PORT KEMBLA: LOCAL MARINE NOTICE 4/ 2017

15 August 2017

From: Port Authority of NSW - Port Kembla
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Transport for NSW
NSW Police - MAC Port Kembla
RMS Port Kembla
Port Kembla Coast Guard
All PK Terminals
All PK Shipping agents

LOCAL NOTICE TO MARINERS 4/ 2017

Pilot transfer arrangements for the Port of Port Kembla

1. The attention of shipowners, operators, masters and pilots is drawn to the provisions of:

   - AMSA Marine Orders Part 21 (Safety of Navigation and Emergency Procedures) paragraph 12,
   - IMO Resolution A 1045(27) and IMO Circular 1402
   - Regulation 23 of Chapter V of SOLAS

   which detail the regulations applicable regarding pilot transfer arrangements in the Port of Port Kembla.

2. Enclosure 1 to this instruction displays the International Maritime Pilots Association guidance for the correct rigging of a Pilot Ladder. A pilot ladder MUST be rigged in accordance with the IMO guidelines before a pilot will be embarked to, or disembarked from a pilot ladder at Port Kembla.

3. As a workplace health and safety issue, Port Authority of NSW – Port Kembla reserves the right to delay vessel embarkation of a Marine Pilot until these procedures are fulfilled. Further, all instances of non-compliance will be
reported to the Australian Maritime Safety Authority as a Port State Control matter.

4. There are commercially available products that may further assist in the proper securing of a pilot ladder in accordance with IMO guidelines. An example of a product used in other ports in Australia is the JMAC Marine and Industrial "Blue Box" and "Yellow Mag" Pilot Ladder Safety devices (Enclosure 2).

These products are designed to assist in securing of a pilot ladder if the freeboard of the vessel exceeds 9 metres as per SOLAS and IMO regulations.

Whilst the use of this specific equipment is not mandatory, there is a far greater probability a pilot will be able to embark/dismount from or to a vessel without incurring unnecessary delays with the employment of such a system.

5. This instruction is made pursuant to the Part 7, Section 88 of the NSW Marine Safety Act 1998.

Kell Dillon
Harbour Master,
Port Authority of New South Wales - Port Kembla

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SHIPPING INDUSTRY GUIDANCE ON
PILOT TRANSFER ARRANGEMENTS
ENSURING COMPLIANCE WITH SOLAS
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PILOT TRANSFER ARRANGEMENTS
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The following guidance has been produced by the International Maritime Pilots' Association (IMPA) in collaboration with the International Chamber of Shipping (ICS).

GENERAL

Pilots come aboard ship to assist the crew during the most critical and potentially hazardous phases of a voyage. Qualified pilots possess particular local knowledge and have the necessary ship-handling skills to assist the safe arrival and departure of vessels.

Normally, pilots board and disembark using a traditional rope ladder from and to a pilot boat. However, this can be a very dangerous procedure if those involved do not adhere to International Maritime Organization (IMO) standards or fail to practise acceptable seamanship skills.

A number of pilots have died as a result of accidents while boarding/disembarking from ships, and many more have been seriously injured.

Furthermore, deficiencies with regard to boarding arrangements and unsafe rigging of pilot ladders continue to be detected during port state control inspections, resulting in delays and financial penalties for the ship operator.

Nevertheless, pilot ladders remain the most safe and efficient way to board ships at sea and there is usually no alternative, except on occasions when a helicopter is used.

The following guidance is intended to remind seafarers and shipping companies of the vital importance of adhering to the rules and established procedures concerning the provision of safe boarding arrangements for pilots.
ENSURING SAFE RIGGING FOR PILOTS

The IMO Convention for Safety of Life at Sea (SOLAS Chapter V, Regulation 23) sets out the principal requirements for the rigging of pilot ladders. These provisions are set out in the diagram contained in this brochure. This diagram can be downloaded at www.impahq.org (on home page, click 'Downloads'). It is also reproduced in the ICS Bridge Procedures Guide.

