

Notice: Pilot Ladder Requirement

This notice is for the information of ship masters and others operating vessels in port waters.

Port location	Port of Bunbury
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Former Notice	
Notice issued by	Lloyd Bailey, Harbour Master - Port of Bunbury, Southern Ports
Related attachments	Photographs
Related charts and publications	NA
Description	

PILOT LADDERS - REQUIRED BOARDING ARRANGEMENTS FOR PILOTS

Southern Ports Bunbury has become aware of several recent incidents related to the failure of pilot ladders or their associated equipment caused by poor condition or improper rigging.

Investigations show that these incidents were caused by a lack of supervision, awareness of safety requirements and inadequate maintenance.

Incorrectly rigged pilot ladders or pilot ladders that are in poor condition can have serious consequences, including the possibility of severe injuries or the loss of life for personnel using pilot ladders.

All vessels calling the Port of Bunbury must comply with the following requirements:

1) All pilot ladders, manropes and associated equipment are to be used only for marine transfers (pilots and other personnel) and must not be used for any other operations onboard the vessel such as for draught readings or any maintenance work.

2) Pilot ladders must not be used beyond 30 months from the date of manufacture.

3) Manropes must not be used beyond 12 months from the date of manufacture.

4) Associated ropes used to secure the pilot ladder to a strong point on deck or to a pilot ladder winch must be certified to a **minimum strength of 48Kn**. These ropes should be renewed no later than **12 months** from the date of first use with records to be maintained in the vessel's Planned Maintenance System.

5) To use a pilot ladder beyond 30 months from the date of manufacture the following requirements must be complied with:

5.1) The ladder must pass a ladder and step attachment strength test as per ISO -799-1:2019

5.2) Any ladder repairs and testing must be carried out by the manufacturer or by a manufacturer-approved repair facility, or a facility approved by the Flag State or Classification Society with proof in the form of a test certificate and/or an updated certificate

Additionally, Vessel operators, Masters and Crew should ensure that:

- Pilot ladders must be certified by the manufacturer / Classification Society as complying with requirements as mentioned under either IMO Resolution A.1045(27) or International Standard ISO 799-1:2019. Proof of certification MUST be kept on board and produced when requested by the duty pilot.
- Vessels are required to maintain certificates of Manropes and associated ropes, shackles, thimbles used in the rigging of pilot ladder.
- Vessel operators are required to ensure that the rigging of pilot ladders must be carried out by properly trained and competent crew, and the rigging must be inspected by a suitably trained officer prior to the pilot embarking or disembarking the vessel.
- Adequate training and guidance should be provided by the vessel operator for the crew to competently carry out proper inspections and remove pilot ladders from service when defects are identified.
- Maintenance and inspection routines for the pilot ladders and all associated equipment like stanchions, shackles, manropes, deck fittings, securing ropes etc., should be included in the vessels Planned Maintenance System.

When the Freeboard exceeds 9m a combination ladder must be rigged:

- The pilot ladder must extend at least 2 metres above the lower platform of the gangway.
- The ladder must be firmly attached to the ship's side 1.5 meters above the accommodation platform.
- Manropes are to be rigged as directed by the pilot.
- When manropes are required with a combination ladder, they shall be attached to the ships side 1.5 meters above the accommodation ladder platform.
- The accommodation ladder must be secured to the ship's side.
- The accommodation ladder may only have a maximum slope of 45 degrees and should lead aft.
- The lower platform must be horizontal and must have a non-slip surface.
- The lower platform shall be a minimum of 5 meters above the sea.
- The responsible officer must be located on the lower platform with a hand-held VHF on CH12.

Magnetic Attachment Plates:

- Where a combination ladder is required and there are no lugs for securing the ladder against the ship's side, securing magnetic plates with lugs must be used.

Any vessel which has a non-compliant, poorly rigged or damaged pilot ladder will not be permitted to berth at Port of Bunbury until a compliant pilot ladder, meeting the above requirements, is available and installed.

Inbound vessels should have the pilot ladders rigged as follows, (unless expressly specified by the Pilot);

Pilot ladder is to be rigged on the port side of the vessel one (1) metre above the waterline.

