



MARINE
Safety Forum

All Members Meeting 16th November
Beach Ballroom, Aberdeen

Introduction



Kevin Vallance MNM

Regulations and Resolutions

Regulation

- The Safety of Life at Sea (SOLAS) Convention is a cornerstone of maritime safety, setting out essential regulations and standards to ensure the safety of ships and their crews.
- SOLAS V Regulation 23 Pilot Transfer Arrangements

Observance of SOLAS is a mandatory requirement

Resolutions

- IMO Resolution A 1045
- IMO Resolution A 1108

ISO 799 Ships and marine technology- Pilot ladders

- Part 1: Design and specification
- Part 2: Maintenance, use, survey and inspection
- Part 3: Attachments and associated equipment

Rules or Guidelines?

Although Resolution A 1045 and ISO 799 are both included within the footnotes of SOLAS V Regulation 23, unfortunately many flag states, classification societies and ship operators consider their content to be 'advisory'.

However, to prevent safety being compromised it is strongly suggested that the content of both should be fully complied with.



IMPA Poster

REQUIRED BOARDING ARRANGEMENTS FOR PILOT



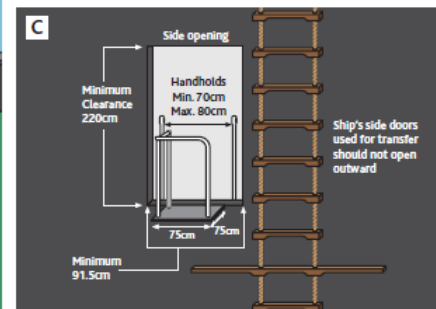
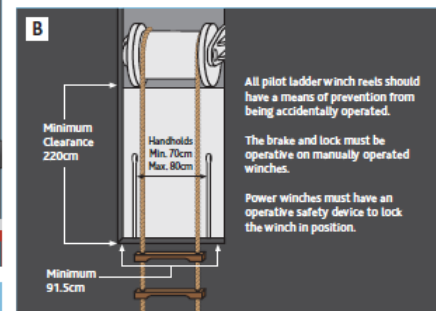
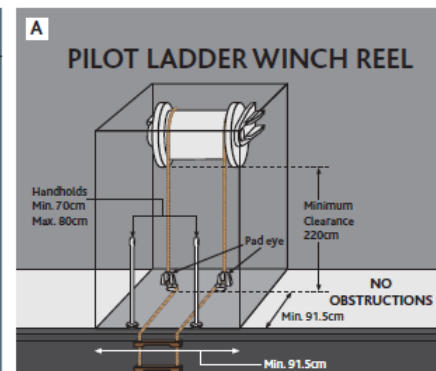
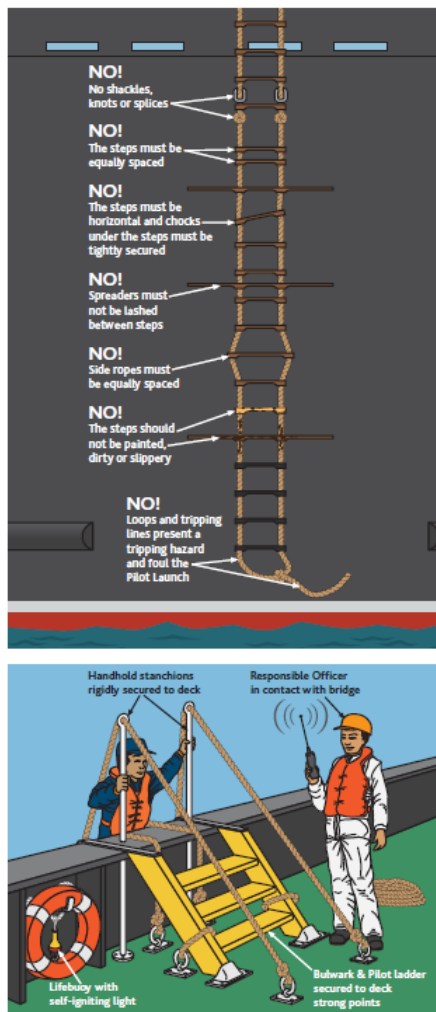
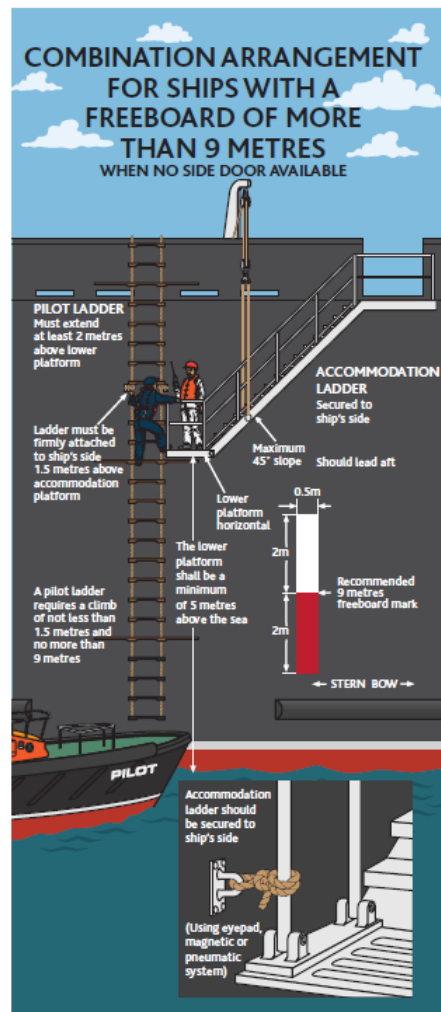
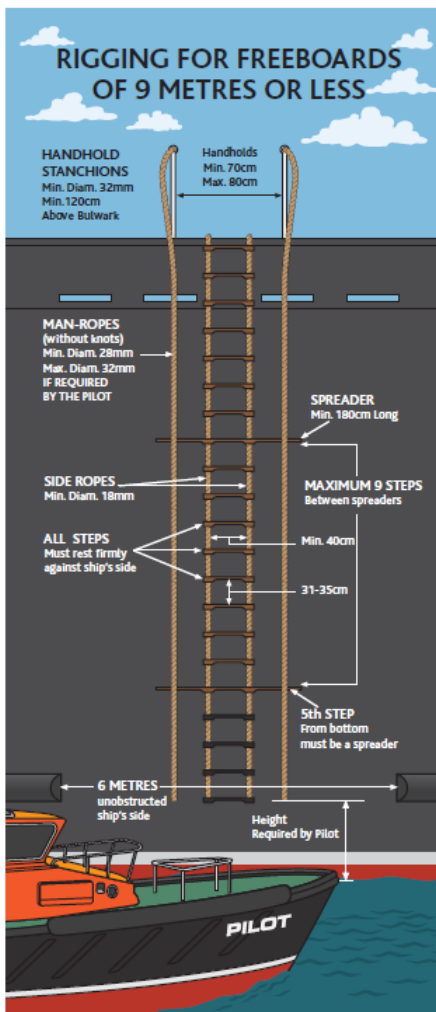
INTERNATIONAL MARITIME ORGANIZATION

