

LOCAL MARINE NOTICE

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Enquiries: R Wadhwa

REQUIREMENTS FOR THE SAFE USE OF PILOT LADDERS

Date of effect: 1 January 2024

Charts & Publications: NA

Attachment: Nil

The Kimberley Ports Authority (KPA) has become aware of several recent incidents related to the failure of pilot ladders and their associated equipment. Investigations have revealed that poor condition, improper rigging, lack of supervision, inadequate maintenance and other factors caused these incidents.

From 1st January 2024, all vessels calling a KPA Port (Port of Broome, Derby, Wyndham, or Yampi Sound) must comply with the following requirements.

- 1) **Maximum age of Pilot ladders is 30 months from the 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.
 - Pilot ladders should 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.
 - Pilot ladders with side-ropes made of 'Sisal' will not be acceptable.

- 2) **Maximum age of manropes and other associated equipment (rope stoppers etc) used with pilot ladders is 12 months from date of manufacture.**
 - 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 should 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.

Marine and other port users are requested to notify the Kimberley Ports Authority on the discovery of new dangers or suspected dangers to navigation.

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3) Maximum age of 'rope stoppers' used for securing the Pilot ladder to the deck strong points is 12 months from the date of manufacture.

- Unless secured at the thimble end with shackles, it is recommended that the pilot ladder side ropes should be secured to deck strong points via rope stoppers which are lashed to the side ropes using a 'rolling hitch'.
- The rope stoppers used to secure the pilot ladder to strong points must be two strong manila ropes of at least 24 kN each.
- 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 ropes is less than 12 months old.

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

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

- All pilot ladders in use onboard are SOLAS compliant and in good condition, with required certification and inspection records to be made available upon request.
- Recommendations of the IMO Pilot ladder poster are to be strictly adhered to ([Link](#)).
- Rigging of pilot ladders must be carried out by properly trained and competent crew. After being rigged, the pilot ladder arrangement must be inspected by a responsible officer.
- Adequate guidance is to be provided in company procedures for the vessel crew to rig pilot ladders, carry out proper inspections and discard non-compliant pilot ladders.
- 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 may degrade or affect their condition.
- Maintenance routines for the pilot ladders and all associated equipment like stanchions, shackles, manropes, deck fittings etc., should be included in the vessel's Planned Maintenance System (PMS).
- Master must ensure accurate declaration of the vessels condition (including the pilot ladder and associated equipment) in the Pre-arrival notification process.

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

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References:

- ISO 799 -1 Pilot Ladders - Design and Specification
- ISO 799 -2 Pilot Ladders - Maintenance, Use, Survey, and Inspection
- ISO 799 -3 Pilot Ladders: Attachments and associated equipment
- AMSA Marine Notice 04/2023—Pilot transfer arrangements (or superseding notice)
- SOLAS Chapter V Regulation 23
- IMO Circulars MSC.1/Circ.1428 and MSC.1/Circ.1495
- IMO Resolution A.1108(29) and A.1045(27)
- ARCSOPT Technical Guideline 03-23 – Marine Pilot Transfer Arrangements (arcsopt.org)

Any questions regarding this Local Marine Notice should be addressed to the Kimberley Ports Authority by email: harbourmaster@kimberleyports.wa.gov.au



Rohan Wadhwa
REGIONAL HARBOUR MASTER

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