



FALMOUTH PILOT SERVICES

PILOTAGE INFORMATION 2022

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 CHARGES 2022

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	100	144	187	234	283	321	367	410	453	504	547	590	634	678
		Over 500 - 1000	111	156	200	243	294	331	381	420	469	515	559	601	644	688
Sea	Bay	Over 1000 - 1500	123	171	213	257	301	345	391	435	479	527	564	616	656	703
		Over 1500 - 2000	137	176	226	263	313	359	405	443	487	533	580	623	670	712
Harbour	Docks	Over 2000 - 5000	144	187	234	283	321	367	410	453	504	547	590	634	678	722
		Over 5000 - 10000	156	200	243	294	331	381	420	469	515	559	601	644	688	735
Internal Movements		Over 10000 - 15000	171	213	257	301	345	391	435	479	527	564	616	656	703	747
		Over 15000 - 20000	191	245	285	339	390	439	481	528	578	629	676	727	773	822
		Over 20000 - 30000	202	254	307	348	398	445	491	546	593	641	688	736	783	837
		Over 30000 - 40000	217	263	319	359	413	455	508	559	606	652	699	746	797	845
		Over 40000 - 50000	231	278	327	374	424	472	520	572	612	668	712	762	811	859
		Over 50000 - 70000	245	285	339	390	439	481	528	578	629	676	727	773	822	866
		Over 70000 - 80000	254	307	348	398	445	491	546	593	641	688	736	783	837	881
		Over 80000 - 90000	265	319	360	413	457	504	558	605	652	702	746	795	849	892
		Over 90000 - 100000	278	330	371	423	469	515	570	615	665	712	759	807	863	903
		Over 100000 - 110000	289	343	384	436	480	527	581	629	677	723	772	818	873	915
Over 110000 - 120000	321	367	409	453	496	546	600	645	693	737	787	833	889	930		
Over 120000	357	392	436	470	513	568	620	662	711	751	803	848	906	945		

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	155	217	292	352	416	483	606	679	750	830	902	973	1047	1117
Sea	Harbour	Over 500 - 1000	172	234	300	367	435	500	623	699	771	849	919	990	1067	1140
Bay	Harbour	Over 1000 - 1500	184	253	318	384	451	523	644	716	791	869	936	1013	1087	1155
Sea	Docks Berth	Over 1500 - 2000	201	264	333	404	471	533	664	732	805	883	953	1029	1099	1179
Bay	Docks Berth	Over 2000 - 5000	217	292	352	416	483	554	679	750	830	902	973	1047	1117	1195
Sea	Porthoustock Quarry	Over 5000 - 10000	234	300	367	435	500	564	699	771	849	919	990	1067	1140	1214
		Over 10000 - 15000	253	318	384	451	523	589	716	791	869	936	1013	1087	1155	1235
		Over 15000 - 20000	286	361	438	511	578	654	795	873	958	1034	1117	1193	1279	1355
		Over 20000 - 30000	316	382	451	524	601	673	814	900	979	1056	1136	1212	1296	1377
		Over 30000 - 40000	325	398	472	543	612	688	836	921	997	1074	1158	1236	1317	1398
		Over 40000 - 50000	345	416	489	567	639	706	858	943	1015	1099	1179	1254	1340	1418
		Over 50000 - 70000	361	438	511	578	654	727	873	958	1034	1117	1193	1279	1355	1436
		Over 70000	382	451	524	601	673	739	900	979	1056	1136	1212	1296	1377	1451

