



**Maritec Tanker Management Pvt Ltd**  
Lotus Corporate Park, G wing – 501, 5<sup>th</sup> Floor,  
Graham Firth Compound,  
Goregaon (E) Mumbai – 400063.  
Email: [qhse@maritectankers.com](mailto:qhse@maritectankers.com)

## **SAFETY CIRCULAR**

**05<sup>th</sup> Feb 2019**

TO: FLEET

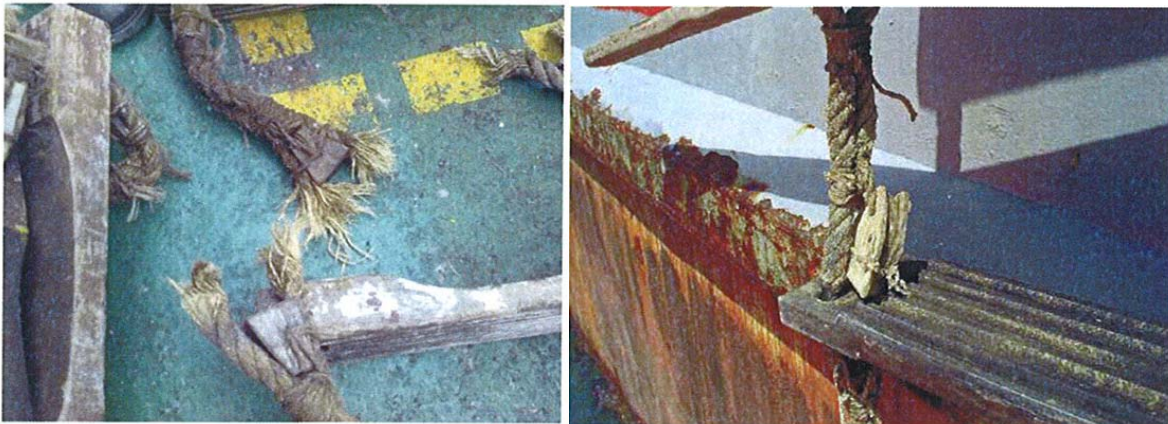
**SUBJECT: PILOT TRANSFER and PILOT LADDERS**

Dear Masters,

During my visit on board of one of our vessels I observed serious damage of the vessel pilot ladders as well boarding stanchions deformed.

There are specific defined guidelines for rigging of the pilot ladders where off  
In particular to be taken care of:

- Distances and height of the stanchions
- Ladder condition (steps and ropes)
- Proper rigging of pilot ladder



Please find here two pictures of an example of pilot ladder breakdown.

## Replacement Criteria

Any damage to or degradation of a natural fibre rope ladder should be evaluated by an appropriately experienced crewmember. If deemed necessary, or if any doubt exists, the ladder should be removed from service and repaired or replaced. Factors which may result in such action may include:

- Fraying, abrasion, cuts or signs of excessive wear
- Deterioration (particularly if long fibres pulled from the rope lack strength and break easily)
- Damage caused by chemicals, detergent or paint
- Powdering between strands
- Discoloration (other than being stains)
- Rot or mildew
- Variations in diameter size
- Exposure to overloading or shock loads
- Kinks which are difficult to remove

It is also important to remember that new requirements regarding the construction identification, inspection and repair of pilot ladders entered into force on 1<sup>st</sup> July 2012. SOLAS chapter V, Safety of Navigation, Regulation 23, Pilot Transfer Arrangements states that:

*A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the organization. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.*

*All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.*

Shackles should be replaced if wear or corrosion has reduced the diameter of the crown or pin by more than 10%.

Pad eyes found to be worn beyond Classification Society limits should be renewed. Any cracked welds should be ground out and repaired by a suitably qualified welder and subjected to Non-Destructive Testing (NDT) thereafter.



## CHECKLIST FOR PILOT TRANSFER ARRANGEMENT

Vessel		Date	
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<b>Is Vessels pilot transfer arrangement complying with below NEW requirements enforced on 01<sup>st</sup> July 2012</b>	
<input type="checkbox"/>	The pilot ladder is <b>certified</b> by the manufacturer
<input type="checkbox"/>	The pilot ladder is clearly <b>identified with tags</b> so as to enable identification of each appliance
<input type="checkbox"/>	A <b>record</b> is kept on the ship as to the date the date the identified ladder is placed into service and any <b>repairs affected</b>  <b>No pilot ladder should have more than 2 replacement steps</b>
<input type="checkbox"/>	If the distance <b>from the sea level to the point of access</b> to, or egress from, the <b>ship exceeds 9 m</b> , and intended to embark and disembark pilots by mean of the accommodation ladder, the ship carried <b>this equipment on each side</b> unless the equipment is capable of being transferred for use on either side.
<input type="checkbox"/>	<b>Unobstructed passage between the head of the pilot ladder and the ships deck</b>
<input type="checkbox"/>	<b>No use of mechanical pilot hoists</b>
<input type="checkbox"/>	Pilot ladder with <b>more than 5 steps should have spreader steps</b>
<input type="checkbox"/>	<b>Steps</b> of the pilot ladder should <b>not be less than 400 mm between the side ropes, 115 mm wide and 25 mm in depth</b> , they should be equally <b>spaced not less than 310 mm or more than 350 mm apart</b> and secured in such way that each will remain horizontal; steps are to be made of hardwood free on knots (4 lowest steps may be of rubber)
<input type="checkbox"/>	<b>Length of the accommodation ladder</b> should be sufficient to ensure that its <b>angle of slope does not exceed 45°</b> .
<b>Is following equipment kept at hand and available on board for immediate use when persons are being transferred?</b>	
<input type="checkbox"/>	<b>Two man-ropes of not less than 28mm and not more than 32mm in diameter</b> secured to the ship man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for
<input type="checkbox"/>	<b>Lifebuoy with self-lighting light</b>
<input type="checkbox"/>	<b>Heavy line</b>
<input type="checkbox"/>	Adequate <b>lightening to illuminate</b> the transfer arrangements

