



NOTE D'INFORMATION – 2010-04 du 02-04-2010

LES ECHELLES DE PILOTE

Cher Président,

Au mois de décembre dernier une note d'information rappelait l'importance de la vigilance dont doivent faire preuve les pilotes à l'égard des échelles de pilote et d'une manière plus générale des dispositifs de transfert du pilote.

Nous vous prions de trouver ci-dessous quelques informations complémentaires que nous avons jugées intéressantes de porter à la connaissance des pilotes.

**A- Inscription RISAP 2009 / 2010 (au 1<sup>er</sup> avril)**

Trouvez ci-dessous un récapitulatif des navires inscrits dans la base de données Risap concernant les moyens d'embarquement pour l'année 2009 et le début d'année 2010 et pour lesquels une attention toute particulière semble nécessaire.

Dans les déficiences signalées vous pourrez constater qu'outre la rupture désormais bien connu de l'échelle de Lorient du mois de juillet 2009 d'autres pilotes français ont également risqué une chute à la mer suite à la détérioration soudaine de tout ou partie d'une échelle.

Une fois encore ces alertes doivent nous inciter à la plus grande fermeté en ce qui concerne la disposition et l'entretien des dispositifs de transfert des pilotes.

OMI	Nom	Contenu
9512783	EENDRACHT	Pilot ladder built in the ship's hull on each sides not complying at all with regulation. Ask for the real pilot ladder.
9413418	ogna	missing one pilot ladder
<b>9256179</b>	<b>Annerdiep</b>	<b>Pilot ladder broke while pilot was stepping on it</b>
7608370	ORIENT PACIFIC	Pilot boarding arrangements non conform to IMO recommendations
9192430	cma cgm utrillo	pilot ladder not in accordance with regulations
9349526	mayssan	dangerous pilot ladder
9170298	OBELIX BULKER	Combination ladder: gangway dirty; handrails not tight. Pilot ladder not lashed to the gangway.
9288708	DELTA VICTORY	Accommodation ladder and Pilot ladder not rest firmly against ship's side
9334727	DUGI OTOK	Accommodation ladder and Pilot ladder not rest firmly

		against ship's side
9125061	BOSPORUS	07/10/2009. Pilot ladder not complying with regulation.
8508369	MEDCOA LOME	20/10/2009. Side door opening outwards.
9452763	YM URANUS	01/11/2009. Distance between two steps too important (> 40 cm). Steps too narrow.
8316053	CARINA	Pilot ladder steps insufficiently fixed, handhold stanchions position too wide, no man-ropes.
9189249	CAPE TAVOR	Low steps of portside pilot ladder not horizontal
<b>9039262</b>	<b>AUSTRAL</b>	<b>04/11/2009: One step broken, and spreader not properly rigged on pilot ladder when disembarking of this stern trawler</b>
9324851	cma cgm azure	portside pilot ladder not in accordance with regulation
9341081	NC CLIPPER	Accommodation ladder no rest firmly against ship's side
6727272	BM SPIRIDON	pilot ladder in poor condition
9125061	BOSPORUS	14/07/2009 Pilot ladder not stucked along ship's side because of hull protection
9407328	DESERT ORCHID	03/10/2009. New building. Combination ladder dangerous for the pilot. Lowest part of the gangway 2,5 m above the water.
<b>9085467</b>	<b>RUYTER</b>	<b>Echelle de pilote défectueuse - La fixation du premier barreau a cédée sous le poids du pilote A son embarquement. L'Echelle semblait de facture récente.</b>
7931985	AYLMER	The ship is only fitted to board the pilot on port side.
9300386	EVER SHINE	pilot ladder not in accordance with international standards and dangerous
8117859	CATHARINA 1	Pilot ladder in poor condition
9269960	LNG LOKOJA	Pilot ladder with combination not complying with regulation: Cannot rest firmly against ship side, vacuum system not effective.
9172167	IEVOLI SHINE	pilot ladder in bad condition,
8500109	KIRTI	Stanchions not adequate and unsafely secured with ropes on the handrail ; pilot ladder dirty
<b>9088732</b>	<b>DS COMMANDER</b>	<b>Pilot ladder broke during disembarking of pilot resulting in falling from 8 meters down in the water</b>
8502872	MSC BRASILIA	31/03/2007: pilot ladder not complying with IMO (spreader located on the 9th step, instead of the 5th one): the ladder started swinging when the pilot arrived at the bottom, and missed falling.
8508369	MEDCOA LOME	30/06/2009 Side door opening outwards. Not complying with Solas.
8911516	monte d'Oro	22/05/2009 Port side pilot ladder no complying with regulation. Hoisting line between ladder and hull.
9228150	peregrine	pilot access area located to close to the quarter (at really aft part of parallel body)
8506373	ASTOR	boarding arrangements not in compliance with international rules
8509375	MSC ALEXANDRA	Port side pilot ladder non complying with regulation. 8 last steps not horizontal.

