



# FALMOUTH PILOT SERVICES

PILOTAGE INFORMATION 2019

### INTRODUCTION

Falmouth Pilot Services is a service arm of Falmouth Harbour Commissioners and provides pilotage services for the Ports of Falmouth, Falmouth Docks, Truro, Penryn and St Mawes, as well as the Helford River, the quarries on the east side of the Lizard Peninsula and the Falmouth, Gerrans and Veryan bays.

The powers to provide a pilotage service are taken from the Pilotage Act 1987 and the Falmouth (Pilotage) Harbour Revision Order 1988. The Falmouth Pilotage Area is defined as the area below the level of high water that exists to landward of an imaginary line drawn between Black Head and Dodman Point.

The Harbour Authorities of Falmouth Docks and Engineering Company and the Ports of Truro and Penryn have entered into an Agency Agreement with Falmouth Harbour Commissioners to allow them to exercise the functions (save those contained in section 2.1 of the Pilotage Act) on their behalf.

Falmouth Harbour Commissioners have entered into a service contract with Falmouth Pilots LLP to provide a pilotage service for the entire Pilotage Area.

The Pilotage Directions were last amended on 1st September 2003 after a full consultation with port users as required by the Pilotage Act.

Pilotage Charges are reviewed annually and new charges published on the 1st January each year.

Any queries on the information contained in this publication should be addressed to Falmouth Pilot Services at the following address.

44 Arwenack Street, Falmouth TR11 3JQ  
duncan@falmouthpilotservices.co.uk

**Enquiries & Accounts** +44 (0)1326 213533

**Operations** +44 (0)1326 211395 **Fax** +44 (0)1326 211352

**[www.falmouthpilotservices.co.uk](http://www.falmouthpilotservices.co.uk)**

### PILOTAGE SERVICES

Pilotage services in the Falmouth pilotage district are available to any vessel requiring the services of a pilot subject to a minimum of one hour's notice being given.

Arriving vessels requiring a pilot are requested to give at least 24 hours' notice of their ETA via phone, fax, e-mail, or telex followed by confirmation of ETA one hour prior to arrival at the pilot station via VHF Radio Channel 16 (working frequency Channel 9).

The preferred method of pre-arrival reporting is to use the Pre-arrival Notification Form.

This form (when completed) will also provide the information required by Falmouth Harbour Commissioners in order to fulfil statutory reporting requirements. Vessels visiting the ports of Truro and Penryn or Falmouth Docks, please refer to them for their reporting requirements.

Vessels greater than 180m in length will be met at the pilot station shown on Admiralty Chart 154 in Lat 50 05.0N Long 5 00.7W (WGS84).

Smaller vessels should give their ETA for the Pilot Station as above but may be given a rendezvous closer to shore depending upon the weather conditions.

Two pilot boats are normally operated within the port and vessels can expect pilots to board either from ARROW, a 16m launch with high visibility white superstructure, or L K MITCHELL, a 17m launch with orange superstructure. The pilot ladders are required to be at a height of 1.5m above the vessel's water line; the requirement and side on which it should be rigged will be advised when VHF contact is established.

Pilot ladders are required to be rigged in accordance with IMO Regulation 23 in respect of pilot transfer arrangements and is attached as an annex to this publication.

Vessels with beltings or unusual boarding arrangements that preclude safe berthing of the pilot boat alongside or make it impractical to meet the requirements of Regulation 23 may not be able to board a pilot on arrival. A collection and delivery service is offered for vessels in the UK and near continent. Large ferries with belting arrangements (with or without a cutaway) arriving during winter months are strongly recommended to make use of the collection arrangements.

Pilotage Charges are levied in accordance with the Scale of Charges. Vessels are normally expected to appoint a local agent in advance of arrival. Where this has not been done alternative payment arrangements (e.g. owner to pay by BACS) need to be made in advance.