No man ropes are to be rigged unless requested.

No tripping lines are to be attached to the pilot ladder in any position.

Life saving appliances ready for immediate use.

Outbound vessels will generally have a pilot ladder rigged on the starboard side, 2.5 metres above the waterline with two manropes. The manropes should be clean manila ropes of 28-32mm diameter. Once clear of the berth, the pilot launch crew will generally advise on the correct height of the ladder and manropes, also checking the securing of these items.

No tripping lines are to be attached to the ladder.

Lifesaving appliances should be ready at the ladder for immediate use.

For additional guidance for rigging and maintenance of pilot ladders, manropes, and associated equipment, the following documents should be referred to:

- ISO 799-1 Pilot Ladders - Design and Specification
- ISO 799-2 Pilot Ladders - Maintenance, Use, Survey and Inspection
- ISO 799-3 Pilot Ladders – Attachments and associated equipment
- SOLAS Chapter V Reg 23
- IMO Circulars MSC.1/Circ. 1428 and MSC.1/Circ. 1495
- IMO Resolution A.1045(27)
- IMO Resolution A.1108(29) which contains an amendment to 5.1 and 5.2 of A.1045(27)
- IMO Resolution MSC.576(110)
- IMO Resolution MSC.572(110)
- AMSA Marine Notice – 04/2023 – Pilot Transfer Arrangements
- ARCSOPT-Technical-Guideline-03-23-Marine-Pilot-Transfer-Arrangements.pdf (arcsopt.org)

Examples of incorrect securing methods of Pilot Ladders in practice



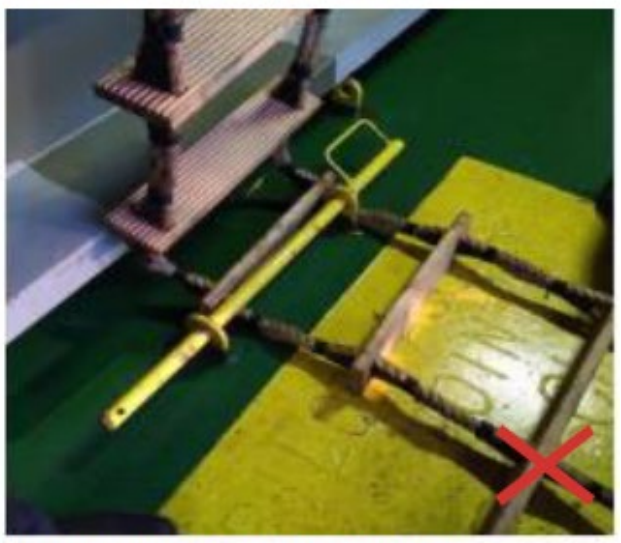
Secured using shackles, risk of damage to the chocks



Secured using deck tongue, weight on the step



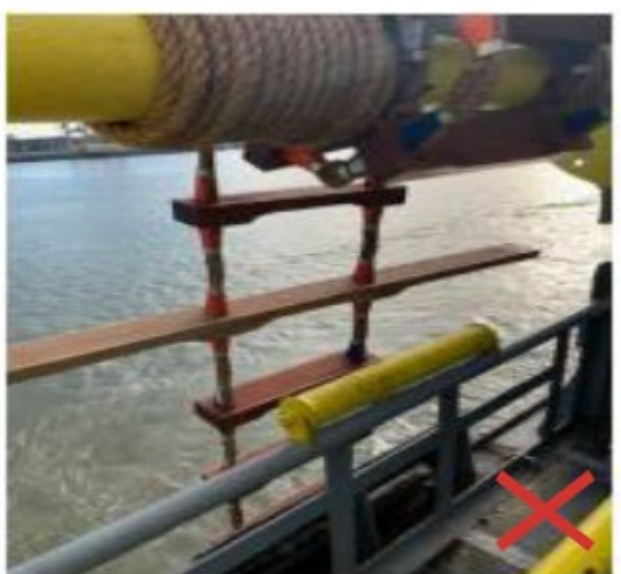
Distance of combination ladder from water line less than 5 metres



