

Pilot Ladder Requirements for Vessels Calling Geraldton

Number: 11 / 2023 (P)

Date Issued: 22 Nov 2023

Date of effect:	22 Nov 2023
Details:	Pilot ladder requirements for vessels calling Geraldton
Former Notice:	NA
Charts & Publications:	AUS 81
Attachments:	Geraldton Port - Pilot Ladder Checklist – Ship Master's Declaration – Mandatory submission for every port entry

The Mid West Ports Authority has become aware of several recent incidents related to the failure of pilot ladders and their associated equipment. Investigations have revealed that these incidents have occurred due to poor condition, improper rigging, lack of supervision and awareness of safety requirements, inadequate maintenance and other similar factors.

Effective 21st November, all vessels calling the Port of Geraldton must comply with the following requirements.

- 1) Maximum age of Pilot ladders must not be more than 30 months from the date of manufacture as per the original maker's certificate**, unless the ladder has been subjected to the ladder and step attachment strength test (as prescribed in ISO 799-1:2019) at not more than 30-month intervals. Evidence of this test, where conducted, must be retained on board for verification purposes.
 - Pilot ladders must be inspected by the vessel's crew before every use and should be replaced if found to be unsuitable, even if the pilot ladder is less than 30 months old, from the date of manufacture.
 - Pilot ladders with side-ropes made of 'Sisal' will not be acceptable.
- 2) Maximum age of manropes used with pilot ladders must not be more than 12 months from date of manufacture as per the original maker's certificate.**
 - The man ropes must be of the correct diameter and construction, in good condition and properly secured to the vessel's deck.
 - The man ropes must be inspected by the vessel's crew before every use and should be replaced if found to be unsuitable, even if the age of the man ropes is less than 12 months old from the date of manufacture.

- 3) Maximum age of ‘rope stoppers’ used for securing the Pilot ladder to the deck strong points must not be more than 12 months from the date of first usage and not more than 30 months from date of manufacture as per the original maker’s certificate.**
- Side ropes should not be secured to the deck by shackles.
 - It is recommended that the pilot ladder side ropes should be secured to the approved deck strong points via rope stoppers, which are lashed to the side ropes using a ‘rolling hitch’.
 - It is recommended that at least two strong manila ropes (24 kN or more each) should be used to secure the pilot ladder to the approved strong points.
 - The rope stoppers must be inspected by the vessel's crew before every use and should be replaced if found to be unsuitable, even if the age of the man ropes is less than 12 months old from the date of first usage.

All vessels must maintain relevant certificates for the Pilot ladder, Man ropes and Rope stoppers onboard and these must be produced when requested by MWPA.

Additionally, Vessel operators, Masters and crew should ensure that:

- Pilot ladders in use onboard are SOLAS compliant and are in good condition, with certification, inspection and maintenance records made available upon request
- Recommendations of the IMO Pilot ladder poster are to be strictly adhered to
- Pilot Ladder Poster
- Rigging of pilot ladders and associated equipment, must be carried out by properly trained and competent crew. After being rigged, the pilot ladder arrangement must be inspected by a responsible officer.
- Detailed guidance must be provided in company procedures for the vessel’s crew to rig pilot ladders, carry out proper inspections and remove pilot ladders from service when non-compliances are found.
- Vessel operators should provide guidance on the storage of pilot ladders, manropes and rope stoppers, to ensure that they are not exposed to contaminants or elements that will degrade them.
- Maintenance routines for the pilot ladders and all associated equipment such as, stanchions, shackles, manropes, deck fittings, rope stoppers, etc., must be included in the vessel's Planned Maintenance System (PMS).
- Masters must ensure that the “Geraldton Port – Pilot Ladder Checklist – Ship Master’s Declaration” is accurate completed and submitted at least four working days prior each arrival to Geraldton. E-mail to shipping@midwestports.com.au

Any vessel which has a poorly rigged or damaged or a non-compliant pilot ladder or associated equipment, will not be permitted to berth, until rectified to meet the requirements.

