



NOTICE TO MARINERS

No. 07 – 11th April 2018

Subject: Pilot Embarkation and Disembarkation

Reference:

- **“Boarding/Landing Arrangements” - RAK Ports Pilotage Service (Issued 27.08.2017)**
<http://www.rakports.ae/marine/Pilotage-Service.pdf>
- **SOLAS Regulation V/23 and IMO Resolution A.1045 (27) as amended.**
- **IMPA Recommendation ‘Required Boarding Arrangements for Pilot’.**

MASTERS, OWNERS, CHARTERERS, OPERATORS AND AGENTS OF ALL VESSELS USING RAK PORTS PILOTAGE SERVICES ARE HEREBY NOTIFIED of the need to provide a safe working environment for Pilots. Pilot ladders and accommodation ladders must be fit for purpose and regularly tested, and pilot transfer arrangements are in place and carried out in accordance with international standards.

In order for the Port Control to arrange a pilot, the Master must give assurance to Port Control taking into account the ship’s draft, ballast or laden conditions, and swell condition, that:

- the vertical distance for the pilot to climb does not exceed 9 metres (Pilot Vessel deck is 1m above the waterline);
- where the vertical distance exceeds 9 metres the pilot ladder must be rigged in conjunction with an accommodation ladder (i.e. a combination arrangement), which is properly constructed, recently inspected and in good condition.

In addition, the Master shall:

- ensure that the Pilot ladder and accommodation ladder are secured in a position where the pilot can gain safe and convenient access to the vessel after climbing not more than 9 metres;
- ensure that the accommodation ladder is rigged at a height to allow the pilot boat to lie alongside the pilot ladder section, with sufficient allowance for swell, such that no part of the pilot boat can contact the accommodation ladder.

Please note, the Pilot Boat Coxswain will ask the Master, on relevant VHF Channel, to give verbal confirmation of the above, in advance of the Pilot transfer-taking place. In the event that above control-measures are not complied with, or the Pilot detects that the ladder(s) is not fit for purpose, the transfer will not take place and vessels may be directed to a safe anchorage.

Capt. Michael Magee

Harbour Master, RAK Ports

Status of previously published notices:

2015: 1 / 2016: 2 / 2017: 5, 10, 14, 15, 18, 19, 22, 23 / 2018: 2, 5