe pilot transfer arrangements to international Standards.

This AMSA Marine Notice states:

“Where a marine pilot suspects that the pilot transfer arrangement provided is unsafe, they should refuse to use the arrangement until it is made safe by the master and crew and report the circumstances to AMSA.”

TasPorts Marine Pilots continue to experience vessel’s presenting deficient or defective Pilot Transfer Arrangements. Instances have included:

- ladder side ropes that have parted whilst the pilot has been climbing the ladder;
- ladder steps that are not horizontal due to uneven stretch of side ropes and loose or displaced chocks;
- slippage of mechanical clamping devices on side ropes;
- retrieval lines rigged in a manner that interferes with the ladder arrangement and is inconsistent with requirements.

Issued By	Harbour Master - Tasmania	Date of Issue	21/10/2022	Valid Until	Cancelled	Page 1 of 2
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Substandard Pilot Ladder arrangements pose a safety risk to Marine Pilots. TasPorts is fully supportive of Pilots rejecting pilot ladders arrangements on the basis of non-compliance with international mandatory requirements (as highlighted above).

TasPorts Pilot Ladder Checklist

The safe embarkation and disembarkation of Pilots to vessels forms an underlying criterion for acceptance of the vessel into Tasmanian Pilotage areas.

As an enhancement to the preparation and presentation of a Pilot Ladder for safe access for Pilot embarkation and disembarkation, approximately 2 years ago TasPorts introduced a '**Pilot Ladder Checklist**' (refer attachment 1). The checklist is to be completed by the vessel master and submitted to TasPorts as part of the vessel approval process. Vessels unable or unwilling to comply with these requirements will not receive pilotage services.

The currency of the TasPorts Pilot Ladder Checklist is to be in the timeframe immediately prior to the vessel arrival at a Tasmanian port (at least 72hrs prior to vessel arrival). Checklists must be signed and dated by the vessels master. Checklists that have been dated well prior to the vessels arrival will be rejected for a more current and contemporary assessment of the Pilot embarkation / disembarkation arrangements. Vessel acceptance will not be finalised until a recent Pilot Ladder Checklist has been submitted and accepted to the satisfaction of TasPorts Pilot assessment.

TasPorts Pilot Ladder Checklists can be found on the TasPorts Website at <https://www.tasports.com.au/volumes/documents/VTS/IF-P1-Pilot-Ladder-Checklist-Online-Form.PDF> and are to be submitted via the TasPorts PortMate portal or where the vessels representative does not have access to PortMate, directly via email to TasPorts VTS VTS@tasports.com.au.

- **Compliance to the requirements as highlighted in this Harbour Master Instruction is mandatory to ensure the safe transfer of Pilots.**
- **Compliance will also minimize scheduling disruption to vessel movements within our Port areas, that may result from rejected transfer arrangements.**
- **Vessel agents are asked to remind vessel masters prior to each arrival at a Tasmanian Port Pilotage of these obligations.**
- **These requirements will also be included in TasPorts *Ports Procedure Manual* under newly added section 2.3.2 Pilot Transfer Arrangements.**



Captain Wendy Doran
Harbour Master - Tasmania

Issued By	Harbour Master - Tasmania	Date of Issue	21/10/2022	Valid Until	Cancelled	Page 2 of 2
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Pilot Ladder Checklist

Vessel Name: _____

Date of Pilot Transfer: _____

To the Master of the Vessel,

TasPorts require you and your crew to fully cooperate with our pilot launch crew to ensure the safe transfer of Pilots to and from your vessel.

You are responsible to ensure that the pilot ladder has been stored and maintained in good condition and that it is regularly inspected and certified by the manufacturer of the ladder that it complies with the requirements of SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045 (27).

TasPorts supports all members of the pilot launch crew who decide not to transfer due to an unsafe ladder arrangement.

Please note that any failure from you to provide a fully compliant pilot transfer arrangement will result in your vessel being rejected for pilot boarding, and additional charges may be levied to your vessel.

The Master of the Vessel is to ensure this Pilot Ladder Checklist has been completed and emailed to TasPorts VTS along with the Vessel Movement Advice (VMA) at least 72-hours prior to the planned pilot transfer taking place.