For additional guidance for rigging and maintenance of Pilot ladders, man ropes, rope stoppers and associated equipment, the following documents should be referred to:

- o ISO 799 -1 Pilot Ladders - Design and Specification
- o ISO 799 -2 Pilot Ladders - Maintenance, Use, Survey, and Inspection
- o ISO 799 -3 Pilot Ladders: Attachments and associated equipment
- o AMSA Marine Notice 04/2023—Pilot transfer arrangements (or superseding notices)
- o SOLAS Chapter V Regulation 23
- o IMO Circulars MSC.1/Circ.1428 and MSC.1/Circ.1495
- o IMO Resolution A.1108(29) and IMO Resolution A.1045(27)
- o ARCSOPT - Technical-Guideline-03-23-Marine-Pilot-Transfer-Arrangements.pdf (arcsopt.org)
- o AMSA Marine Notice - 04/2023 - Pilot transfer arrangements (amsa.gov.au)
- o AMSA Marine Notice - 18/2016—Danger with the use of weighted heaving lines (amsa.gov.au)

Any questions or feedback regarding this Local Marine Notice should be addressed to the Mid West Port Authority Marine Operations Team.

Heathcliff Pimento

Harbour Master (Geraldton)

REQUIRED BOARDING ARRANGEMENTS FOR PILOT



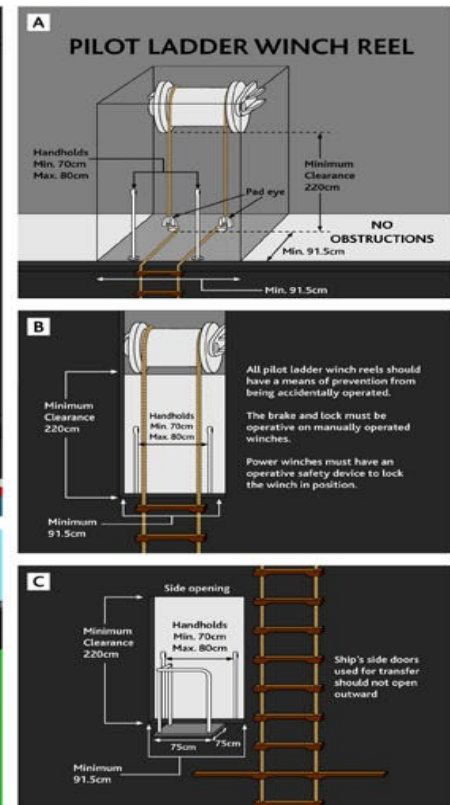
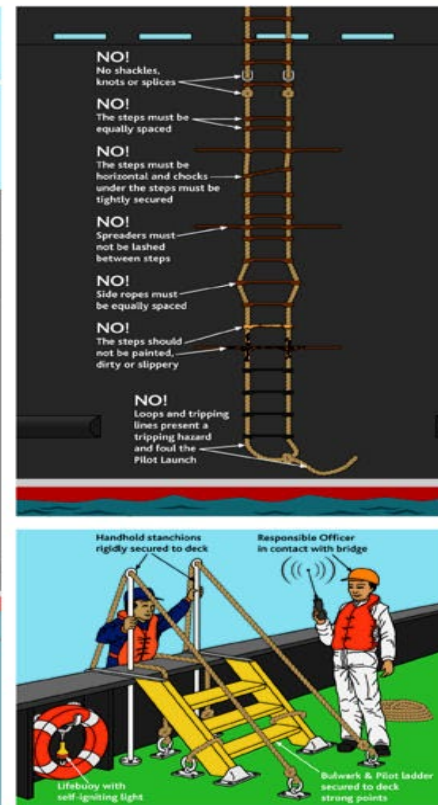
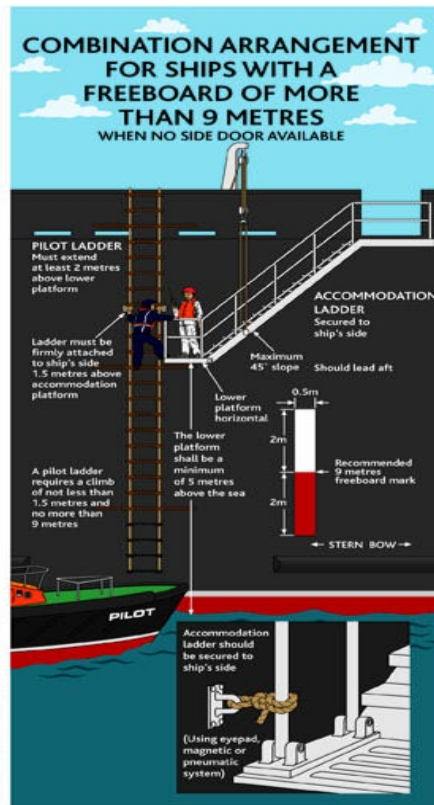
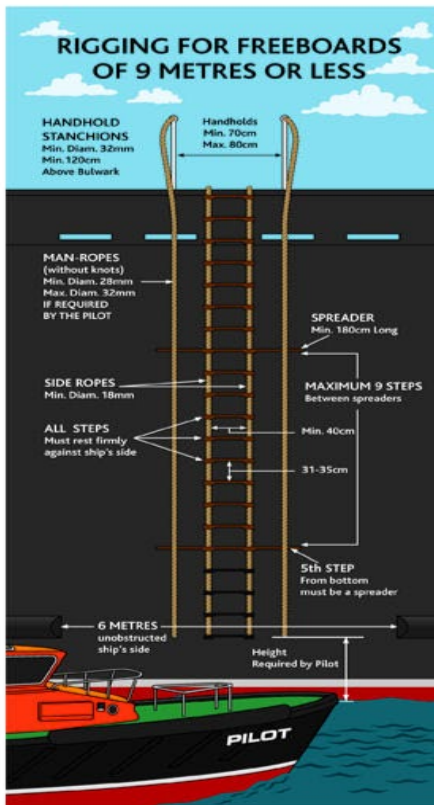
INTERNATIONAL MARITIME ORGANIZATION

