

BEST PRACTICE AND MARINE SAFETY CRITERIA BULLETIN 01-2023

Date of issue: 26.07.2023

BPMSCB 01-2023: Safety of Marine Pilot Transfer Arrangements - Supplement 1

This bulletin must be referred to along with BPMSCB 02-2022: Safety of Marine Pilot Transfer Arrangements, issued on 30 Dec 2022

Objective and area of focus - Marine Pilot Transfer arrangements and the transfer process:

The continued objective of this bulletin is to highlight safety concerns associated with Marine Pilot Transfer arrangements onboard vessels and the marine transfer process. Vessel operators, masters and crews are required to be fully familiar with this bulletin and are required to comply with the marine safety criteria requirements set out.

Fremantle Port Authority Harbour Master office continues to pro-actively monitor conditions of pilot transfer arrangements for all vessels arriving at the Port of Fremantle. However, a number of non-compliances continue to be noted regularly and attention is required from vessel Masters and owners / managers.

Minimum Marine Safety Criteria effective from 01 October 2023 (changes to previous requirements):

- **Maximum age of pilot ladders is 30 months from date of manufacture**, 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.
- **Maximum age of manropes used with pilot ladders is 12 months from date of manufacture.** A new manrope must not be cut out from an existing coil onboard that is more than 12 months old. Certificates of the manropes are to be submitted to Fremantle Ports during the pre-arrival process along with certificates for the pilot ladders.
- **All other requirements of the BPMSCB 01-2022 shall continue to apply.**
- **Pilot ladders with side-ropes constructed of 'sisal' will not be acceptable.**

References

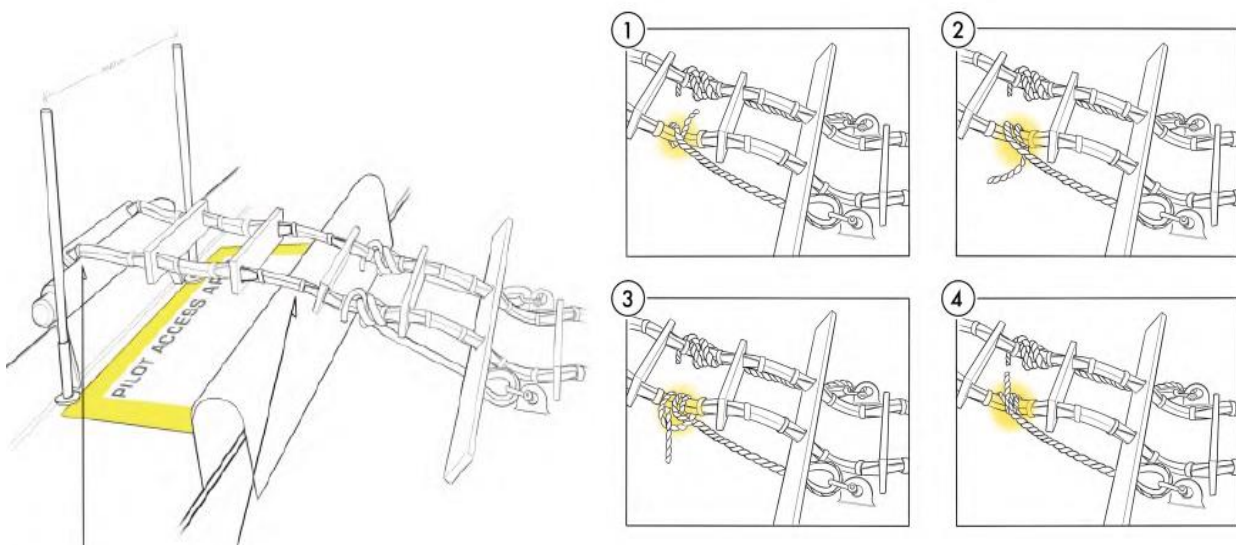
- ISO 799-1:2019 - Design and specification
- ISO 799-2:2021 - Maintenance, use, survey and inspection
- ISO 799-3:2022 - Attachments and associated equipment
- SOLAS Chapter V Reg 23
- IMO Res. A.1045(27) - Pilot transfer arrangements
- ARCSOPT - [Technical-Guideline-03-23-Marine-Pilot-Transfer-Arrangements.pdf](https://arcsopt.org/Technical-Guideline-03-23-Marine-Pilot-Transfer-Arrangements.pdf) (arcsopt.org)
- AMSA Marine Notice - [04/2023 - Pilot transfer arrangements](https://www.amsa.gov.au/04/2023-Pilot-transfer-arrangements) ([amsa.gov.au](https://www.amsa.gov.au))
- AMSA Marine Notice - [18/2016-Danger with the use of weighted heaving lines](https://www.amsa.gov.au/18/2016-Danger-with-the-use-of-weighted-heaving-lines) ([amsa.gov.au](https://www.amsa.gov.au))

Observations and Non-compliances

- Securing arrangements and locations reported during the pre-arrival verification process often differ from arrangements noted during the actual pilot transfer. Pilot ladders have been noted to be made fast on ship's railing instead of the nominated pilot boarding area and dedicated strong points. Additionally at times, a single strand of a 3-strand rope or inadequately small lines (securing strops) have been used for securing the ladder on deck.



The pilot ladder should be secured at the designated pilot boarding area to the approved deck strong points. These rope strops should be constructed from manila rope with a breaking strength of not less than 2.4 metric tonnes/24 Kilo Newtons (typically 18mm diameter). The strops should be secured to the deck strong points and then secured around the side ropes of the ladder between the steps by means of a rolling hitch as per the diagrams below. The strops should be clearly identified and only used for securing the pilot ladder. When not in use the strops should be stowed inside away from paints, chemicals or any other substance that could damage them.



Ref - Fathom Safety - A Guide to Pilot Ladder Securing

- Vessels continue to report pilot ladders that have been received on board less than 12 months ago but manufactured over 30 months ago with no ladder and step attachment strength test (as prescribed in ISO 799-1:2019).
- Fremantle Pilots are often required to carry bags with expensive navigational equipment (Portable Pilotage Units) for the safe conduct of the navigation passage from pilot boarding grounds to / from berths and anchorage. It is therefore important that the correct heaving lines are provided by vessels. In order to minimise the risk of incorrect rope knots, the pilot equipment bags are provided with snap hooks. The heaving lines provided by vessels are required to be 9-12mm in diameter, with monkey fist and with a loop / eye at the end lowered to the pilot vessel. Use of weighted heaving lines have the potential to injure both the pilot vessel crew and the marine pilot, are strictly prohibited and strict action will be taken against non-compliant vessels.



Recommended arrangement

- Reasons noted for the above non-compliances were inadequate monitoring by the vessel's Master and attending officers and lack of oversight from vessel managers to improve safety processes.
- The ISO standard 799-1:2019 states *"Each side rope shall be mildew-resistant manila rope meeting ISO 1181:2004, Quality 1, or a spun thermoset polyester rope with a polypropylene core of a colour that contrasts with the spun polyester"*. Vessels have been noted to procure pilot ladders with side ropes made of 'sisal' rope which are a cheaper alternative to manila ropes without the safety and durability.

Any queries regarding the above requirements and recommendations must be submitted to the email address: harbourmaster@fremantleports.com.au

Issued by: Harbour Master Office - Fremantle Port Authority