

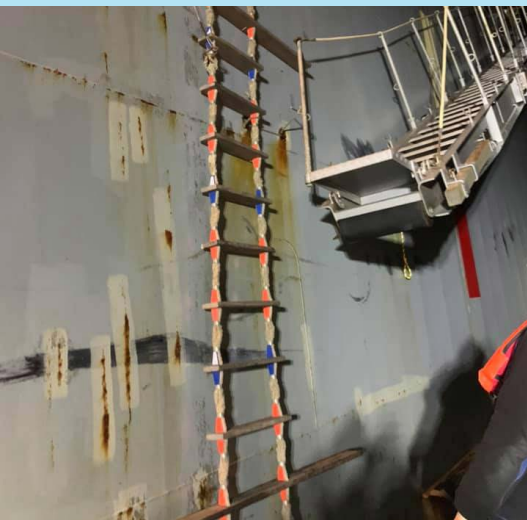


GOOD CATCH from The American Club

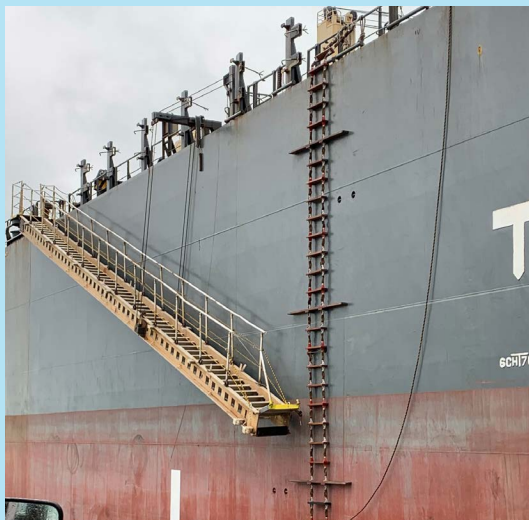
Pilot Ladder Safety

Part 3: Combination ladder arrangements

Your safety as well as the safety of your fellow crew mates is every crewperson's responsibility. The same responsibilities apply to those visiting your vessel, including marine pilots. There has been a tragic increase in marine pilot fatalities in recent months and pilots around the globe are paying particular attention to the conditions of pilot ladders of the vessels they board. Many have refused to board vessels where ladders are in poor working condition. The American Club has reached out to the marine pilot community regarding some of the main concerns they have with pilot ladder arrangements.



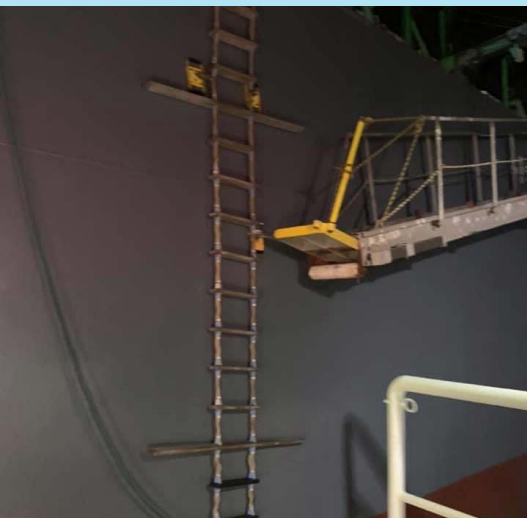
The lower platform of the accommodation ladder is less than 16 feet (5 meters) above the waterline.



The pilot ladder has not been secured to the ship's side.



Pilot ladder is to be secured to the ship, not the accommodation ladder.



Accommodation ladder's lower platform is not horizontal with waterline.

REQUIRED BOARDING ARRANGEMENTS FOR PILOT
 In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
 INTERNATIONAL MARITIME PILOTS' ASSOCIATION
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 This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

The poster includes sections for:
 - RIGGING FOR FREEBOARDS OF 9 METRES OR LESS
 - COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE
 - PILOT LADDER WINCH REEL
 - Various 'NO!' (Not Allowed) and 'YES' (Required) instructions regarding handholds, side booms, and ladder placement.

International Maritime Organization/International Maritime Pilots' Association poster, *Required Boarding Arrangements for Pilots*.

SOLAS regulation V/23, *Pilot Transfer Arrangements*, set forth the standards and requirements for boarding arrangements, responsibility of ship's personnel in rigging pilot transfer equipment, associated pilot transfer equipment, clear access and lighting.

When the vertical freeboard to the water level is more than 30 feet (9 meters), a combination ladder arrangement, consisting of a pilot ladder and an accommodation ladder at the same time, is normally used. The reason for this is that a fall from more than 30 feet (9 meters) into the water is considered mortal. There are many things to keep in mind when rigging a combination ladder, all of which can be found on the International Maritime Organization/ International Maritime Pilots' Association poster, [Required Boarding Arrangements for Pilots](#).

Most deficiencies noted are:

- a. the platform is less than 16 feet (5 meters) over the water;
- b. the platform is not horizontal;
- c. the pilot ladder is not secured to the vessel's side at 5 feet (1.5 meters) above the platform;
- d. the accommodation ladder is not secured to the vessel's side; and
- e. the inner stanchion of the combination ladder is missing.

Members are also reminded of our [Alert of March 9, 2020, American Pilots' Association Request—Dangerous Trapdoors](#) that addresses concerns among pilots regarding trap door platforms due to the multitude of potential non-compliances intrinsic to such arrangements.

When you identify a hazard before someone gets hurt...

it's a Good Catch.

When you fix a problem before something bad happens...

it's a Good Catch.

When you take responsibility for your own safety...

that's a Good Catch, too!

All pictures are courtesy of maritime pilots worldwide and Facebook group [#dangeroussladders](#).



Your Managers thank Capt. Herman Broers, a maritime pilot in Rotterdam, for his efforts maintaining the website pilotladdersafety.com, and recommend that Members take note of the information it contains and be guided accordingly.



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