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

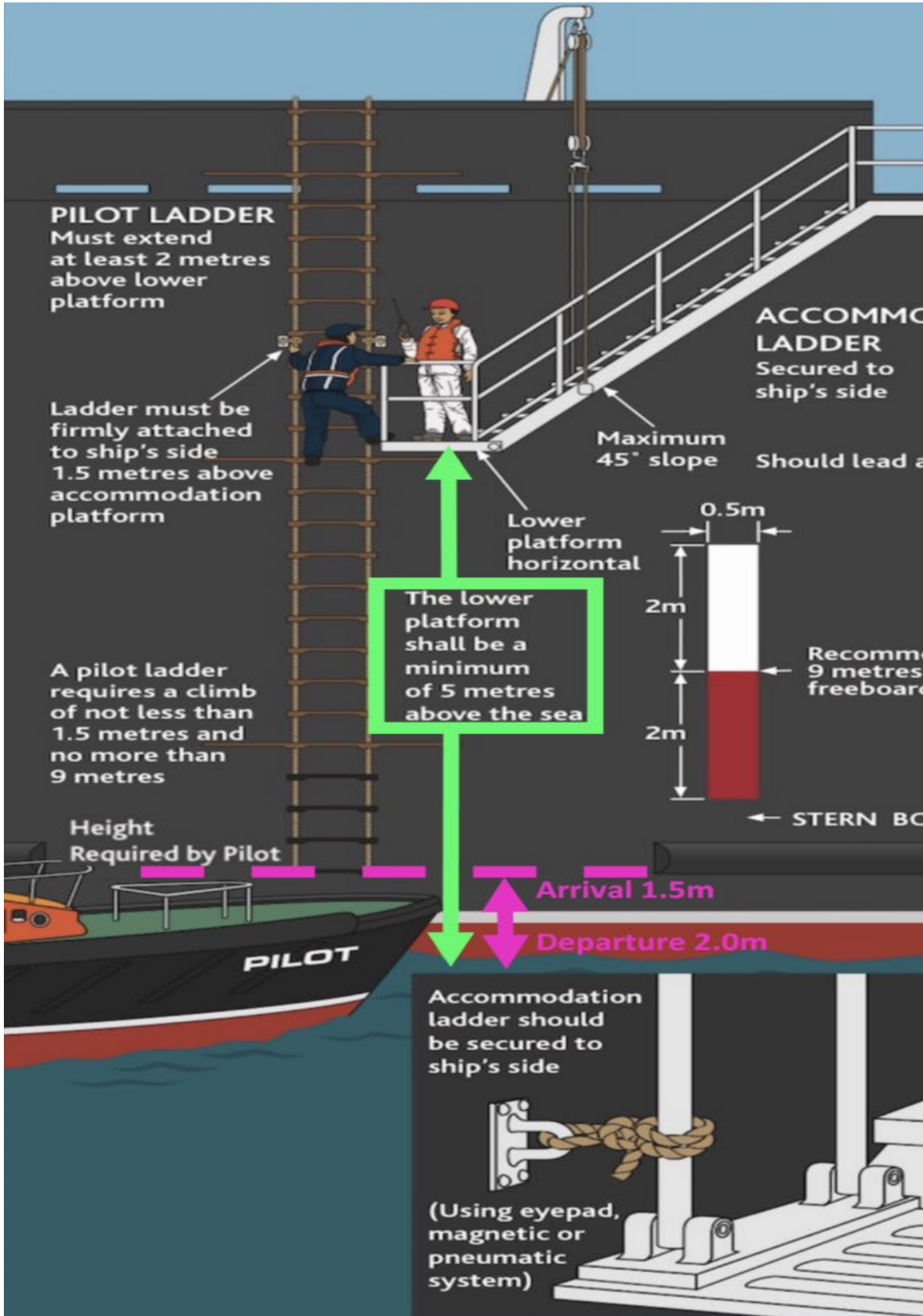
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



