



 **FALMOUTH
PILOT SERVICES**

PILOTAGE INFORMATION 2021

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.

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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 2021

PILOTAGE CHARGES 2021

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	94	136	176	221	267	303	346	387	427	475	516	557	598	640
		Over 500 - 1000	105	147	189	229	277	312	359	396	442	486	527	567	608	649
Sea	Bay	Over 1000 - 1500	116	161	201	242	284	325	369	410	452	497	532	581	619	663
		Over 1500 - 2000	129	166	213	248	295	339	382	418	459	503	547	588	632	672
Harbour	Docks	Over 2000 - 5000	136	176	221	267	303	346	387	427	475	516	557	598	640	681
		Over 5000 - 10000	147	189	229	277	312	359	396	442	486	527	567	608	649	693
Internal Movements		Over 10000 - 15000	161	201	242	284	325	369	410	452	497	532	581	619	663	705
		Over 15000 - 20000	166	213	248	295	339	382	418	459	503	547	588	632	672	715
		Over 20000 - 30000	176	221	267	303	346	387	427	475	516	557	598	640	681	728
		Over 30000 - 40000	189	229	277	312	359	396	442	486	527	567	608	649	693	735
		Over 40000 - 50000	201	242	284	325	369	410	452	497	532	581	619	663	705	747
		Over 50000 - 70000	213	248	295	339	382	418	459	503	547	588	632	672	715	753
		Over 70000 - 80000	221	267	303	346	387	427	475	516	557	598	640	681	728	766
		Over 80000 - 90000	230	277	313	359	397	438	485	526	567	610	649	691	738	776
		Over 90000 - 100000	242	287	323	368	408	448	496	535	578	619	660	702	750	785
		Over 100000	251	298	334	379	417	458	505	547	589	629	671	711	759	796

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	146	205	275	332	392	456	572	641	708	783	851	918	988	1054
		Over 500 - 1000	162	221	283	346	410	472	588	659	727	801	867	934	1007	1075
Sea	Harbour	Over 1000 - 1500	174	239	300	362	425	493	608	675	746	820	883	956	1025	1090
		Over 1500 - 2000	190	249	314	381	444	503	626	691	759	833	899	971	1037	1112
Bay	Harbour	Over 2000 - 5000	205	275	332	392	456	523	641	708	783	851	918	988	1054	1127
		Over 5000 - 10000	221	283	346	410	472	532	659	727	801	867	934	1007	1075	1145
Sea	Docks Berth	Over 10000 - 15000	239	300	362	425	493	556	675	746	820	883	956	1025	1090	1165
		Over 15000 - 20000	249	314	381	444	503	569	691	759	833	899	971	1037	1112	1178
Bay	Docks Berth	Over 20000 - 30000	275	332	392	456	523	585	708	783	851	918	988	1054	1127	1197
		Over 30000 - 40000	283	346	410	472	532	598	727	801	867	934	1007	1075	1145	1216
Sea	Porthoustock Quarry	Over 40000 - 50000	300	362	425	493	556	614	746	820	883	956	1025	1090	1165	1233
		Over 50000 - 70000	314	381	444	503	569	632	759	833	899	971	1037	1112	1178	1249
		Over 70000	332	392	456	523	585	643	783	851	918	988	1054	1127	1197	1262

