

## NOTICE TO MARINERS      18 of 2017

### **PILOT TRANSFER ARRANGEMENTS AND MEANS OF ACCESS**

A number of incidents have occurred recently where pilot transfer arrangements have not been to the required standard resulting in the vessel being sent to anchor - subsequently causing delays due to the pilot being unable to board.

With immediate effect master of any vessel subject to compulsory pilotage are required to ensure their vessels comply with a safe means of access for pilots boarding or landing within the Port of London Authority's jurisdiction in accordance with the IMO Convention for Safety of Life at Sea (SOLAS Chapter V, Regulation 23).

***PLA General Direction No. 40 (COMPLIANCE WITH PILOT LADDER REQUIREMENTS)***

*The master of any vessel subject to compulsory pilotage or which requests the service of an authorised pilot in the Thames must ensure that as and when required the pilot ladder is rigged and manned in accordance with both SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27).*

Further information can be found in IMO Resolution A.1045 and the Shipping Industry Guidance on Pilot Transfer Arrangements.

**IMO Resolution A.1045**

[http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Documents/A%20-%20Assembly/1045\(27\).pdf](http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Documents/A%20-%20Assembly/1045(27).pdf)

**Shipping Industry Guidance**

<http://www.ics-shipping.org/docs/default-source/resources/safety-security-and-operations/shipping-industry-guidance-on-pilot-transfer-arrangements.pdf>

Pilots have the right to refuse boarding a vessel which has rigged a non-conforming pilot transfer arrangement and retain the right to report the defect to port state control authorities. This can lead to serious delays and in some cases a full port state control inspection which would lead to financial penalties. Any pilot refusing to board a vessel for such reasons will have the full support and backing from the Port of London Authority.

Vessel masters should also ensure that a safe and compliant means of safe access is rigged in accordance with Chapter 22 of the Code of Safe Working Practices for Merchant Seafarers 2015. Any gangway or accommodation ladder not rigged correctly can result in delay with pilots declining to board.

The Port of London Authority will fully support all pilots who decline to board vessels which will subsequently be asked to anchor in the nearest safe anchorage.

**10 July 2017**

Port of London Authority  
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**BOB BAKER**  
CHIEF HARBOUR MASTER



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PLEASE REGISTER VIA OUR WEBSITE [www.pla.co.uk](http://www.pla.co.uk)  
Telephone calls, VHF radio traffic, CCTV and radar traffic images may  
be recorded in the VTS Centres at Gravesend and Woolwich