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Geraldton Port - Pilot Ladder Checklist – Ship Master’s Declaration

This page must be complete and submitted to shipping@midwestports.com.au and your agent at least four days prior to each arrival at Geraldton Port

Have all requirements of the IMO Circular (MSC.1/Circ.1428) been met?	
Is the age of the Pilot Ladder less than 30 months since the date of manufacture as per the manufacturers certificate?	
Is the age of the Man Ropes less than 12 months since the date of manufacture as per the manufacturers certificate?	
Is the age of the Rope Stopper less than 12 months since the date of first usage?	
Is the age of the Rope Stoppers less than 30 months since the date of manufacture as per the manufacturers certificate?	
Are the Pilot Ladder, Man Ropes and Rope Stoppers in good condition, clean and free of grease, repairs or damages?	
Was the pilot ladder, Man Ropes and Rope Stoppers, stored correctly and not damaged from sun, chemicals, or other elements which can cause degradation?	
Are all the steps and spreaders spaced as per the requirements and not at an angle?	
Are the handheld stanchions in good condition and rigged in accordance with MSC.1/Circular.1428?	
The retrieval line for the ladder must be of enough slack so as not to affect the ladder.	
The Pilot Ladder must be secured to the vessel correctly.	
There must be no broken, loose or missing steps or spreaders.	
The Combination Ladder must be rigged in accordance with MSC.1/Circular.1428, if the freeboard greater than 9m.	
Pilot ladder must be firmly attached to ships side 1.5m above the accommodation platform.	
Accommodation ladder platform must be horizontal and rigged a minimum of 5m above the sea level.	
Accommodation ladder must be secured to ships side independent of the Pilot ladder.	
Pilot ladder must extend at least 2 meters above the lower platform	
The Handrails and lower platform must be secured effectively	
If in use - is the pilot ladder winch wheel locked when Pilot Ladder deployed	
Pilot Ladder must be secured to the deck correctly as per this LMN.	
Lifebouy with light and line must be ready for deployment	
A heaving Line with a SOFT weight or NO weight must be ready for deployment	
At night adequate lighting must be provided	
A Responsible Officer must be at the boarding station and in communication to the bridge	

Master:

Date: