



FALMOUTH PILOT SERVICES

PILOTAGE INFORMATION 2023

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

Enquiries: info@falmouthpilotservices.co.uk
Tel: +44 (0)1326 213533

Operations: portoperations@falmouthharbour.co.uk
Tel: +44 (0)1326 211395

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 2023

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	115	166	215	270	326	370	423	472	522	581	630	680	730	781
		Over 500 - 1000	128	180	230	280	339	381	439	484	540	593	644	692	742	793
Sea	Bay	Over 1000 - 1500	142	197	245	296	347	397	450	501	552	607	650	710	756	810
		Over 1500 - 2000	158	203	260	303	361	414	467	510	561	614	668	718	772	820
Harbour	Docks	Over 2000 - 5000	166	215	270	326	370	423	472	522	581	630	680	730	781	832
		Over 5000 - 10000	180	230	280	339	381	439	484	540	593	644	692	742	793	847
Internal Movements		Over 10000 - 15000	197	245	296	347	397	450	501	552	607	650	710	756	810	861
		Over 15000 - 20000	220	282	328	391	449	506	554	608	666	725	779	838	890	947
		Over 20000 - 30000	233	293	354	401	458	513	566	629	683	738	793	848	902	964
		Over 30000 - 40000	250	303	367	414	476	524	585	644	698	751	805	859	918	973
		Over 40000 - 50000	266	320	377	431	488	544	599	659	705	770	820	878	934	990
		Over 50000 - 70000	282	328	391	449	506	554	608	666	725	779	838	890	947	998
		Over 70000 - 80000	293	354	401	458	513	566	629	683	738	793	848	902	964	1015
		Over 80000 - 90000	305	367	415	476	526	581	643	697	751	809	859	916	978	1028
		Over 90000 - 100000	320	380	427	487	540	593	657	708	766	820	874	930	994	1040
		Over 100000 - 110000	333	395	442	502	553	607	669	725	780	833	889	942	1006	1054
		Over 110000 - 120000	370	423	471	522	571	629	691	743	798	849	907	960	1024	1071
		Over 120000 - 130000	411	452	502	541	591	654	714	763	819	865	925	977	1044	1089
		Over 130000 - 140000	457	483	536	562	611	680	738	782	839	881	943	994	1063	1107
Over 140000 - 150000	508	516	571	584	631	706	764	803	859	899	962	1013	1083	1126		
Over 150000 - 160000	564	552	609	607	653	733	789	824	880	916	980	1031	1102	1144		
Over 160000 - 170000	628	590	650	631	675	760	816	846	902	933	1000	1049	1123	1162		
Over 170000	698	630	692	657	698	789	843	867	924	952	1020	1069	1144	1182		

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	179	250	336	406	479	556	698	782	864	956	1039	1121	1206	1287
Sea	Harbour	Over 500 - 1000	198	270	346	423	501	576	718	805	888	978	1059	1140	1229	1313
Bay	Harbour	Over 1000 - 1500	212	291	366	442	520	602	742	825	911	1001	1078	1167	1252	1331
Sea	Docks Berth	Over 1500 - 2000	232	304	384	465	543	614	765	843	927	1017	1098	1185	1266	1358
Bay	Docks Berth	Over 2000 - 5000	250	336	406	479	556	638	782	864	956	1039	1121	1206	1287	1377
Sea	Porthoustock Quarry	Over 5000 - 10000	270	346	423	501	576	650	805	888	978	1059	1140	1229	1313	1399
		Over 10000 - 15000	291	366	442	520	602	679	825	911	1001	1078	1167	1252	1331	1423
		Over 15000 - 20000	329	416	505	589	666	753	916	1006	1104	1191	1287	1374	1473	1561
		Over 20000 - 30000	364	440	520	604	692	775	938	1037	1128	1217	1309	1396	1493	1586
		Over 30000 - 40000	374	458	544	626	705	793	963	1061	1149	1237	1334	1424	1517	1610
		Over 40000 - 50000	397	479	563	653	736	813	988	1086	1169	1266	1358	1445	1544	1634
		Over 50000 - 70000	416	505	589	666	753	838	1006	1104	1191	1287	1374	1473	1561	1654
		Over 70000	440	520	604	692	775	851	1037	1128	1217	1309	1396	1493	1586	1672

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	237	339	439	541	644	742	847	952	1053	1160	1257	1359	1463	1561
Sea	Truro	Over 500 - 1000	263	355	465	561	668	772	871	976	1071	1183	1281	1382	1487	1587
Bay	Truro	Over 1000 - 1500	283	384	486	590	695	798	900	1001	1100	1208	1306	1418	1510	1615
Docks	Truro	Over 1500 - 2000	304	414	513	612	718	821	924	1022	1126	1236	1329	1438	1534	1635
Harbour	Truro	Over 2000 - 5000	339	439	541	644	742	847	952	1053	1160	1257	1359	1463	1561	1669
Lay Up River Fal	Any Except Docks	Over 5000 - 10000	355	465	561	668	772	871	976	1071	1183	1281	1382	1487	1587	1697
		Over 10000 - 15000	384	486	590	695	798	900	1001	1100	1208	1306	1418	1510	1615	1721
		Over 15000 - 20000	449	556	664	779	892	1003	1109	1221	1341	1442	1560	1666	1774	1897
Crossroads Buoy	Any Except Wet/Dry Dock	Over 20000 - 30000	476	586	698	805	918	1032	1142	1259	1363	1475	1587	1693	1811	1925
		Over 30000 - 40000	505	608	725	838	945	1059	1162	1283	1389	1500	1614	1722	1842	1945
		Over 40000 - 50000	528	639	753	866	977	1086	1193	1312	1418	1538	1639	1752	1866	1979
		Over 50000 - 70000	556	664	779	892	1003	1109	1221	1341	1442	1560	1666	1774	1897	2002
		Over 70000	586	698	805	918	1032	1142	1259	1363	1475	1587	1693	1811	1925	2029

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	294	415	541	670	795	920	1055	1178	1306	1440	1562	1684	1819	1945
Docks Berth	Wet/Dry Dock	Over 500 - 1000	326	442	569	704	826	958	1079	1210	1329	1472	1597	1715	1850	1972
		Over 1000 - 1500	353	482	608	728	863	991	1117	1243	1364	1503	1623	1757	1878	2008
Sea / Bay	Wet/Dry Dock	Over 1500 - 2000	381	508	639	759	894	1022	1149	1265	1402	1531	1653	1786	1911	2039
		Over 2000 - 5000	415	541	670	795	920	1055	1178	1306	1440	1562	1684	1819	1945	2074
Harbour	Wet/Dry Dock	Over 5000 - 10000	442	569	704	826	958	1079	1210	1329	1472	1597	1715	1850	1972	2110
		Over 10000 - 15000	482	608	728	863	991	1117	1243	1364	1503	1623	1757	1878	2008	2142
Lay Up River Fal	Wet/Dry Dock	Over 15000 - 20000	551	695	824	970	1109	1246	1372	1521	1661	1794	1937	2074	2213	2357
		Over 20000 - 30000	586	727	863	999	1145	1279	1418	1562	1695	1827	1975	2109	2250	2390
Lay Up River Fal	Docks Berth	Over 30000 - 40000	617	763	895	1040	1172	1313	1442	1598	1733	1862	2007	2139	2289	2427
		Over 40000 - 50000	660	789	937	1075	1212	1349	1480	1631	1760	1907	2038	2178	2324	2456
		Over 50000 - 70000	695	824	970	1109	1246	1372	1521	1661	1794	1937	2074	2213	2357	2489
		Over 70000	727	863	999	1145	1279	1418	1562	1695	1827	1975	2109	2250	2390	2519

ADDITIONAL CHARGES

Services	Cost (hourly rate outside of Pilotage)
<p>Services include:</p> <ul style="list-style-type: none"> Attendance Compass Adjusting (pilotage only, compass adjuster needs to be arranged directly) DF Calibration (pilotage element only) Engine Trials (pilotage element only) Movement Meeting PEC Assessed Passage Weather Check (at request of agent, vessel or operator) 	£161 per hour
Additional Charge for Dead Ship movements	£202 per movement
Ferry collection and delivery	£1,416
Cancellation	£314
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:

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	350*	520
Over 1000 – 1500	350*	520
Over 1500 – 2000	350*	760
Over 2000 – 5000	540	760
Over 5000	760	760

Boarding and landing of over/under carried/deep sea pilots £900

* 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	£395
Per person per trip with pilot on board	£135
Charts and hand-held parcels	£30
Other parcels	£13.50 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£58
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£435

Falmouth Pilot Services reserves the right to apply a fuel surcharge at times of unusually high fuel or energy costs.

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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