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>



IMPA Safety Surveys

Percentage of Non-Compliance by Regions	2018	2019	2020	2021	2022
Africa	19	28	11	22	31
Asia Oceania	15	13	10	18	18
Europe	14	16	20	18	19
Middle East	10	50	58	71	53
North America	20	17	19	25	23
South America	8	7	7	6	7
Total	16	13	13	12	17

Retrieval Lines

IMO Resolution A 1045

- 2.1.5 When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat.

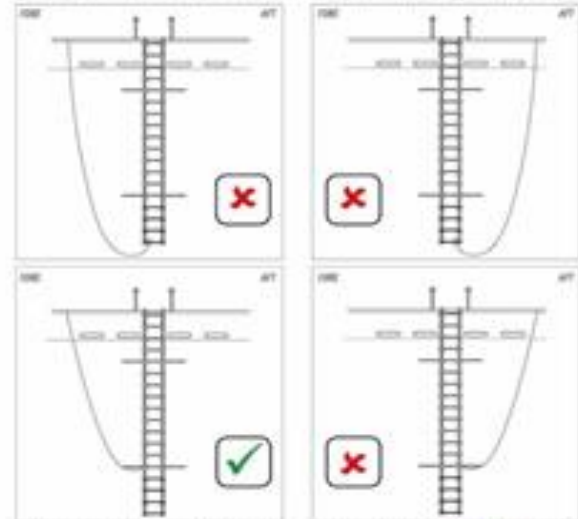


Witherby Guidance Note

Retrievol lines (sometimes called 'kicking lines') are often used to lift the pilot ladder. These lines are potentially dangerous, they may lead the pilot astray or be a hazard to the pilot's feet.

