

Vessels shall comply with the requirements of the regulations as laid out in SOLAS Chapter 5 Regulation 23 and IMO Resolution A.1045 (27).

### SOLAS Requirements

The measures implemented under regulation 23 of Chapter V of the International Convention for the Safety of Life at Sea, 1974 (SOLAS) (including the standards adopted by IMO resolution MSC.1045(27), and required under ISO 799:2004, and MSC.1/Circ.1428) are designed to prevent such accidents. It is recognised that there is some difference in the detail between ISO 799:2004 and MSC.1045(27) standards, and that there are variable options within each of these configurations. However, compliance with any option within either standard is acceptable from a regulatory viewpoint, provided the ladder fully complies with the standard against which it is certified. Any construction or repair work carried out on pilot ladders must be in accordance with the provisions of the standard to which it is certified.

#### Important !

**Failure to provide compliant boarding arrangements may result in your ship being delayed or having pilotage cancelled with associated cost implications.**

### Hamburg Pilot Requirements

According to the local regulation *Hafenlotsordnung (HVO)* § 4, the master of the vessel shall deploy a proper and safe pilot boarding equipment in accordance with SOLAS Chapter V Regulation 23. Embarkation and disembarkation of a pilot shall be supervised by a responsible officer. The safety of the harbour pilot on the way between the pilot station and the bridge shall be ensured. The lifebuoy with self-igniting light is mandatory at the location of the pilot embarkation point.

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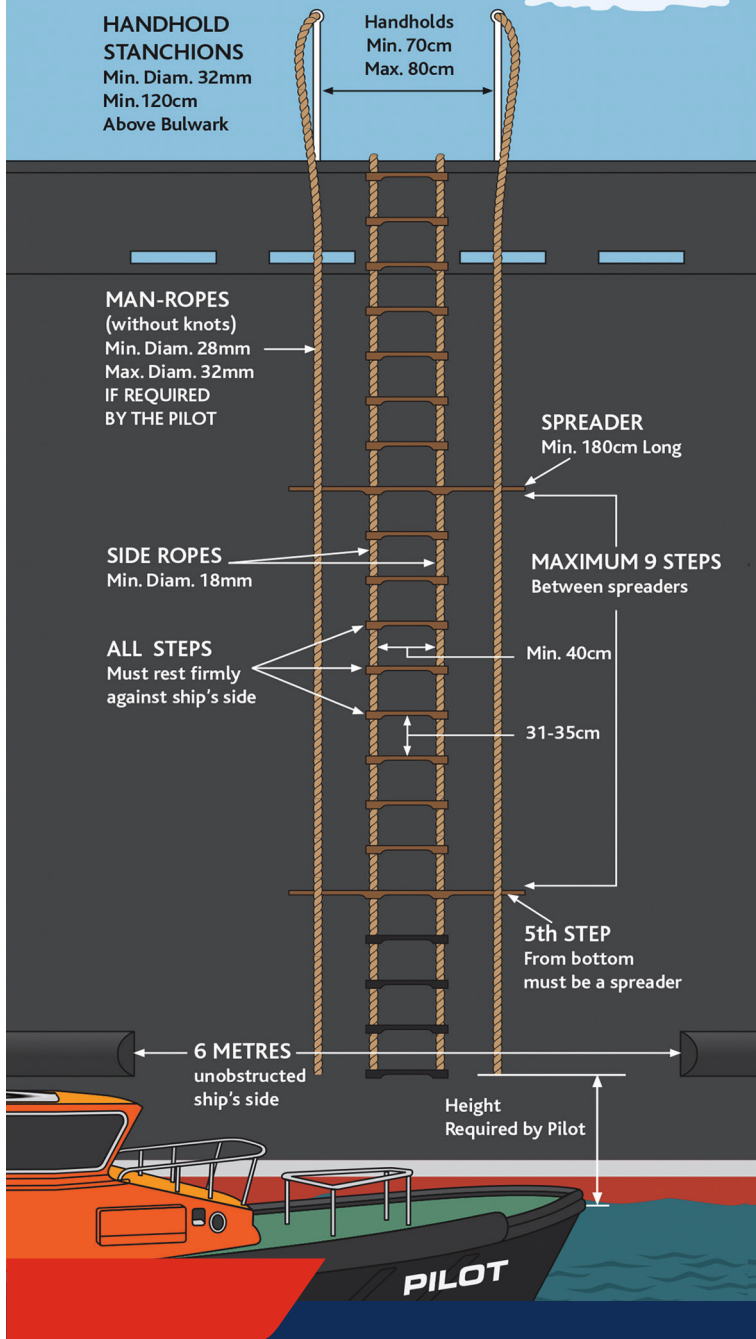
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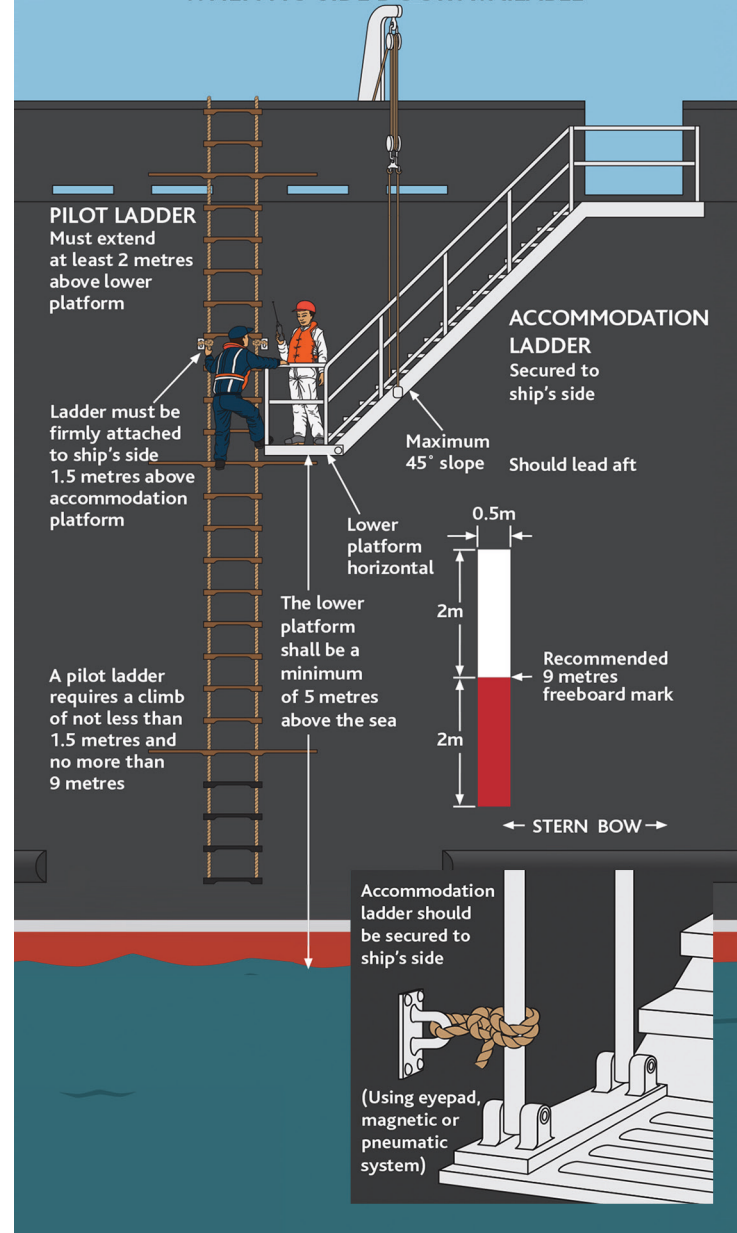
**PILOT LADDER REQUIREMENTS**  
**PORT OF HAMBURG**

