



PACIFIC MARINE SERVICES

Pilot ladder safety Inspection record

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Technical Publications

Pages - (05)

(REQUIRED ARRANGEMENT RECORD OF THE PILOT LADDER INSPECTION)

P.M.S Survey Departments

A new technical publication concerning the requirements for maintenance and inspection.

Notice to :

Ship Owners / Manager / operators / Surveyors

Dear Sirs,

Following the results of P.M.S Port State Control inspection regime, it has been found that the cause for deficiencies on board ships is related to safety of the pilot ladder inspection record.

That the Pacific Marine Services Survey Department is clarifying new technical publication concerning the requirements for maintenance and inspection. of the safety of pilot transfer **(has adopted amendments to SOLAS regulation V/23 coming in force on July 1st, 2012).**

This publication aims to assist ship Owners and Managers and master of the vessel to familiarize requirements of the maintenance as the require on the vessels.

The publication has been prepared by P.M.S Technical departments, To avoid detain all the ships registered under PMS Classification society.

Therefore that the below inspection record must implement by the master of the vessel before arrival or departure to an ports .In practice that the P.M.S Surveyors will be carried out inspection and checking on all ships under the Classification of **P.M.S** regarding the inspection record on pilot ladder.

And will be considered this record as an class requirements during carrying out annual survey or any inspection on shipboard.

- The Surveyors of PMS will be requested inspection reports on the pilot ladder as attached to this report and will concentrate on documentation, equipment and crew familiarization with pilot ladder requirements.
- When deficiencies are found, Surveyors shall inform the Head Office accordingly and impose a notice of recommendation as per "Narrative Report of P.M.S", indicating clearly the due date for rectification.
- The deficiency will also be shown on the survey status of the ship.

The information should be used for the ship's on board maintenance plan as required by SOLAS Ch.V Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27). In accordance with the "Code of Safe Working Practices for Merchant Seamen", chapters 6 and 18. And the company MUST to provide a maintenance plan which ensures maintenance and inspection of the ship and equipment according to the relevant rules and regulations, codes, guidelines and standards.

The ships managers should ensure that the existing maintenance programme on board ships follows the revised guidelines and necessary amendments or revisions should be carried out.

REQUIRED BY :

- Ship Owners/Managers/Operators should assure that the on board maintenance program has been revised or amended to take into consideration the requirements outlined in our new technical publication.
- **P.M.S** Surveyors should, during the forthcoming inspections, confirm that the maintenance programme on board ships follow the requirements outlined in our publication. If this is not the case, a corrective plan should be agreed between the surveyors and the crew members in cooperation with the ship Owners/Managers/Operators and inform the Head Office accordingly.

For further information, please refer to PMS on Website of (www.pmsclass.org) - <https://pmsclass.org/rules/pms-technical-publications/>