IMO Resolution A.1092(27) 2.1.8

When a retrieval line is used to assist in the lifting of a pilot ladder, it should be secured so above the first spreader bar and should not be used. The retrieval line should not be used for the approach of the pilot boat.



For further information on all aspects of Pilot Transfer Arrangements consult the Witherby Publishing Group Book Pilot Ladder Manual.



Witherby Publishing Group
 2000 The Waterfront
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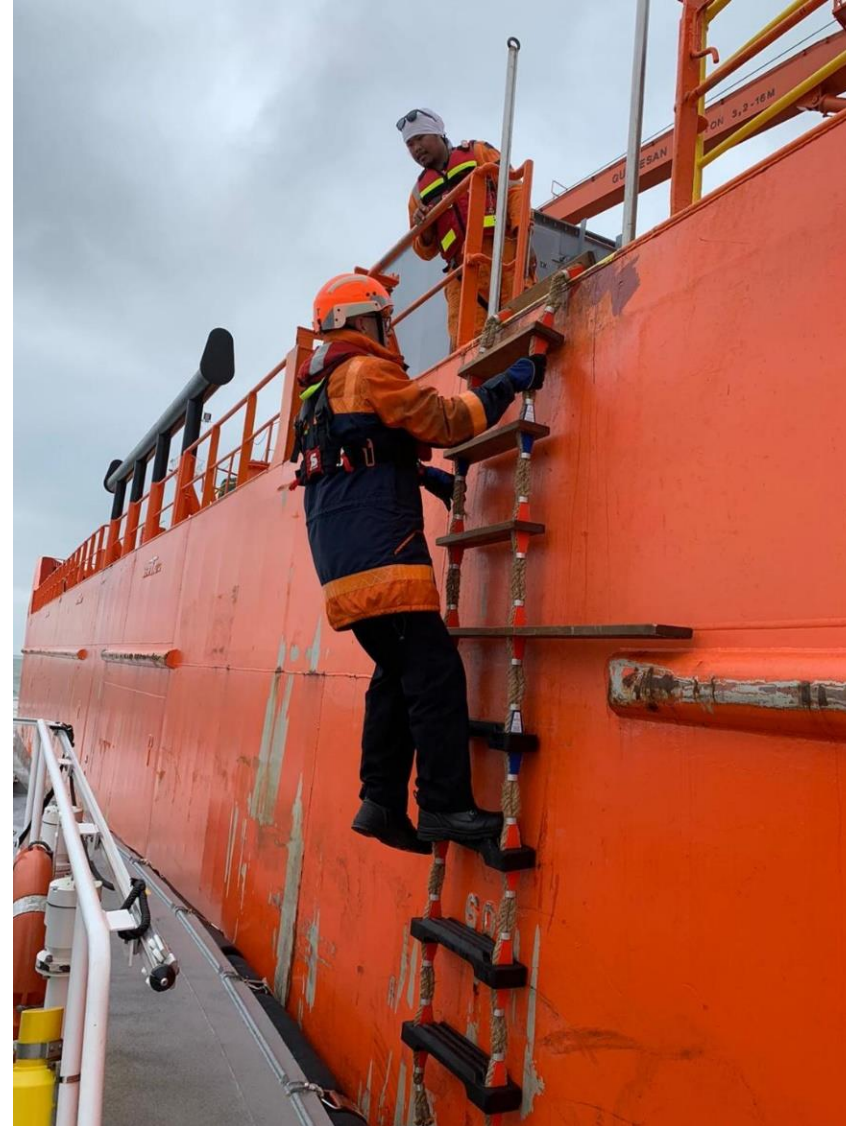