**PORT IS WHAT WE DO**

# RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



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



## BEST PRACTICE

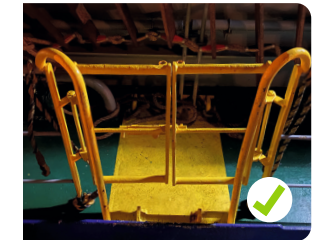
### Transfer Arrangements

Each step should rest firmly on the ships side.



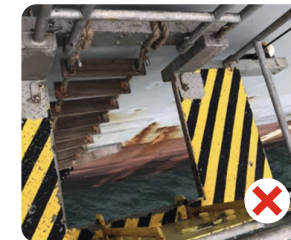
### Handrails

Gateways should have handholds and shouldn't be obstructed door fittings, chains and ropes. Rectangular stanchion does not provide a good grip.



### Trap Doors

The pilot ladder should extend above the lower platform to the height of the handrail and remain in alignment with and against the ships side.



Follow for further information on this topic:



## Checklist

Each step should rest firmly on the ships side.

### General

- Reduce speed for safe boarding
- Establish communication to pilot boat
- Do not rig the pilot ladder too early to avoid slippery steps.

### 1. The pilot ladder

- Is the pilot ladder in good shape?
- Check for wear and tear, missing chocks, loose steps.
- Are all steps in a good condition and ropes clean and free of grease?
- Is all extra equipment present and ready for use?
  1. Lifebuoy and lifejacket
  2. Manropes if required by pilot
  3. Heaving line
- Responsible officer with communication to bridge.
- Is the pilot ladder rigged to the correct height?
- Has the pilot ladder been secured to the deck in a correct way?
- Haven stanchions and/or bulwark ladder been fitted
- and secured to the deck?
- Is there adequate lighting at the pilot access point?

### 2. The combination ladder

- Is the accommodation ladder in good shape?
- Check the accommodation ladder for wear and tear.
- Check if steps and siderails are free of grease.
- Is the retrieval line of the pilot ladder rigged correctly?
- Is the accommodation ladder secured to the ships side, independent of the ladder?
- Is there at least 5 meters of space under the platform?
- Is the platform rigged horizontally?
- Are all hand railings and hand ropes rigged correctly, both inboard and outboard?
- Does the pilot ladder extend 2 meters above the platform?
- Have both pilot ladder ropes been secured to the ship, at 1.5 meters above the platform?

### 3. Winch Reel

- Ensure the winch reel is mechanically locked
- Ensure the pilot ladder is secured to deck