CHARGE BAND 3		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	206	294	381	470	559	644	735	826	914	1007	1091	1180	1270	1355
Sea	Truro	Over 500 - 1000	228	308	404	487	580	670	756	847	930	1027	1112	1200	1291	1378
Bay	Truro	Over 1000 - 1500	246	333	422	512	603	693	781	869	955	1049	1134	1231	1311	1402
Docks	Truro	Over 1500 - 2000	264	359	445	531	623	713	802	887	977	1073	1154	1248	1332	1419
Harbour	Truro	Over 2000 - 5000	294	381	470	559	644	735	826	914	1007	1091	1180	1270	1355	1449
Lay Up River Fal	Any Except Docks	Over 5000 - 10000	308	404	487	580	670	756	847	930	1027	1112	1200	1291	1378	1473
		Over 10000 - 15000	333	422	512	603	693	781	869	955	1049	1134	1231	1311	1402	1494
		Over 15000 - 20000	390	483	576	676	774	871	963	1060	1164	1252	1354	1446	1540	1647
Crossroads Buoy	Any Except Wet/Dry Dock	Over 20000 - 30000	413	509	606	699	797	896	991	1093	1183	1280	1378	1470	1572	1671
		Over 30000 - 40000	438	528	629	727	820	919	1009	1114	1206	1302	1401	1495	1599	1688
		Over 40000 - 50000	458	555	654	752	848	943	1036	1139	1231	1335	1423	1521	1620	1718
		Over 50000 - 70000	483	576	676	774	871	963	1060	1164	1252	1354	1446	1540	1647	1738
		Over 70000	509	606	699	797	896	991	1093	1183	1280	1378	1470	1572	1671	1761

CHARGE BAND 4		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	255	360	470	582	690	799	916	1023	1134	1250	1356	1462	1579	1688
Docks Berth	Wet/Dry Dock	Over 500 - 1000	283	384	494	611	717	832	937	1050	1154	1278	1386	1489	1606	1712
		Over 1000 - 1500	306	418	528	632	749	860	970	1079	1184	1305	1409	1525	1630	1743
Sea / Bay	Wet/Dry Dock	Over 1500 - 2000	331	441	555	659	776	887	997	1098	1217	1329	1435	1550	1659	1770
		Over 2000 - 5000	360	470	582	690	799	916	1023	1134	1250	1356	1462	1579	1688	1800
Harbour	Wet/Dry Dock	Over 5000 - 10000	384	494	611	717	832	937	1050	1154	1278	1386	1489	1606	1712	1832
		Over 10000 - 15000	418	528	632	749	860	970	1079	1184	1305	1409	1525	1630	1743	1859
Lay Up River Fal	Wet/Dry Dock	Over 15000 - 20000	478	603	715	842	963	1082	1191	1320	1442	1557	1681	1800	1921	2046
		Over 20000 - 30000	509	631	749	867	994	1110	1231	1356	1471	1586	1714	1831	1953	2075
Lay Up River Fal	Docks Berth	Over 30000 - 40000	536	662	777	903	1017	1140	1252	1387	1504	1616	1742	1857	1987	2107
		Over 40000 - 50000	573	685	813	933	1052	1171	1285	1416	1528	1655	1769	1891	2017	2132
		Over 50000 - 70000	603	715	842	963	1082	1191	1320	1442	1557	1681	1800	1921	2046	2161
		Over 70000	631	749	867	994	1110	1231	1356	1471	1586	1714	1831	1953	2075	2187

ADDITIONAL CHARGES

Services	Cost (hourly rate outside of Pilotage)
<p>Services include:</p> <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 Movement Meeting Weather Check (at request of agent, vessel or operator) PEC Assessed Passage 	£140 per hour
Additional Charge for Dead Ship movements	£175 per movement
Ferry collection and delivery	£1,229
Cancellation	£273
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:

- When the vessel reaches its planned destination (includes arrival at the Pilot Station when outbound).
or
- 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
- 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:

1. Late notice charge: a late notice charge of 10% may be applied for pilotage and the pilot boat in instances where a vessel has provided less than 3hrs notice of arrival.

2. Falmouth Pilot Services reserves the right to apply a 10% administration charge where vessel calls have resulted in considerable additional administration.

* Pilots are available for hire outside of usual acts of pilotage subject to availability.

- 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	309*	463
Over 1000 – 1500	309*	463
Over 1500 – 2000	309*	679
Over 2000 – 5000	475	679
Over 5000 – 10000	679	679
Over 10000 – 15000	679	679
Over 15000 – 20000	679	679
Over 20000 – 30000	679	679
Over 30000 – 40000	679	679
Over 40000 – 50000	679	679
Over 50000 – 70000	679	679
Over 70000	679	679
Boarding and landing of over/under carried/deep sea pilots		£800

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

Cancelled Boardings and Landings will be charged at the full rate.

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	£352
Per person per trip with pilot on board	£122
Charts and hand-held parcels	£26
Other parcels	£12 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£52
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£390

CHARGES FOR PILOTAGE EXEMPTION CERTIFICATES

See Harbour Charges for Pilotage Exemption rates.

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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