## **B- Exemple d'une défectuosité**

L'illustration ci-dessous est relative à une inscription qui a eu lieu dans la base de donnée de la FFPM il y quelques semaines suite à une escale dans un port français.

En pareil cas nous ne pouvons que vous inciter à exiger l'installation d'un dispositif d'embarquement conforme à la réglementation SOLAS.



## **C- Accidents Danemark**

Rodolphe Striga, Vice-Président de l'IMPA nous a fait parvenir une copie d'un email de Stig D. Thomsen (Danish Maritime Pilots Association) portant à la connaissance de l'IMPA deux accidents fort heureusement sans gravité qui ont eu lieu au Danemark.

Le premier nous amène à nous interroger sur l'emport de sac à dos lors de transfert de pilote et le second nous rappelle l'importance de la surveillance à apporter lors de la mise en place des dispositifs de transfert.

Extrait du courriel de *Stig D. Thomsen*

« Hi All,

*During that last two month we had two accidents on ladder arrangements.*

*In November a Pilot with a backpack fell into the sea after the pilotboat rigging caught his backpack while embarking. He was rescued after 5 minutes in the water. No injuries.*

*Monday the 18th. of January another accident occurred. While embarking a combination arrangement a pilot fell into the water. The lower repos on the combination gangway were not secured and as the pilot shifted from the pilotladder to the gangway he fell into the water. The pilotboat were not alongside and he was rescued within 3-4 min. No Injuries.*

*These accidents however serious enough have caused a debate amongst pilots and people not involved in piloting themselves.*

*One issue is the boarding with a backpack and I would like to hear what you do in your pilotage: do you allow it or not?*

*Best regards*

*Stig*

*PS*

*We have had more than 600000 embarkations and disembarkations without any such accidents until November 2009, so the incident rate is below 0,0003% »*

#### **D- A Seamen's Guide to pilot Ladder**

Nous vous prions de trouver en annexe le résultat d'une action menée par Brian Wilson – pilote de Belfast – auprès d'un P&I « le standard-club ».

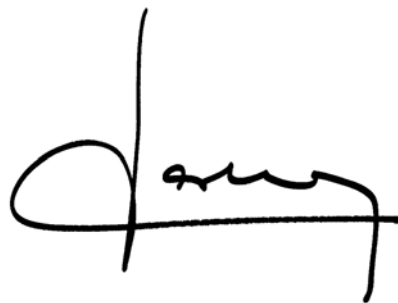
#### **CONCLUSION**

Pour améliorer de la manière la plus efficace que possible les dispositifs de transferts des pilotes il nous faut impérativement faire remonter dans nos instances internationales (IMPA, EMPA) le plus grand nombre d'informations relatives aux défauts constatés.

Dès lors le concours de l'ensemble des pilotes est nécessaire pour signaler à la Fédération les défauts rencontrés lors d'embarquements.

Ces signalements se font par le biais de la base de données RISAP mais peuvent également être amplifiés par email à l'adresse de la Fédération - [federation@ffpm.fr](mailto:federation@ffpm.fr) - en y mettant un maximum d'informations sur le navire concerné et dans la mesure du possible des photographies.

JP CASANOVA

A handwritten signature in black ink, appearing to read 'JP Casanova'. The signature is stylized with a large initial 'J' and a long horizontal stroke at the end.