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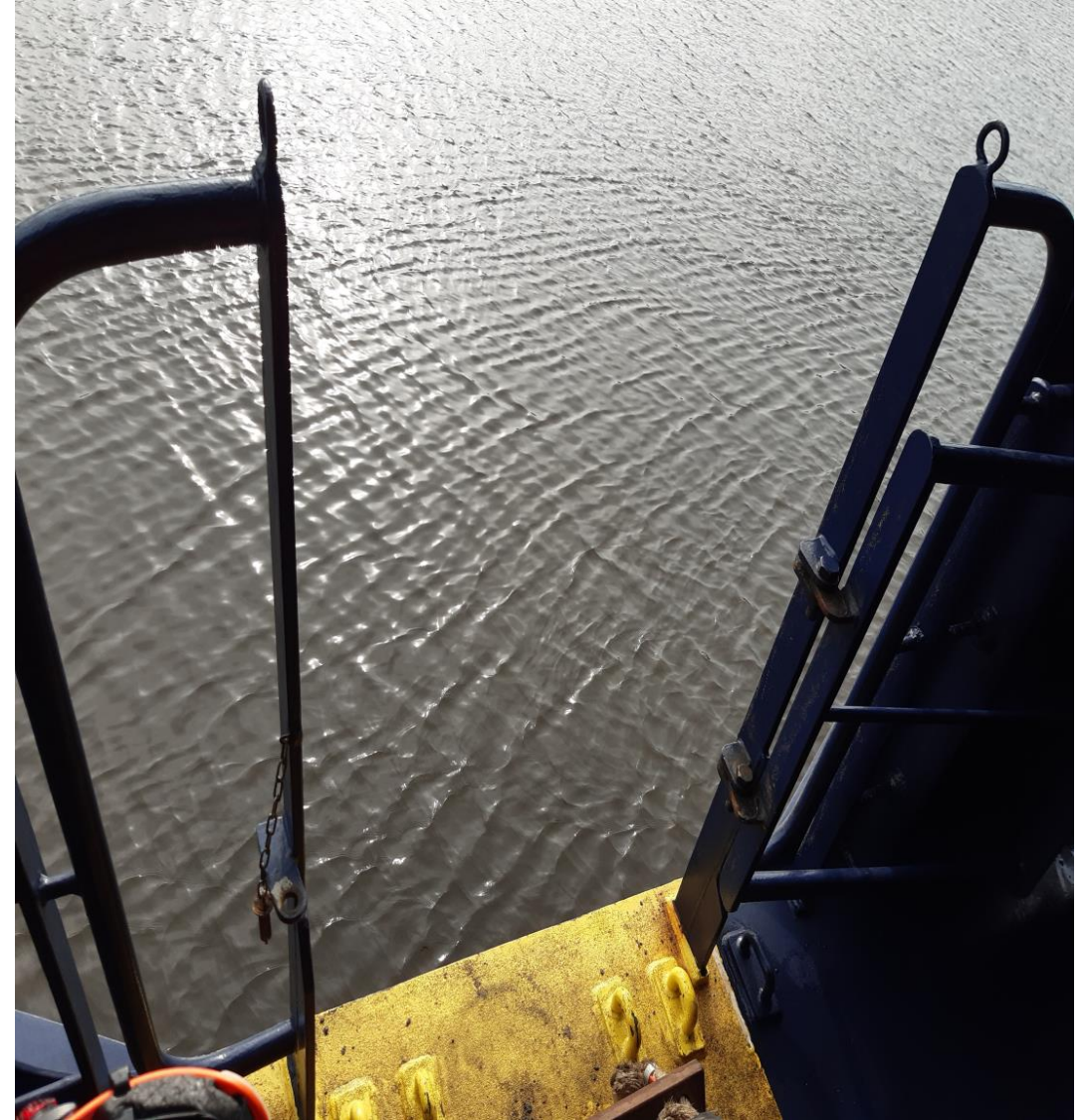
