

From: Columbia River Bar Pilots

Date: _____

To: (agent) _____

U.S. Coast Guard Marine Safety Unit, Portland OR
 Columbia River Pilots

psc-pdx@uscg.mil
 dispatchers@colrip.com

While embarking/disembarking the ship _____, the following safety discrepancy was observed about the pilot ladder:

General condition of pilot ladder: (Indicate the fault and expand in the comments section below)

- | | |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------|
| | The pilot ladder construction did not meet current SOLAS standards. |
| | The pilot ladder was not rigged as per current SOLAS regulations. |
| | A combination was used and not rigged as per current SOLAS regulations. |
| | The combination included a non-compliant trap door arrangement |
| | The pilot ladder was in poor general condition and showing signs of age or wear. |
| | Steps have un-even spacing or are not horizontal. |
| | The pilot ladder and/or deck boarding area were not adequately lit at night. |
| | Stanchions were not securely fastened to the ship to enable the pilot to step safely from the top of the ladder on to the ship's deck. |
| | A heaving line and a life buoy with self-igniting light were not available for immediate use. |
| | The rigging of the ladder was not checked or the embarkation and disembarkation of the pilot were not supervised by a watch keeping deck officer. |
| | A tripping line was fitted to the bottom of the ladder. |
| | Master was informed. |

(See page two for additional comments and detailed SOLAS regulations)

A condition of service by the Columbia River Bar Pilots is that the pilot ladder will be rigged in accordance with SOLAS Chapter V, Regulation 23. The above named vessel is required to correct all deficiencies before requesting the service of a pilot.

 Pilot (Optional)



COLUMBIA RIVER BAR PILOTS

Pilot Ladder Non-Compliance Report

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Rev: 02/14/20

Comments:



REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION



H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

- HANDHOLD STANCHIONS**
Min. Diam. 50mm
Min. 520mm
Above Bulwark
- MAN ROPES (Without knots)**
Min. Diam. 18mm
Max. Diam. 22mm
IF REQUIRED BY THE PILOT
- SIDE ROPES**
Min. Diam. 18mm
- ALL STEPS**
Must rest firmly against ship's side
- SPREADER**
Min. 100cm Long
- MAXIMUM 9 STEPS**
Between spreaders
- 6 METRES**
Unobstructed ship's side
- Height**
Required by Pilot
- 5th STEP**
From bottom must be a spreader

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

- PILOT LADDER**
Must extend at least 2 metres above lower platform
- ACCOMMODATION LADDER**
Secured to ship's side
- Lower platform horizontal**
Maximum 45° slope
- Should lead aft**
- Recommended 9 metres**
foreward mark
- 6 METRES**
Unobstructed ship's side
- Height**
Required by Pilot
- 5th STEP**
From bottom must be a spreader

NO!

- No shackles, knots or splices
- The steps must be evenly spaced
- The steps must be horizontal and checked under the steps must be tightly secured
- Spreaders must not be locked between steps
- Side ropes must be evenly spaced
- The steps should not be painted, dirty or slippery
- Loose and tripping lines prevent a tripping hazard and foul the Pilot Ladder

Handhold stanchions
rigidly secured to deck

Responsible Officer
in contact with bridge

Bulwark & Pilot ladder
secured to deck strong points

Lifebuoy with
self-igniting lights

Accommodation ladder
should be secured to ship's side

[Using eye-bolts, magnetic or pneumatic systems]

A PILOT LADDER WINCH REEL

- Handholds**
Min. 70cm
Max. 80cm
- Minimum Clearance**
220cm
- NO OBSTRUCTIONS**
Min. 91.5cm
- Prof eye**
- Minimum Clearance**
220cm

B

- Minimum Clearance**
220cm
- Handholds**
Min. 70cm
Max. 80cm
- Minimum**
91.5cm

All pilot ladder winch reels should have a means of prevention from being accidentally operated.
The brake and lock must be operative safety device to lock the winch in position.
Power winches must have an operative safety device to lock the winch in position.

C

- Side opening**
- Minimum Clearance**
220cm
- Handholds**
Min. 70cm
Max. 80cm
- Minimum**
91.5cm

Wig's side doors used for transfer should not open outward