### PILOTAGE DIRECTIONS

In accordance with Section 7 of the Pilotage Act 1987, The Falmouth Harbour Commissioners hereby direct that with effect from the 1st day of September 2003 pilotage will be compulsory for:

- a. All vessels in excess of 180m LOA when navigating to the North of a line drawn between Black Head and Dodman Point. (Zone A on Chartlet).
- b. All vessels in commercial use in excess of 30m LOA when navigating to the West of a line drawn between Rosemullion Head and Position Lat 50 03.35N Long 5 01.60W (WGS 84). (Zone B on Chartlet).
- c. All vessels in excess of 75m when navigating to the North of a line drawn between Zone Point and Rosemullion Head and to the South of a line drawn between Messack Point and Penarrow Point (Zone C on Chartlet) or elsewhere in the Pilotage Area if navigating within 1.0 mile of the shore.
- d. All vessels in excess of 60m navigating to the North of a line drawn between Messack Point and Penarrow Point. (Zone D on Chartlet) or in the Penryn River to the West of a line drawn between Prince of Wales Pier and Flushing New Quay.
- e. All vessels navigating within the designated Pilotage Area carrying dangerous or polluting goods as defined in the MS reporting regs 1995.
- f. All vessels in commercial use navigating within the Pilotage Area not equipped with corrected Admiralty Charts numbers 154, 32 and 18 (or equivalent) as required to cover the entire passage.
- g. All vessels in excess of 50m entering or leaving a dry dock.
- h. All manned vessels in excess of 50m using the services of a harbour tug.
- i. Vessels of any size (save those excepted below) when directed by the harbour master or dock master in the interests of safety of the vessel, other vessels, persons, the port or its infrastructure.

These directions shall apply to tugs and tows as if the aggregate length of the tug and tow is the length overall of a single vessel.

These directions shall apply to vessels under way. They shall not apply to HM ships or foreign warships or to vessels of less than 20m in length or registered fishing vessels of less than 47.5m.

FALMOUTH PILOTAGE ZONES CHARTLET



## Pilotage Information 2019

### PILOTAGE CHARGES 2019

CHARGE BAND 1		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	90	129	168	210	254	288	330	368	407	452	491	530	569	609
		Over 500 - 1000	100	140	180	218	263	297	341	377	420	463	501	540	578	618
Sea	Bay	Over 1000 - 1500	111	153	191	230	270	309	351	390	430	473	506	553	589	630
Bay	Harbour	Over 1500 - 2000	122	158	202	236	280	323	363	398	437	479	520	559	601	639
Harbour	Docks	Over 2000 - 5000	129	168	210	254	288	330	368	407	452	491	530	569	609	648
Internal Movements		Over 5000 - 10000	140	180	218	263	297	341	377	420	463	501	540	578	618	659
		Over 10000 - 15000	153	191	230	270	309	351	390	430	473	506	553	589	630	671
		Over 15000 - 20000	158	202	236	280	323	363	398	437	479	520	559	601	639	680
		Over 20000 - 30000	168	210	254	288	330	368	407	452	491	530	569	609	648	693
		Over 30000 - 40000	180	218	263	297	341	377	420	463	501	540	578	618	659	700
		Over 40000 - 50000	191	230	270	309	351	390	430	473	506	553	589	630	671	710
		Over 50000 - 70000	202	236	280	323	363	398	437	479	520	559	601	639	680	716
		Over 70000 - 80000	210	254	288	330	368	407	452	491	530	569	609	648	693	729
		Over 80000 - 90000	219	263	298	341	378	416	462	500	540	580	618	657	703	738
		Over 90000 - 100000	230	273	307	350	388	426	472	509	550	589	628	668	713	747
		Over 100000	239	283	318	360	397	436	481	520	560	599	638	677	722	758
CHARGE BAND 2		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	139	195	261	316	373	434	545	610	674	745	810	873	940	1002
		Over 500 - 1000	154	210	269	330	390	449	559	627	692	762	825	889	958	1023
Sea	Harbour	Over 1000 - 1500	166	227	285	344	405	469	578	642	709	780	840	910	975	1037
Bay	Docks Berth	Over 1500 - 2000	181	237	299	362	422	479	596	657	722	792	855	924	987	1058
Sea	Docks Berth	Over 2000 - 5000	195	261	316	373	434	497	610	674	745	810	873	940	1002	1073
Sea	Porthoustock Quarry	Over 5000 - 10000	210	269	330	390	449	506	627	692	762	825	889	958	1023	1089
		Over 10000 - 15000	227	285	344	405	469	529	642	709	780	840	910	975	1037	1108
		Over 15000 - 20000	237	299	362	422	479	542	657	722	792	855	924	987	1058	1121
		Over 20000 - 30000	261	316	373	434	497	556	674	745	810	873	940	1002	1073	1139
		Over 30000 - 40000	269	330	390	449	506	569	692	762	825	889	958	1023	1089	1157
		Over 40000 - 50000	285	344	405	469	529	584	709	780	840	910	975	1037	1108	1173
		Over 50000 - 70000	299	362	422	479	542	601	722	792	855	924	987	1058	1121	1188
		Over 70000	316	373	434	497	556	612	745	810	873	940	1002	1073	1139	1201