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REQUIRED BOARDING ARRANGEMENTS FOR PILOT

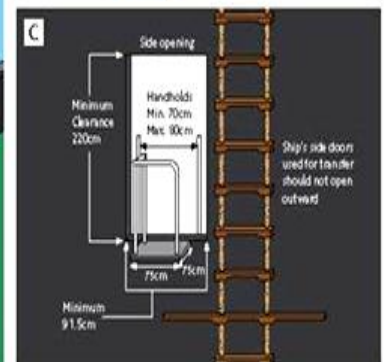
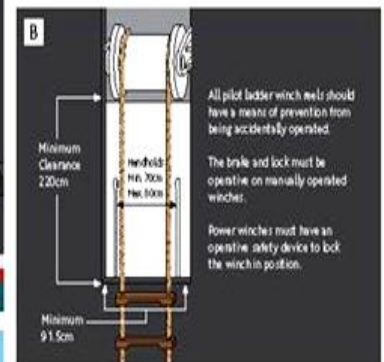
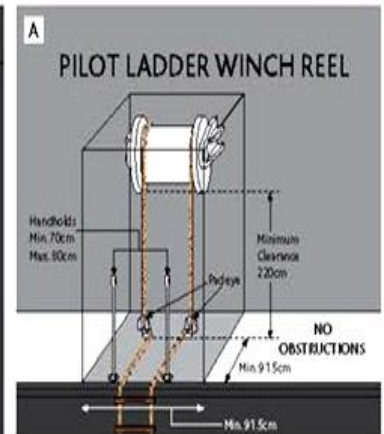
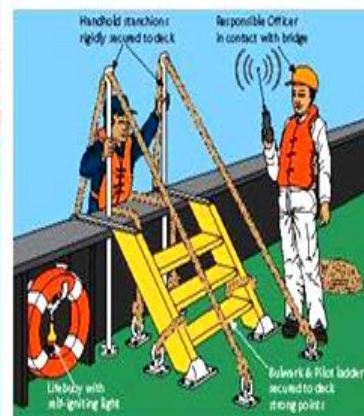
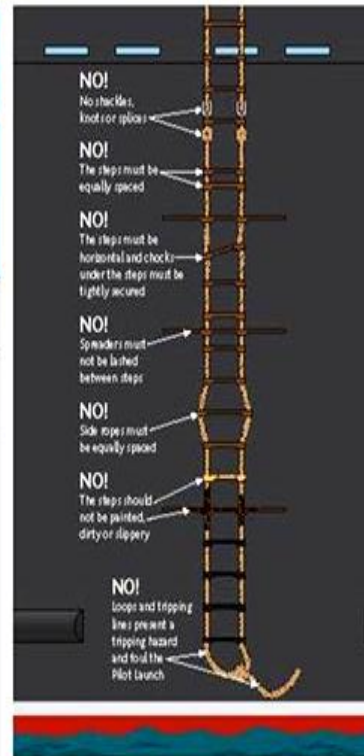
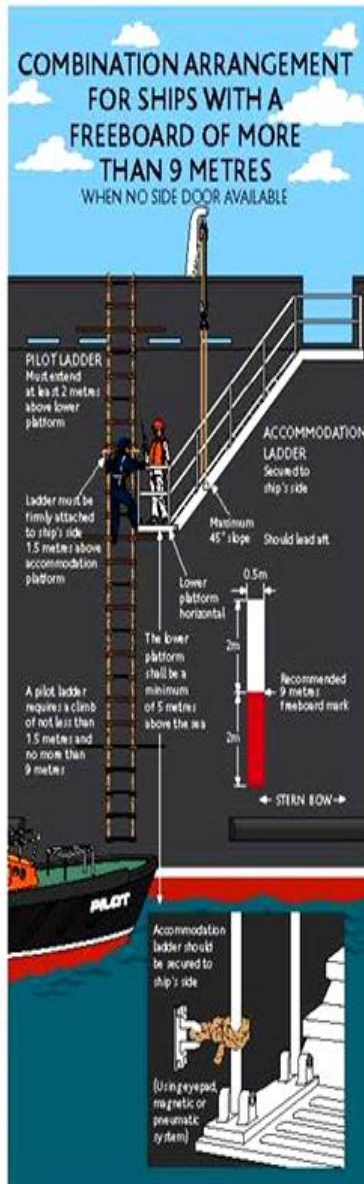
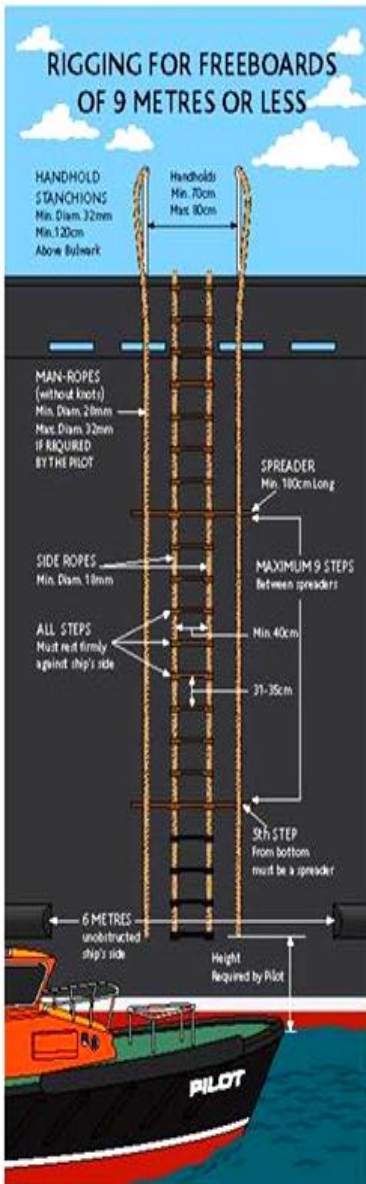