Secured using steel bar, weight on the step



Spreader used for securing & tripping line secured (must be over the 1st spreader from bottom and leading in the forward direction)

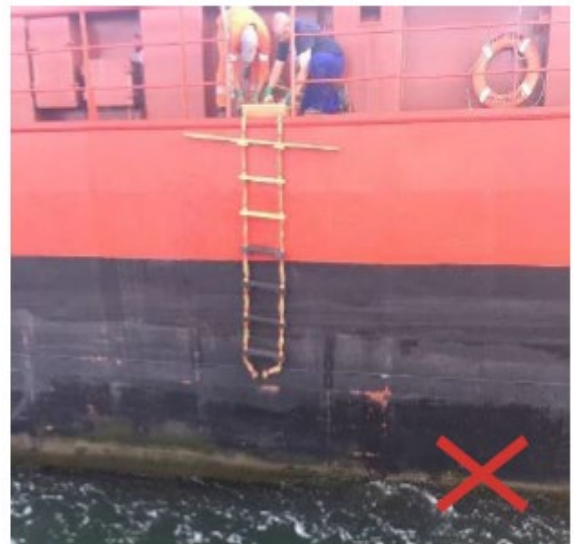


Ladder on the reel & not secured incorrectly rigged

Examples of non-compliant construction



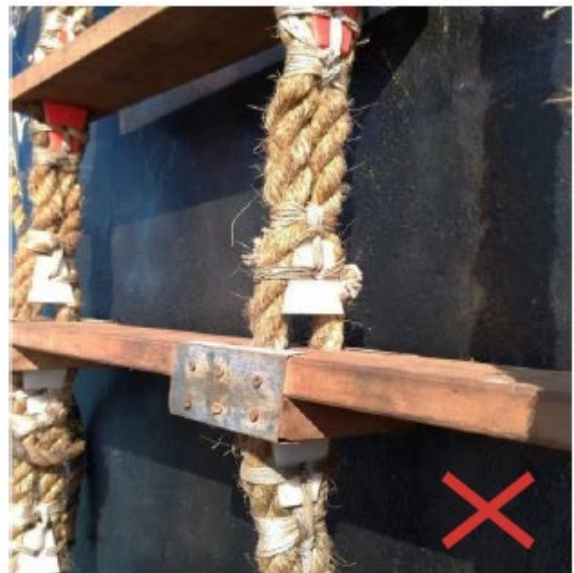
Last four steps must be rubber, incorrect positioning of tripping line



5th step must be a spreader



Bull Dog Grips: Not Permitted



Spreader not made from a single piece of wood



Loose ladder steps & not horizontal



Painted steps

How to secure a Pilot Ladder correctly

ROLLING HITCH KNOT



MAKE SURE THAT
ALL THE WEIGHT
RESTS ON THE ROPES

MAKE SURE
ALL STEPS ARE
PARALLEL AND THE
ROPES BETWEEN
THEM STRAIGHT

Refer to the latest diagram published by IMO which is in accordance with SOLAS V/23 and amendments as per IMO Resolution MSC.576(110) and MSC.572(110)

