

**Pilot Transfer Arrangements and Declaration**

Under SOLAS Chapter V, Regulation 23 vessels must provide all the shipboard arrangements that are necessary to enable Pilots to embark and disembark safely.

- The appliances used for this purpose should be kept clean, correctly maintained, properly stowed and shall be regularly inspected to ensure that they are safe to use.
- The rigging of the transfer arrangements and the act of Pilot transfer must be supervised by a responsible officer, who has a direct means of communication with the navigation bridge.
- The Pilot must be escorted to and from the navigation bridge by a safe route.
- Personnel engaged in the rigging of the transfer arrangements must be given instruction in the correct procedures to be adopted and the equipment shall be tested prior to use.

From 1<sup>st</sup> February, 2016 the Masters of all vessels embarking a Pilot at Great Yarmouth will be required to declare that their transfer arrangements are safe. The Pilot boat crew will ask the following question by VHF before approaching the vessel to transfer a Pilot:-

**“Is your Pilot Ladder correctly rigged and well maintained as required by SOLAS Regulations?”**

Defects in Pilot ladders and transfer arrangements are notifiable to the MCA and can be treated as Port State deficiencies. The Pilot may also decline to board the vessel resulting in a delay to the voyage.

Richard Musgrove MNI  
Harbour Master  
(Great Yarmouth Port Company Ltd  
as Agent for Great Yarmouth Port Authority)

N to M Currently in Force; 2015 No.10, No.15, 2016 No.1, No.2, No.3, No.4, No.5

Updated list of N to M's available at :- <http://www.eastportuk.co.uk/notices-to-mariners.aspx>