\_\_\_\_\_  
Name Master

\_\_\_\_\_  
Signature

IMO REQUIRED BOARDING ARRANGEMENT FOR PILOTS is available as a poster and is enclosed.

Each vessel has to check if these requirements are followed.

These requirements to be posted near the boarding stations. Each vessel will receive two posters.

In attachment is also the pilot boarding checklist which was send to the vessels middle last year. You can check if all requirements are fulfilled, and if not to inform office for necessary actions.

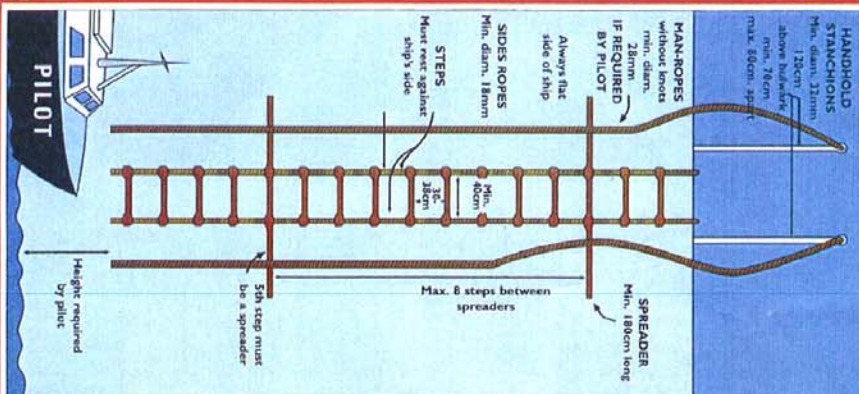
Best regards

**QHSE**  
**Maritec Tanker Management Pvt Ltd**

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

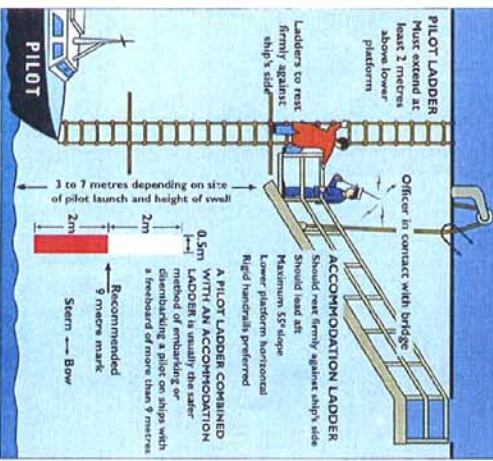
In accordance with I.M.O. requirements and I.M.P.A. recommendations

## RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

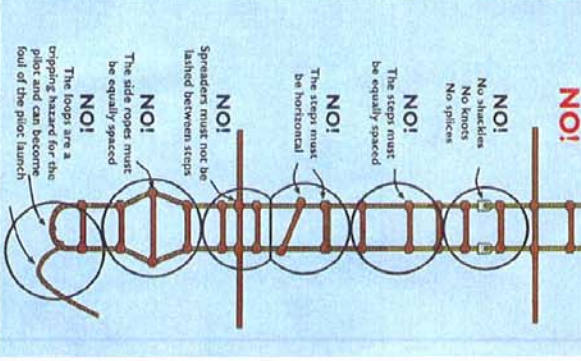
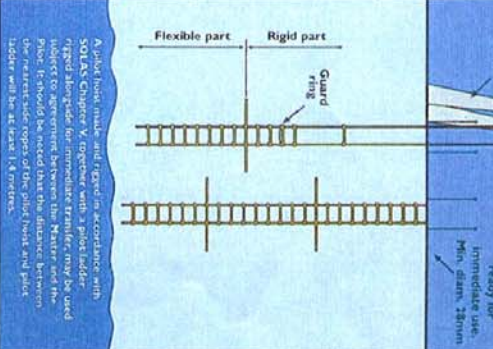


## SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

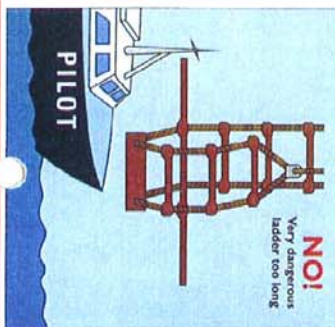
When no side door available



## MECHANICAL PILOT HOIST



**NO!**



**NO!**