In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

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>



Kind Regards,

CONTACT US



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PACIFIC MARINE SERVICES

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PILOT LADDER SAFETY QUESTIONNAIRE (TO BE FILLED FOR EVERY PORT ARRIVAL / DEPARTURE)

Ship Name		Port of Inspection	
IMO No		Date of Inspection	
Master Name			

1- THE LADDER

For more details note the SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27)

NO	QUESTIONS	YES	NO	DATE	COMMENTS
1.1	Can pilot ladders be affected by sharp edges when in the deployed position? If yes, what has been done to prevent this?				
1.2	How many Pilot ladders are onboard?				
1.3	How many Pilot ladders are in use?				
1.4	Is there a new / unused Pilot ladder onboard?				
1.5	Are any Pilot ladders permanently deployed?				
1.6	Are pilot ladders in contact with deck when in the stowed position?				
1.7	Are the Pilot ladders stowed on a grating above the deck?				
1.8	Are Pilot ladders covered to offer protection from the weather?				
1.9	When were the Pilot ladders delivered onboard?				
1.10	When were the Pilot ladders first brought into service?				
1.11	Does Pilot ladder pass over any fenders or obstructions on the ship side?				
1.12	Is the hand grip on deck at the top of Pilot Ladder secure and tested?				
1.13	Is the Pilot ladder allowed to dry after use?				
1.14	When was the Pilot rope closely inspected in way of wooden steps by twisting the rope and heckling the inner core?				
1.15	Do the Pilot ladder and grip stanchions / handrail at top comply with SOLAS requirements?				
1.16	Is the Pilot ladder tied to a strongpoint on the ship, resting on the parallel body of the ship and steps horizontal?				
1.17	Are there any loose chocks on the Pilot ladder, which may cause the steps to tilt?				
1.18	Is the rope in way of deck securing in good order and not worn?				

2- THE VISITOR (PILOT, SURVEYOR, CREW ETC)

For more details note the SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27)

NO	QUESTIONS	YES	NO	DATE	COMMENTS
2.1	Is the person fit for using Pilot ladder? (Visual as well as declaration)				
2.2	If the embarking / disembarking person is already short of breath, under influence of alcohol or drug or afraid to disembark . has this been reported to the Master?				
2.3	Is the embarking disembarking person with proper PPE and devoid of unnecessary bags, loose things in the pocket which may hinder his transfer?				

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3- THE SYSTEMS AND CONTROLS

For more details note the SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27)