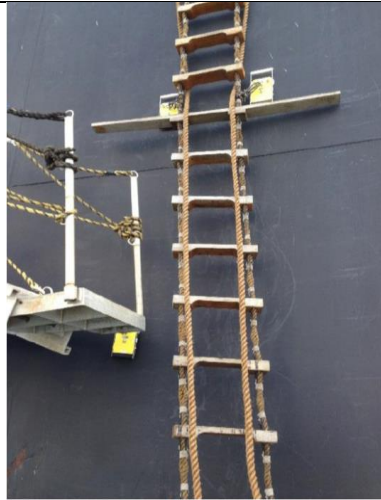
Item	Checks to be performed	Yes	No
1)	Have all pilot ladders been kept clean, properly maintained, stowed and inspected at least 72 hours prior to arrival at the port to ensure that they are safe to use?	<input type="checkbox"/>	<input type="checkbox"/>
2)	Are "Certificates of Conformity" and "Inspection Certificates" for Pilot ladders maintained on-board the vessel??	<input type="checkbox"/>	<input type="checkbox"/>
3)	Are manufacturer's plates clearly visible with matching certification for each ladder?	<input type="checkbox"/>	<input type="checkbox"/>
4)	Are all pilot ladders only used for the embarkation and disembarkation of personnel?	<input type="checkbox"/>	<input type="checkbox"/>
5)	Is there a copy of International Maritime Pilots Association "required boarding arrangements for pilots" poster displayed on board?	<input type="checkbox"/>	<input type="checkbox"/>
6)	Will the supervision of the rigging of the pilot ladder and of the pilot transfer arrangements be conducted by a responsible officer who has means of communication with the navigation bridge?	<input type="checkbox"/>	<input type="checkbox"/>

7)	Will the vessel provide a person to escort the pilot by a safe route to and from the navigation bridge?	<input type="checkbox"/>	<input type="checkbox"/>
8)	Will the pilot ladder and any operating mechanical equipment be tested prior to use?	<input type="checkbox"/>	<input type="checkbox"/>
9)	Are there at least two people (including one Officer) on the ship, near the pilot boarding area to assist pilot's embarkation / disembarkation?	<input type="checkbox"/>	<input type="checkbox"/>
10)	Are the ropes, heaving lines, splices and thimbles in good condition?	<input type="checkbox"/>	<input type="checkbox"/>
11)	Are the steps, spreaders and chocks in good condition and free of any coatings?	<input type="checkbox"/>	<input type="checkbox"/>
12)	Is the pilot ladder properly secured to the deck of ship?	<input type="checkbox"/>	<input type="checkbox"/>
13)	Is the deck area where the pilot disembarks clean and free of obstructions?	<input type="checkbox"/>	<input type="checkbox"/>
14)	Are the heaving line(s) in good condition and suitable for their intended use?	<input type="checkbox"/>	<input type="checkbox"/>
15)	Are man ropes of at least 28mm and no more than 32mm in diameter and securely rigged?	<input type="checkbox"/>	<input type="checkbox"/>
16)	Is each pilot ladder less than 30 months old, or have they undergone the strength test as outlined in ISO 799-2019 with relevant certification?	<input type="checkbox"/>	<input type="checkbox"/>
17)	Is the pilot ladder tied to a strongpoint on the ship, resting on the parallel body of the ship and are the steps horizontal?	<input type="checkbox"/>	<input type="checkbox"/>
18)	Is there an additional back-up pilot ladder available on board the vessel? (this is not a current requirement but is considered best practice)	<input type="checkbox"/>	<input type="checkbox"/>
19)	Is the vessel capable and well-rehearsed in retrieving a man overboard?	<input type="checkbox"/>	<input type="checkbox"/>
20)	Is there a lifebuoy and self-igniting light available at the pilot boarding area?	<input type="checkbox"/>	<input type="checkbox"/>
21)	Is the boarding area adequately lit for pilot transfers at night?	<input type="checkbox"/>	<input type="checkbox"/>

Vessel Master's Name: **Date :**

Vessel Master's Signature:

Rigging Requirements for Combination Pilot Ladders



Magnets must be 1.5 meters above combination ladder platform



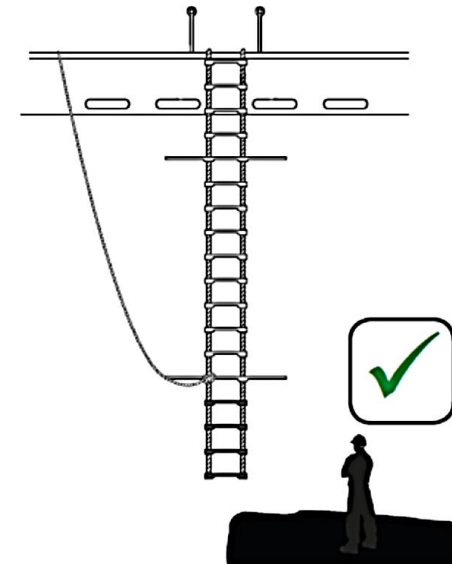
Manropes are to be tucked in line with the magnet/suction pad



1 magnet for accomation ladder

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AFT



The retrieval line is to be fastened above the last spreader step and is to lead forward without hindering or obstructing the pilot or pilot launch

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>