## Pilotage Information 2019

		DRAFT (M)														
		GROSS TONNAGE	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
CHARGE BAND 3		Up to 500	185	263	341	421	501	578	659	741	820	904	979	1059	1140	1216
To/From	From/To	Over 500 - 1000	204	277	362	437	520	601	679	760	835	922	999	1077	1159	1237
Sea	Truro	Over 1000 - 1500	221	299	379	460	542	623	702	780	857	942	1018	1105	1177	1259
Bay	Truro	Over 1500 - 2000	237	323	400	477	559	640	720	796	877	963	1036	1120	1196	1274
Docks	Truro	Over 2000 - 5000	263	341	421	501	578	659	741	820	904	979	1059	1140	1216	1300
Harbour	Truro	Over 5000 - 10000	277	362	437	520	601	679	760	835	922	999	1077	1159	1237	1322
Lay Up River Fal	Any Except Docks	Over 10000 - 15000	299	379	460	542	623	702	780	857	942	1018	1105	1177	1259	1341
		Over 15000 - 20000	323	400	477	559	640	720	796	877	963	1036	1120	1196	1274	1363
Crossroads Buoy	Any Except Wet/Dry Dock	Over 20000 - 30000	341	421	501	578	659	741	820	904	979	1059	1140	1216	1300	1382
		Over 30000 - 40000	362	437	520	601	679	760	835	922	999	1077	1159	1237	1322	1397
		Over 40000 - 50000	379	460	542	623	702	780	857	942	1018	1105	1177	1259	1341	1422
		Over 50000 - 70000	400	477	559	640	720	796	877	963	1036	1120	1196	1274	1363	1438
		Over 70000	421	501	578	659	741	820	904	979	1059	1140	1216	1300	1382	1456

		DRAFT (M)														
		GROSS TONNAGE	0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
CHARGE BAND 4		Up to 500	229	324	421	522	620	717	822	919	1018	1122	1217	1312	1418	1515
To/From	From/To	Over 500 - 1000	254	344	443	548	643	747	841	943	1036	1148	1244	1337	1442	1536
Docks Berth	Wet/Dry Dock	Over 1000 - 1500	275	375	474	567	673	772	870	969	1063	1171	1265	1370	1463	1564
		Over 1500 - 2000	297	396	498	592	697	796	895	986	1092	1193	1289	1391	1489	1589
Sea / Bay	Wet/Dry Dock	Over 2000 - 5000	324	421	522	620	717	822	919	1018	1122	1217	1312	1418	1515	1615
		Over 5000 - 10000	344	443	548	643	747	841	943	1036	1148	1244	1337	1442	1536	1644
Harbour	Wet/Dry Dock	Over 10000 - 15000	375	474	567	673	772	870	969	1063	1171	1265	1370	1463	1564	1668
		Over 15000 - 20000	396	498	592	697	796	895	986	1092	1193	1289	1391	1489	1589	1693
Lay Up River Fal	Wet/Dry Dock	Over 20000 - 30000	421	522	620	717	822	919	1018	1122	1217	1312	1418	1515	1615	1717
		Over 30000 - 40000	443	548	643	747	841	943	1036	1148	1244	1337	1442	1536	1644	1743
Lay Up River Fal	Docks Berth	Over 40000 - 50000	474	567	673	772	870	969	1063	1171	1265	1370	1463	1564	1668	1764
		Over 50000 - 70000	498	592	697	796	895	986	1092	1193	1289	1391	1489	1589	1693	1788
		Over 70000	522	620	717	822	919	1018	1122	1217	1312	1418	1515	1615	1717	1810