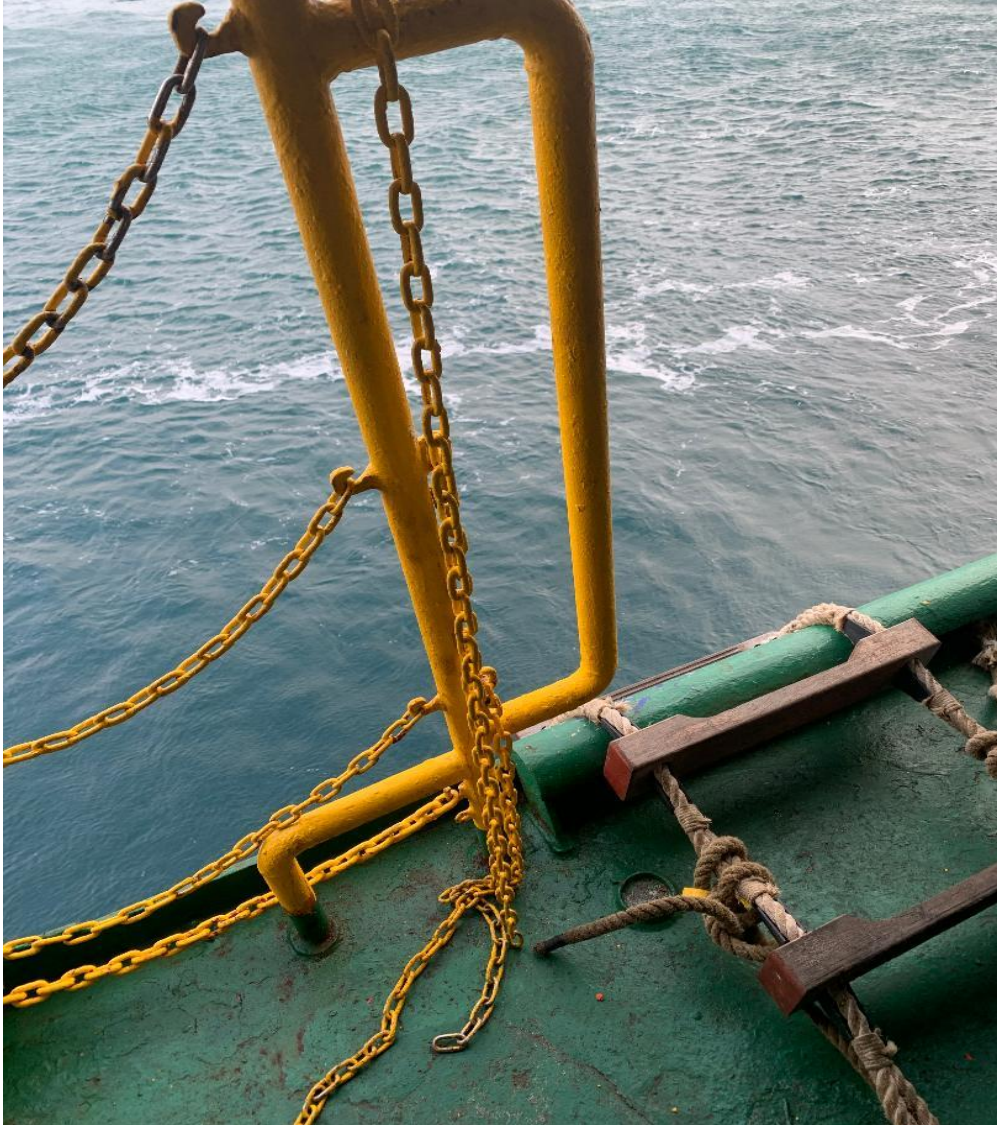
Stanchions/handholds

