

Associated British Ports South Wales

NOTICE TO MARINERS

NO 39 OF 2017

PILOT BOARDING ARRANGEMENT CHECKS

This notice is issued as a timely reminder of requirements for pilot boarding activities, with particular reference to the July 2017 revision of the 'Code of Practice for The Embarkation and Disembarkation of Pilots', also following a recent fatality during a pilot transfer - Ref. MAIB Report No.21 2017 (Sumni and Patrol).

The incident referenced involved a pilot transfer where the pilot boat and vessel deck had similar freeboards.

In such instances, particular consideration should be given to the following points, (from section 7 of the Code of Practice):-

1. The lack of suitable handholds or stanchions at deck level.
2. The time taken to affect the transfer, particularly in adverse weather.
3. The decks may be awash.
4. Vessel fendering.
5. Interaction between the pilot boat and the ship.
6. The physical capability of the pilot.

For those vessel owners/operators and vessel Masters that facilitate pilot transfers where any of the above considerations are applicable, or where any other vessel design feature affects pilot boarding, please take time to review pilot boarding arrangements.

Note that any pilot boarding arrangements must be in compliance with SOLAS Regulations V/23, also IMO Resolution A1045(27).

One of the requirements from these regulations, is for a responsible officer, (with direct communication with the vessel Bridge), to oversee the pilot transfer. This is particularly important when the pilot boarding position is not visible from the Bridge. Bridge manning levels will therefore need to be sufficient to accommodate this requirement.

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