**ADDITIONAL CHARGES**

Services	Cost
<ul style="list-style-type: none"> <li>· DF Calibration (pilotage element only)</li> <li>· Compass Adjusting (pilotage only, compass adjuster needs to be arranged directly)</li> <li>· Engine Trials (pilotage element only)</li> <li>· Attendance</li> </ul>	£116 per hour
<ul style="list-style-type: none"> <li>· Additional Charge for Dead Ship</li> <li>· Movements for vessels greater than 5000GT</li> </ul>	£116 per movement
Ferry collection and delivery	£1,017
Cancellation	£226
Second pilot	As per first pilot charges

**NOTES**

Pilotage Services are defined as follows:

1. ACT OF PILOTAGE

An Act of Pilotage will be charged according to the scale of charges. An Act shall be deemed to have been completed as follows:

- a. When the vessel reaches its planned destination (includes arrival at the Pilot Station when outbound).  
or
- b. When the passage is broken by the vessel stopping (for a period in excess of 15 minutes) or anchoring at an interim destination at the request of the master. Continuation of the passage from that point shall be counted as a second Act.  
or
- c. When a pilot is unable to board on grounds of safety and a vessel requiring the services of a pilot and the master accepts the alternative service of following the pilot boat on a route directed by the pilot to assist the safe passage of the vessel.

2. CANCELLATION

Cancellation charges will be levied according to the scale of charges when the master (or persons authorised to act for him) cancels the requirement for a pilot within one hour of the scheduled arrival or departure time.

In the event that the services of a pilot are cancelled after a pilot has boarded the vessel via the pilot boat the full charge for the single planned Act of Pilotage may be levied in lieu of the cancellation charge.

3. ATTENDANCE

An attendance charge will be levied according to the scale of charges in the following circumstances:



- a. Where a pilot is detained on board after completion of the acts or services ordered due to the request of the master or due to the inability to disembark him. (Other than advance arrangements made for transit between ports).
- b. Where the time of the movement is delayed after the pilot boards the vessel and it is agreed that the pilot should remain on board to wait rather than cancelling the movement.
- c. Where a pilot is requested by the vessel's master (or his agents) to attend a meeting to discuss or plan a particular act.

#### 4. ADDITIONAL SERVICES

Where the pilot is required to assist in the conduct of the vessel in undertaking calibration swings, machinery trials or other similar activities, an additional charge shall be made according to the scale of charges.

#### 5. ADDITIONAL PILOTS

Where as a result of a risk assessment, it is agreed by the harbour master concerned that additional pilots are required to assist with a manoeuvre on the basis of the vessel concerned having exceptional characteristics or the manoeuvre requiring additional monitoring from a second position on the vessel, further pilots may be assigned. In this event the charges made for the act of pilotage will be made in respect of each pilot.

#### 6. CLAIMS

In the event that a vessel refuses or omits to engage the services of an authorised pilot when required to according to the Pilotage Directions a charge will be levied to the vessel concerned as if an act of pilotage had been completed for that passage.

#### 7. DELIBERATE AVOIDANCE OF COMPULSORY PILOTAGE REQUIREMENTS

In the event that a vessel deliberately mis-declares its dimensions, cargo or that it is carrying appropriate charts with the intention of avoiding compulsory pilotage requirements, it will be reported to the UK Maritime and Coastguard Agency. In such cases the MCA will ensure that appropriate Port State Control inspections of the vessel are undertaken either in Falmouth or a subsequent PMOU Port.

When declaring the appropriate carriage of charts, the master is confirming that the vessel has on board a corrected copy of BA chart 154, 18 and 32 depending on the area being navigated an equivalent from another national Hydrographic office or is fitted with an authorised ECDIS system covering Falmouth Bay.

Uncorrected or facsimile charts and non-approved ECDIS systems are not acceptable.

**BOARDING AND LANDING CHARGES**

GROSS TONNAGE (GT)	BOARDING OR LANDING	BOARDING AND LANDING
Up to 1000	268*	402
Over 1000 - 1500	268*	402
Over 1500 - 2000	268*	588
Over 2000 - 5000	412	588
Over 5000 - 10000	412	588
Over 10000 - 15000	588	588
Over 15000 - 20000	588	588
Over 20000 - 30000	588	588
Over 30000 - 40000	588	588
Over 40000 - 50000	588	588
Over 50000 - 70000	588	588
Over 70000	588	588
Boarding and landing of over/under carried pilots		£588

\* Charges for Boarding or Landing apply in Zones C or D only. For Boarding or Landing in Zones A, Boarding and Landing charges apply.