Adequate handholds should be provided at the point of embarking or disembarking from the ship on each side which should be not less than 0.7m or more than 0.8m apart. Each handhold should be rigidly secured to the ship's structure at or near its base and also at a higher point, not less than 32 mm in diameter and extend not less than 1.2 m above the top of the bulwarks.

Compliant stanchions ?



Non-compliant stanchions



Grip

Currently recommendation is for diameter not less than 32 mm, it is suggested that the maximum diameter should be not more than 36 mm.



Securing

- IMO Resolution A 1045
- 2.2.1 The securing points, shackles and securing ropes should be at least as strong as the side ropes specified in section 2.2 below
- 2.2 The side ropes of the pilot ladder should consist of two uncovered ropes not less than 18 mm in diameter on each side and should be continuous, with no joints and have a breaking strength of at least 24 Kilo Newtons per side rope

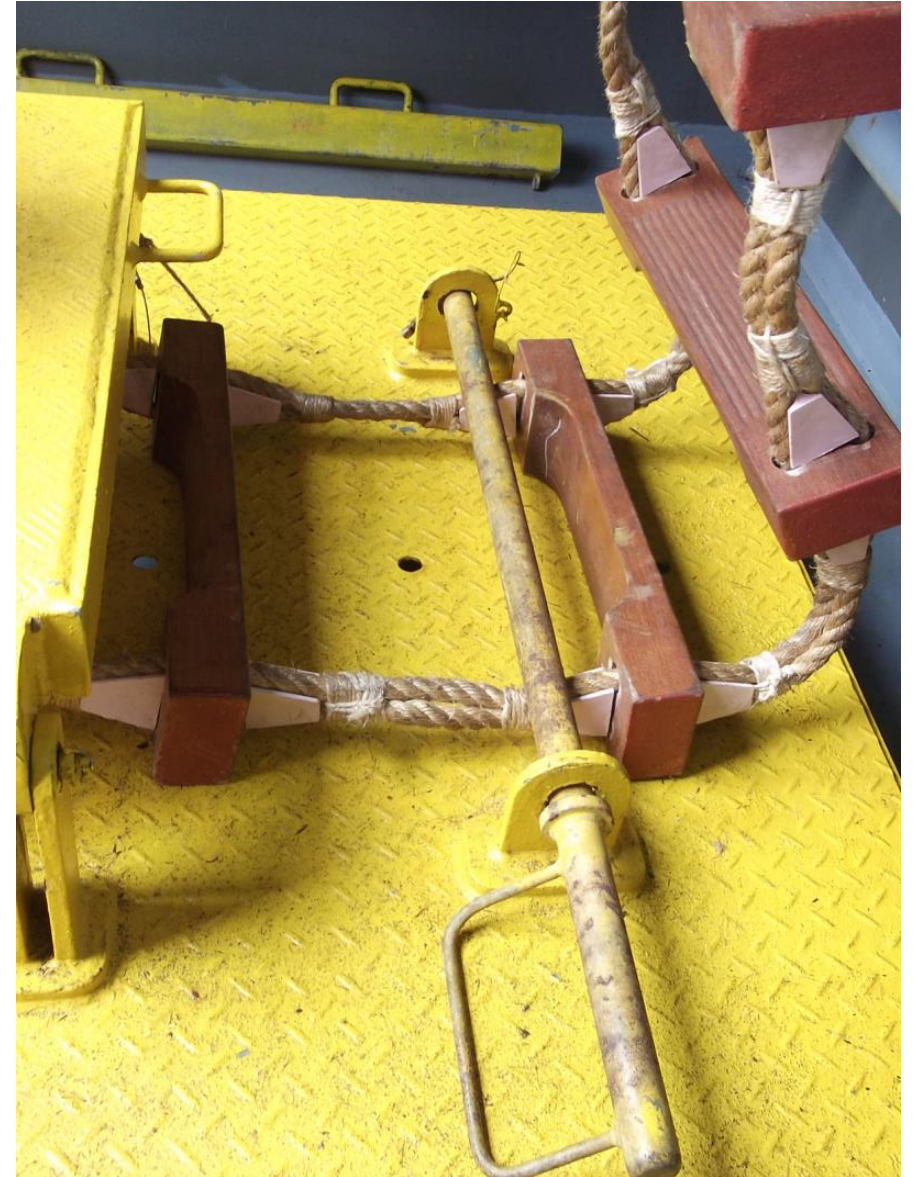


Securing at Intermediate Lengths

Where the pilot ladder is deployed at less than its full extent, alternative means of securing it in position must be employed.



