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

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

HANDHOLD STANCHIONS
Min. Diam. 32mm
Min. 120cm Above Bulwark

MIN. Diam. 32mm
Min. 120cm
Above Bulwark

MAN-ROPES (without knots)
Min. Diam. 28mm
Max. Diam. 32mm

IF REQUIRED BY THE PILOT

MIN. 180cm Long
MIN. 40cm
MIN. 31-35cm

3RD STEP
From bottom
must be a spreader

5TH STEP
Must resist firmly
against ship's side

3 METRES unobstructed
ship's side

4 METRES

Height Required by Pilot

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

PILOT LADDER
Must extend at least 2 metres above lower platform

ACCOMMODATION LADDER
Secured to ship's side

MAXIMUM 9 STEPS
Between spreaders

SPREADER
Max. 180cm Long
MIN. 40cm
MIN. 31-35cm

LOWER PLATFORM HORIZONTAL
MIN. 45˚ steps
Should lead aft

STERN BOW

A pilot ladder requires a climb of not less than 1.5 metres and no more than 9 metres

MINIMUM CLEARANCE
220cm
MINIMUM 91.5cm

Handholds
Min. 70cm
Max. 80cm

MINIMUM CLEARANCE
220cm
MINIMUM 91.5cm

Recommended 3 metres freeboard mark

MINIMUM CLEARANCE
220cm
MINIMUM 91.5cm

NO!
No shackles, knots or splices

NO!
The steps must be equally spaced

NO!
The steps must be horizontal and checks under the steps must be tightly secured

NO!
Spreader must not be lashed between steps

NO!
The steps should not be pointed, dirty or slippery

NO!
Spreader must not be lashed between steps

NO!
Side ropes must be equally spaced

NO!
The steps should not be painted, dirty or slippery

Handholds
Min. 70cm
Max. 80cm

MINIMUM CLEARANCE
220cm
MINIMUM 91.5cm

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NO!
Loops and tripping lines present a tripping hazard and foul the Pilot Launch

NO!
Handhold stanchions rigidly secured to dock

NO!
Handholds
Min. 70cm
Max. 80cm

NO!
Self-igniting light

NO!
Pad eye

NO!
Obstructions

Pilot ladder winch reel should have a means of prevention from being accidentally operated

The brake and lock must be operative on manually operated winches

Power winches must have an operative safety device to lock the winch in position

Ship's side doors used for transfer should not open outward