For vessels proceeding to the quarries within Zone B, pilots may be boarded in either Zone A or Zone C as requested. It is normal practice for the pilot to remain on board (detention charges apply) whilst the vessel is loaded. The pilot may then be disembarked in Zone A or C as requested. Please note the difference in charges for Zone A and C above.

If vessels wish to board or land the pilot within Zone B, then please request a price for this service. Pilot Boat cancellation within an hour of confirmed boarding time is charged as per above scales.

**OUTSIDE PORT LIMITS**

For vessels which are required to board or land outside port limits (e.g. very large ships or vessels at anchor in Gerrans or Veryan bays), a 10% surcharge applies.

**CASUAL USER CHARGES**

Hourly Hire Boat with Crew	£305
Per person per trip with pilot on board	£106
Charts and hand-held parcels	£22
Other parcels	£10 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£45.24
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£337.41

**CHARGES FOR PILOTAGE EXEMPTION CERTIFICATES**

Pilotage Exemption Certificates (PECs) are issued by the relevant Competent Harbour Authority on completion of examination and assessment. Persons wishing to apply for a Certificate should request an application form from Falmouth Pilot Services.

Initial Application and PEC information pack issue	£226
Pilot-accompanied qualifying or assesment trips	As per pilotage rates
Written and oral examination fee	£113 each
Annual renewal	£113
Addition of vessels or areas to certificate after exam	£113

### REGULATION 23 PILOT TRANSFER ARRANGEMENTS

1. APPLICATION
  - 1.1. Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.
  - 1.2. Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organisation.
  - 1.3. Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 173 or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organisation prior to that date.
  - 1.4. Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.
  - 1.5. With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey on or after 1 July 2012.
  - 1.6. Paragraph 6 applies to all ships.
2. GENERAL
  - 2.1. All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.
  - 2.2. The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.
  - 2.3. A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organisation. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.
  - 2.4. All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.
- 2.5. Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.
3. TRANSFER ARRANGEMENTS
  - 3.1. Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.
  - 3.2. In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.
  - 3.3. Safe and convenient access to, and egress from, the ship shall be provided by either:
    - 3.3.1. a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
      - 3.3.1.1. it is clear of any possible discharges from the ship;
      - 3.3.1.2. it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
      - 3.3.1.3. 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 shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
      - 3.3.1.4. the single length of pilot ladder is capable of reaching the water from the point of access to, or egress 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°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or
    - 3.3.2. an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and

convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.

3.3.2.1. When a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and man-ropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

#### 4. ACCESS TO THE SHIP'S DECK

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- 4.1. a gateway in the rails or bulwark, adequate handholds shall be provided;
- 4.2. a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted.
- 4.3. The bulwark ladder shall be securely attached to the ship to prevent overturning.

#### 5. SHIPSIDE DOORS

Shipside doors used for pilot transfer shall not open outwards.

#### 6. MECHANICAL PILOT HOISTS

Mechanical pilot hoists shall not be used.

#### 7. ASSOCIATED EQUIPMENT

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

- 7.1.1. two man-ropes of not less than 28 mm and not more than

32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the man-ropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);

7.1.2. a lifebuoy equipped with a self-igniting light;

7.1.3. a heaving line.

7.2. When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

#### 8. LIGHTING

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

#### REFERENCE GUIDE

1. Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).
2. Refer to the Assembly resolution on pilot transfer arrangements, to be adopted by the Organisation.
3. Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.
4. Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290).
5. Refer to the recommendations by the International Organisation for Standardization, in particular publication ISO 799:2004, Ships and marine technology – Pilot ladders.
6. Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).

**Enquiries & Accounts** +44 (0)1326 213533

**Operations** +44 (0)1326 211395 **Fax** +44 (0)1326 211352

44 Arwenack Street, Falmouth TR11 3JQ

duncan@falmouthpilotservices.co.uk

**www.falmouthpilotservices.co.uk**