There is further detailed technical specification for pilot ladders in IMO Resolution A.1045(27). Shipping companies have a legal obligation to provide a conforming ladder and ship borne fittings. If seafarers are uncertain about any of the requirements, they should always ask their supervising officer for advice.

The two major causes of accidents are defects in the ladder treads or side ropes (see diagram) or a lack of proper attachment of the ladder to the vessel.

MANAGEMENT ISSUES

Shipping companies should ensure that:

- Ladders are SOLAS compliant
- The inspection regime and records are adequate
- Replacement ladders are quickly and readily available on board
- Seafarers involved receive the necessary training and have a full understanding of the requirements.

IMPA is able to provide an advice document for new construction designs.

Seafarers should always check the condition of the ladder before it is rigged and also ensure it is secure to the ship. Whilst this is done, seafarers should always take care of their own safety, wearing a life jacket (and a life-line if appropriate).

ON BOARD ISSUES

The Master and officers should:

- Closely supervise the rigging of pilot ladders
- Closely observe the shipping/landing of pilots from ladders, ensuring that SOLAS requirements are met
- Maintain a log until the pilot vessel is well clear.

At all times during the rigging, use and de-rigging of any pilot transfer arrangements there should be no risk to the ship’s crew. Crew members should not normally be required to leave the protection of the ship’s safety rails or bulwarks. A life line or safety harness should be worn if there is any risk of falling.

NEW SOLAS REQUIREMENTS FROM 1 JULY 2012

Ships constructed after the 1 July 2012 must comply with the new equipment and arrangement requirements of SOLAS Regulation V/23. Equipment and arrangements replaced on or after the 1 July 2012 on existing ships, shall, so far as reasonable and practicable, comply with the requirements of this regulation.

These requirements include the securing of an accommodation ladder to the ship’s side, when used in conjunction with the pilot ladder, and the prohibited use of mechanical pilot hoists.

SUMMARY

Pilots have the right to decline to board vessels offering defective ladders, which can result in serious delay. Pilots are also entitled to report defects in boarding ladders to port state control authorities, which could lead to a full PSC inspection with the risk of delay and financial penalties.

A pilot who has climbed a sound ladder, well rigged, and attended by an officer and a deck party will be in the right frame of mind to give his best attention to the safety of the vessel.
PILOT LADDER SAFETY
RIGGING OF “COMBINATION ARRANGEMENTS”

BLUE BOX

The "Blue Box" suction pad used to secure the bottom of the accommodation ladder to the ship's side insures the accommodation ladder rests firmly against the ship's side in a cost effective, safe and practical manner. (See SOLAS requirements overleaf)

The "Blue Box" operates from free supplied deck air at 6 ~ 7 Kg/cm² the unit is made from non ferrous materials therefore is resistant to corrosion, it is light weight at approximately 8 kgs, can be stored easily, is portable and robust. This simple device can solve many problems associated with high free board vessels and is an added safety device which may save injury to pilots and crew alike.

The unit is usable on a variety of different materials and can also be used for other applications where a point of attachment is required on any flat surface.

The "Blue Box" can also be used as a lifting device where no other attachment point is available i.e. lifting steel plate etc.

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The JMAC Hull Magnet uses Rare Earth Neodymium (NdFeB) N38 material as its magnetic core, housed within steel cup housings to concentrate magnetic flux at the working surface. The magnet housings are resin-filled and the foundation plate is powder-coated yellow for safety and protection against the marine environment. The gripping force will vary with the surface (thick paint etc.) but is up to 6000 Newtons. A stainless steel swivelling eyebolt is the lashing point.

The Amendments 2000 to the International Convention for the Safety of Life at Sea (SOLAS), Chapter V, Regulation 23. Pilot transfer arrangements. Clause 3 Transfer arrangements, requires that arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship and Clause 3.3 states that safe and convenient access to, and egress from, the ship shall be provided by, (3.3.2), an accommodation ladder in conjunction with the pilot ladder, 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 metres, the accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship’s side with the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.

JMAC Marine & Industrial Pty Ltd is agent for "Blue Box" and "Yellow Mag" and is also able to supply Pilot Ladders and other ships spares.