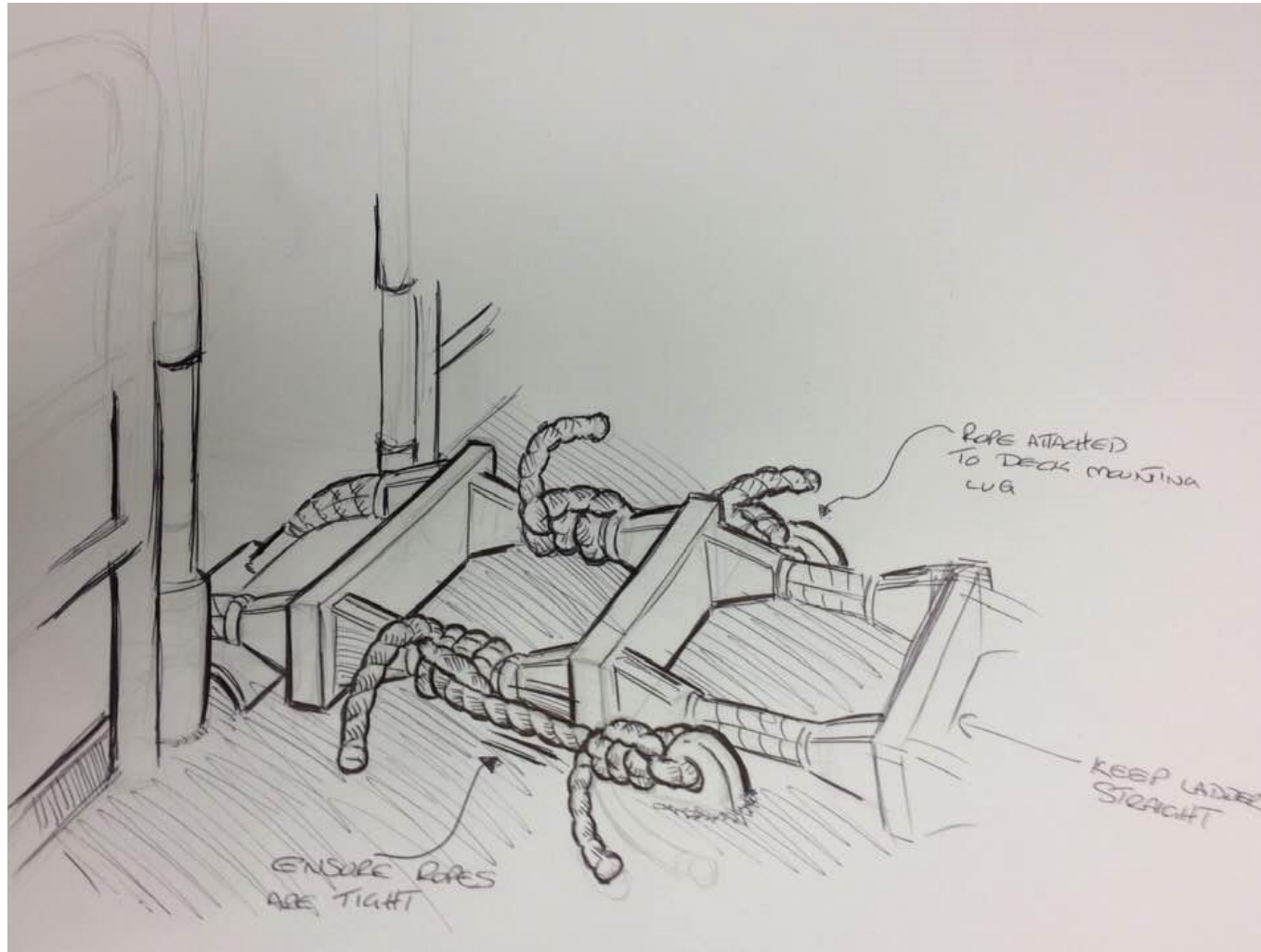
Non-compliant securing



Non-compliant securing (2)



IMPA recommended intermediate securing method



MAIB Annual Report 2022

- The MAIB canvassed 105 UK Competent Harbour Authorities for their 2022 pilot transfer statistics.
- This revealed that almost 700 marine pilots conducted over 96,000 transfers underway using a pilot ladder, during which there were over 400 incidents or accidents.
- Just over half of these were reported to the MAIB, the most serious of which resulted in the pilot suffering a fractured ankle when they lost their grip on the handhold stanchion and fell 3 metres onto the pilot boat. The preliminary assessment found that the vessel's handhold stanchions were not fit for purpose, as their design prevented the pilot gaining a firm grasp as they reached the top of the ladder.
- This analysis indicates that 99.6% of pilot transfers while underway were completed safely and without incident or accident during 2022.

The Way Forward

- Revised ISO 799 (2019)
- Development of co-ordinated reporting systems (Apps)
- Review and revision of IMPA Poster
- SOLAS V Regulation 23 and IMO Resolution A 1045 to be reviewed and revised
- More emphasis of how Pilot Transfer Arrangements need to be incorporated into safety management systems, including ISM Code, ISO 9001 and ISO 45001
- Revised Witherby publication, 'The Pilot Ladder Manual.'