Pilotage Information 2021

CHARGE BAND 3		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
To/From	From/To	Up to 500	194	277	359	443	527	608	693	779	862	950	1029	1113	1198	1278
Sea	Truro	Over 500 - 1000	215	291	381	459	547	632	713	799	877	969	1049	1132	1218	1300
Bay	Truro	Over 1000 - 1500	232	314	398	483	569	654	737	820	901	990	1070	1161	1237	1323
Docks	Truro	Over 1500 - 2000	249	339	420	501	588	673	757	837	922	1012	1089	1177	1257	1339
Harbour	Truro	Over 2000 - 5000	277	359	443	527	608	693	779	862	950	1029	1113	1198	1278	1367
Lay Up River Fal	Any Except Docks	Over 5000 - 10000	291	381	459	547	632	713	799	877	969	1049	1132	1218	1300	1390
		Over 10000 - 15000	314	398	483	569	654	737	820	901	990	1070	1161	1237	1323	1409
Crossroads Buoy	Any Except Wet/Dry Dock	Over 15000 - 20000	339	420	501	588	673	757	837	922	1012	1089	1177	1257	1339	1432
		Over 20000 - 30000	359	443	527	608	693	779	862	950	1029	1113	1198	1278	1367	1453
		Over 30000 - 40000	381	459	547	632	713	799	877	969	1049	1132	1218	1300	1390	1468
		Over 40000 - 50000	398	483	569	654	737	820	901	990	1070	1161	1237	1323	1409	1494
		Over 50000 - 70000	420	501	588	673	757	837	922	1012	1089	1177	1257	1339	1432	1511
		Over 70000	443	527	608	693	779	862	950	1029	1113	1198	1278	1367	1453	1531

CHARGE BAND 4		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
To/From	From/To	Up to 500	241	340	443	549	651	754	864	965	1070	1179	1279	1379	1490	1592
Docks Berth	Wet/Dry Dock	Over 500 - 1000	267	362	466	576	676	785	884	991	1089	1206	1308	1405	1515	1615
Sea / Bay	Wet/Dry Dock	Over 1000 - 1500	289	394	498	596	707	811	915	1018	1117	1231	1329	1439	1538	1644
		Over 1500 - 2000	312	416	524	622	732	837	941	1036	1148	1254	1354	1462	1565	1670
Harbour	Wet/Dry Dock	Over 2000 - 5000	340	443	549	651	754	864	965	1070	1179	1279	1379	1490	1592	1698
		Over 5000 - 10000	362	466	576	676	785	884	991	1089	1206	1308	1405	1515	1615	1728
Lay Up River Fal	Wet/Dry Dock	Over 10000 - 15000	394	498	596	707	811	915	1018	1117	1231	1329	1439	1538	1644	1754
		Over 15000 - 20000	416	524	622	732	837	941	1036	1148	1254	1354	1462	1565	1670	1779
Lay Up River Fal	Docks Berth	Over 20000 - 30000	443	549	651	754	864	965	1070	1179	1279	1379	1490	1592	1698	1804
		Over 30000 - 40000	466	576	676	785	884	991	1089	1206	1308	1405	1515	1615	1728	1832
Lay Up River Fal	Docks Berth	Over 40000 - 50000	498	596	707	811	915	1018	1117	1231	1329	1439	1538	1644	1754	1854
		Over 50000 - 70000	524	622	732	837	941	1036	1148	1254	1354	1462	1565	1670	1779	1879
		Over 70000	549	651	754	864	965	1070	1179	1279	1379	1490	1592	1698	1804	1902

ADDITIONAL CHARGES

Services	Cost
<ul style="list-style-type: none"> · DF Calibration (pilotage element only) · Compass Adjusting (pilotage only, compass adjuster needs to be arranged directly) · Engine Trials (pilotage element only) · Attendance 	£122 per hour
<ul style="list-style-type: none"> · Additional Charge for Dead Ship · Movements for vessels greater than 5000GT 	£122 per movement
Ferry collection and delivery	£1,069
Cancellation	£237
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	281*	421
Over 1000 – 1500	281*	421
Over 1500 – 2000	281*	617
Over 2000 – 5000	432	617
Over 5000 – 10000	432	617
Over 10000 – 15000	617	617
Over 15000 – 20000	617	617
Over 20000 – 30000	617	617
Over 30000 – 40000	617	617
Over 40000 – 50000	617	617
Over 50000 – 70000	617	617
Over 70000	617	617
Boarding and landing of over/under carried pilots		£617

* 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	£320
Per person per trip with pilot on board	£111
Charts and hand-held parcels	£23.30
Other parcels	£10.48 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£47.43
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£353.76

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	£237
Pilot-accompanied qualifying or assesment trips	As per pilotage rates
Written and oral examination fee	£119 each
Annual renewal	£119
Addition of vessels or areas to certificate after exam	£119

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).

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