# A Seaman's Guide to: **PILOT LADDERS**

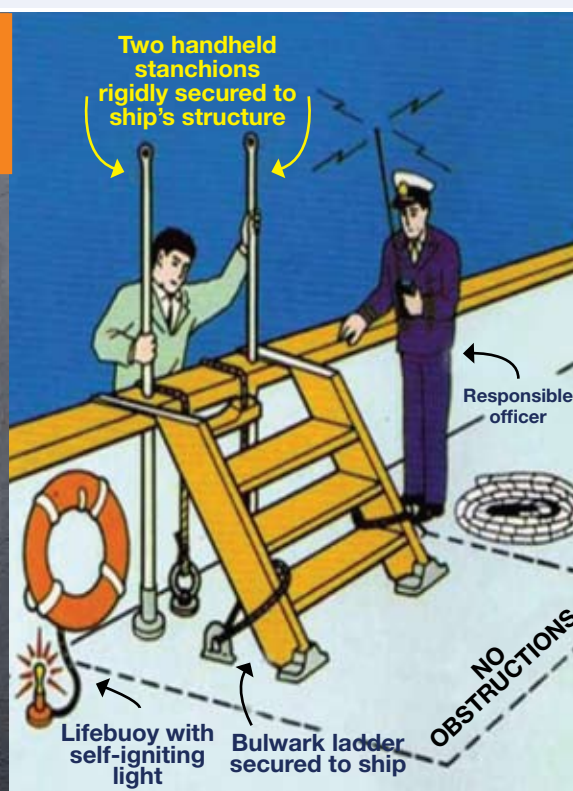
## Correct position for pilot ladder

Safe access should be provided to ensure the safe, convenient and unobstructed passage of any person embarking or disembarking from the ship between the head of the pilot ladder, or any accommodation ladder or other appliance and the ship's deck.

Where such access is by means of a gateway in the rails or bulwark, adequate handholds should be provided.

Where such access is by means of a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points should be fitted.

The bulwark ladder should be securely attached to the ship to prevent it overturning. Shipside doors used for pilot transfer should not open outwards.



IMO Requirements/IMPA Recommendations for Pilot Boarding Arrangements



# A Seaman's Guide to: **PILOT LADDERS**

## Ladder construction - 1

The steps of the pilot ladder should comply with the following requirements:

- if made of hardwood, they should be made in one piece and free of knots
- if made of material other than hardwood, they should be of equivalent strength, stiffness and durability to the satisfaction of the administration (i.e. Flag State of ship)
- the four lowest steps may be of rubber of sufficient strength and stiffness or other material to the satisfaction of the administration (i.e. Flag State of ship)
- they should have an efficient non-slip surface
- they should be not less than 400mm between the side ropes, 115mm wide and 25mm in depth, excluding any non-slip device or grooving
- they should be equally spaced not less than 300mm or more than 380mm apart
- they should be secured in such a manner that each will remain horizontal



◀ This ship has a freeboard where the distance from sea level to the point of access to, or egress from the ship exceeds 9 metres as indicated by the IMO pilot freeboard mark on the ship's side.

A combination ladder must be rigged in this case.

Lower spreader step has damaged lashing and is no longer horizontal.



▲ This is not a pilot ladder



# A Seaman's Guide to: **PILOT LADDERS**

## Ladder construction - 2

No pilot ladder should have more than two replacement steps that are secured in position by a method different from that used in the original construction of the ladder. Any steps secured differently should be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the pilot ladder. When any replacement step is secured to the side ropes of the pilot ladder by means of grooves in the

sides of the step, such grooves should be in the longer sides of the step.

Pilot ladders with more than five steps should have spreader steps not less than 1.8m long provided at such intervals as will prevent the pilot ladder from twisting. The lowest spreader step should be the fifth step from the bottom of the ladder and the interval between any spreader step and the next should not exceed nine steps.



▲ This attachment method is not considered best practice.

Ropes show signs of age and effects of weathering.

### Ropes

The securing strong points, shackles and securing ropes should be at least as strong as the side ropes specified below.

The side ropes of the pilot ladder should consist of two uncovered ropes not less than 18mm in diameter on each side and should be continuous, with no joins below the top step.

Side ropes should be made of manila or other material of equivalent strength, durability and grip, which has been protected against actinic degradation and is satisfactory to the administration.

► Spreader step at deck level is being used to support the full weight of the ladder and pilot. Not considered best practice.

Ladder is rigged too long and could be trapped by the launch.

This ladder has more than five steps before a spreader.

Lowest spreader step situated five steps from bottom of ladder is not fitted.