NO	QUESTIONS	YES	NO	DATE	COMMENTS
3.1	How often are the Pilot ladders and their securing arrangements Inspected?				
3.2	Who carried out the Inspection?				
3.3	Is this recorded? - If yes, Where?				
3.4	How often are the Pilot ladders inspected by an independent third party?				
3.5	Are "Certificates of Conformity" and "Inspection Certificates" for Pilot ladders maintained in a file onboard?				
3.6	Are Pilot ladders inspected whilst in the deployed position?				
3.7	Are Pilot ladders always deployed from the same level from the upper deck?				
3.8	Are there any sharp areas frequently in way of ropes which may weaken these areas?				
3.9	Who supervises Pilot boarding?				
3.10	Is there a copy of International Maritime Pilots Association (IMPA) "required boarding Arrangements for Pilots" poster displayed onboard?				
3.11	Is the lifebuoy with rope and light available near the embarkation area and ready for immediate use?				
3.12	Is the lighting sufficient near the embarkation / disembarkation area?				
3.13	Are there at least two people (including one Officer) on the ship, near the Pilot boarding area to assist Pilot's embarkation / disembarkation?				
3.14	Is the person near the Pilot ladder equipped with W.T for quick communication?				
3.15	Is he able to communicate with the boat below and has this been tested?				
3.16	When was the last man overboard drill conducted on the vessel?				
3.17	Is the person near the embarkation aware of the current direction and swell so that the lifebuoy, when thrown takes this into account?				
3.18	Is the person wearing a life vest or is spare life vest available for use for person using the Pilot ladder?				
3.19	Is the vessel able to give lee to the boat in case of heavy swell and currents?				
3.20	Is there a Senior responsible person on Bridge and is he properly dressed (if raining or gusting) to be able to monitor the embarkation from bridge?				
3.21	Pilot ladders bottom step should be 4 mtrs (or as required based on tug and sea conditions) above sea level to prevent undue pull from the boat's hull?.				
3.22	is the Pilot ladder marked at the upper deck to indicate when the lower end?				
3.23	Is the maintenance plan for Pilot ladder in place and is it effective?				
3.24	Only one person is allowed to be on the Pilot ladder at one time?				
3.25	Person below on the boat should be clear in case of falling object but ready to assist?				
3.26	is the a Manropes if used are secured and do not entangle the Pilot ladder?				

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4- REQUIRED BY THE CIC ON PILOT TRANSFER ARRANGEMENT

For more details note the SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27)

NO	QUESTIONS	YES	NO	DATE	COMMENTS
3.1	is the pilot ladder certified by the manufacturer as complying with requirements of the above SOLAS?				
3.2	is there a record kept on board with the date the pilot ladder is placed into service and any repairs carried out?				
3.3	is there a regular inspection carried out and recorded to ensure that the pilot ladder is safe to use ?				
3.4	is there a permanent marking provided at regular interval throughout the length of the ladder in order to facilitate the rigging of the ladder to the required height.				
3.5	Are "Certificates of Conformity" and "Inspection Certificates" for Pilot ladders maintained in a file onboard?				
3.6	are there means provided to access to the ship deck to ensure safe, convenient and unobstructed passage for any person embarkation on?				
3.7	is there mechanical pilot hoist use				
3.8	is there a lifebuoy equipped with self-igniting light in pilot landing platform?				
3.9	Are there suitable bulwark ladders and stanchions provide				
3.10	Are the steps of the ladders made of hardwood , in one piece and non-slippery				
3.11	Are the pilot ladder steps parallel and the last four steps made of rubber of sufficient strength ?				
3.12	Are the shipside doors used for pilot transfer opening inwards				

Summary report of the inspection

No	Contents	Date
1		
2		
3		
4		
5		

Recommendation to the Master of vessel / Managers / Operators.

- 1- In order to assist Master/Manager/Operators to ensure that vessel are in compliance, that the PMS has prepared a checklist with all items may check during or before annual inspection.
- 2- The Checklist which will be followed by PMS surveyor during periodical surveys in order to help PMS vessel to avoid detention.
- 3- Moreover, this checklist should be also used by Masters and/or Crewmembers of the vessel for her readiness prior arrival to any port of call.
- 4- This publication aims to assist ships as required what the Inspection checklist by the port state control, in order to avoid possible deficiencies.

Checked by
(Name & Signature)

Confirmed by master of the vessel
(Name, Signature and Seal)

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