# A Seaman's Guide to: **PILOT LADDERS**

## Rigging

1. Arrangements should be provided to enable the pilot to embark and disembark safely on either side of the ship.
2. Safe and convenient access to, and from the ship should be provided by a pilot ladder:
  - requiring a climb of not less than 1.5m and not more than 9m above the surface of the water so positioned and secured that it is clear of any possible discharges from the ship
  - situated within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship
  - where each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements should, to the satisfaction of the administration, be made to ensure that people are able to embark and disembark safely
  - where the single length of pilot ladder is capable of reaching the water from the point of access to or from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°
  - where the securing strong point, shackles and securing ropes should be at least as strong as the side ropes



◀ Bottom spreader is a replacement of different construction. Should be replaced as soon as possible.

Bottom 4 steps not stiffened. Ladder rigged in way of overboard discharge

▶ Well positioned, well maintained and properly rigged ladder.

Within parallel length, mid ships and steps resting firmly against ships side.





# A Seaman's Guide to: **PILOT LADDERS**

## Associated equipment

The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

- a lifebuoy equipped with a self-activating light and a heaving line
- if required by the pilot; two man-ropes of not less than 28mm in diameter properly secured to the ship
- stanchions and bulwark ladders shall be provided if required

## Lighting

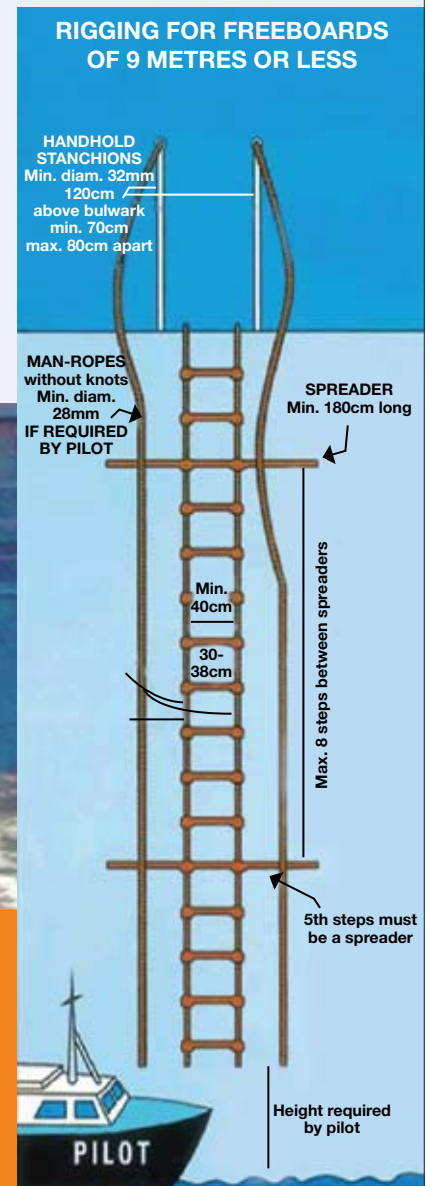
Adequate lighting shall be provided to illuminate the transfer arrangements over-side, and the position on deck where a person embarks or disembarks.



▲ Pilot boat approaching a ship for boarding.

No lifesaving appliances or bulwark stanchions in place.  
No responsible person in attendance.

Because no spreader step fitted this is not considered a "pilot ladder".



# A Seaman's Guide to: **PILOT LADDERS**

## Maintenance and stowage of pilot ladders as per SOLAS V

All arrangements used for pilot transfer should efficiently fulfil their purpose of enabling pilots to embark and disembark safely.

The appliances should be kept clean, properly maintained and stowed, and should be regularly inspected to ensure that they are safe to use.

They should be used solely for the embarkation and disembarkation of personnel.

## Stowage and maintenance tips

### Ladders should be:

- stowed in a dry and well ventilated location
- stowed clear of the deck
- fitted with a cover to protect from sunlight, chemical or paint spills, etc
- inspected for damage to steps, ropes and lashings before use

### EXAMPLES OF POOR CONSTRUCTION AND RIGGING

▼ Metal bulldog clips used as lashings.



▼ Electric cable ties used for wedge lashings.



Hard Edge

▲ Ladder constructed using alloy ferules.

May cause ropes to kink. Makes rope inspection difficult, retains moisture in the rope. Can potentially produce a hard edge on the rope.