REQUIRED PILOT TRANSFER ARRANGEMENTS



In accordance with SOLAS Chapter V Regulation 23

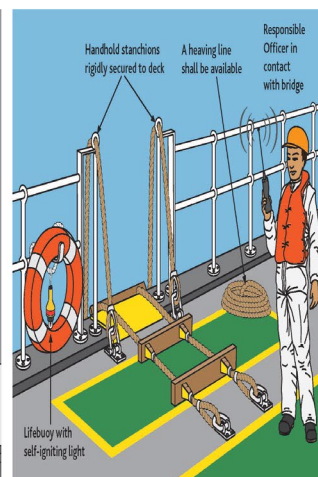
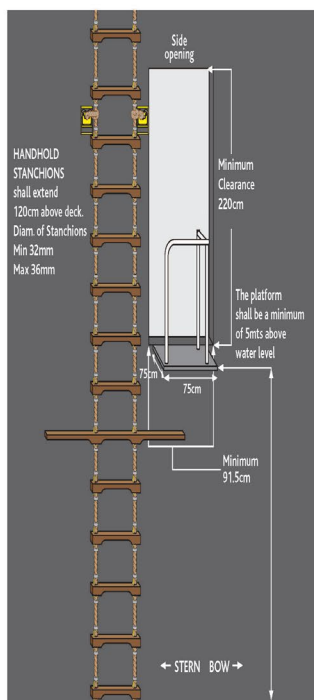
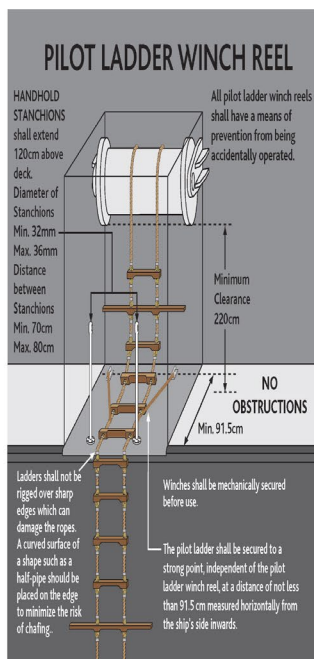
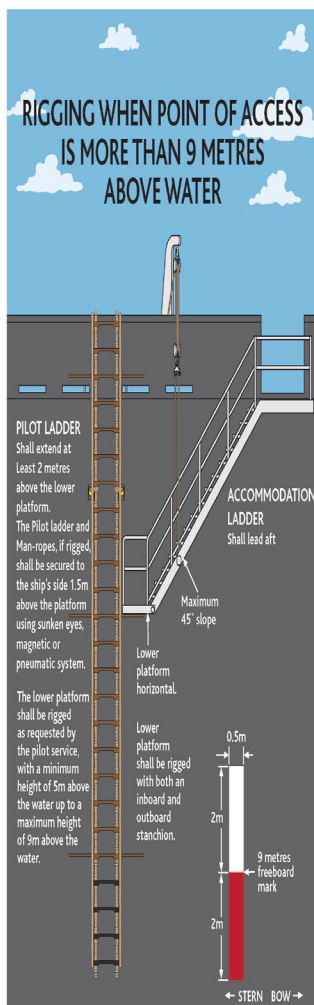
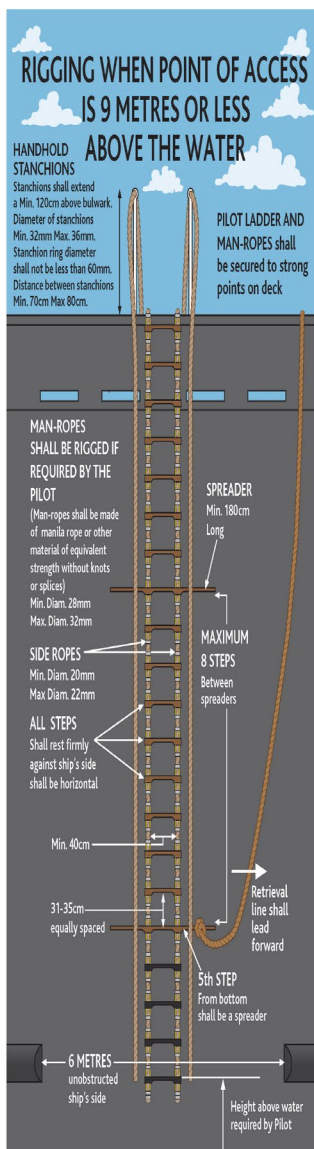
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: www.impahq.org



Scan for more information



Duties of the Responsible Officer

- 1 Have knowledge of the correct use of Pilot Transfer Arrangements
- 2 Establish direct communication with bridge
- 3 Communicate with bridge during boarding process
- 4 Oversee / Check compliant rigging of the ladder
- 5 Test safety equipment in place and ready for use
- 6 Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route

All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.



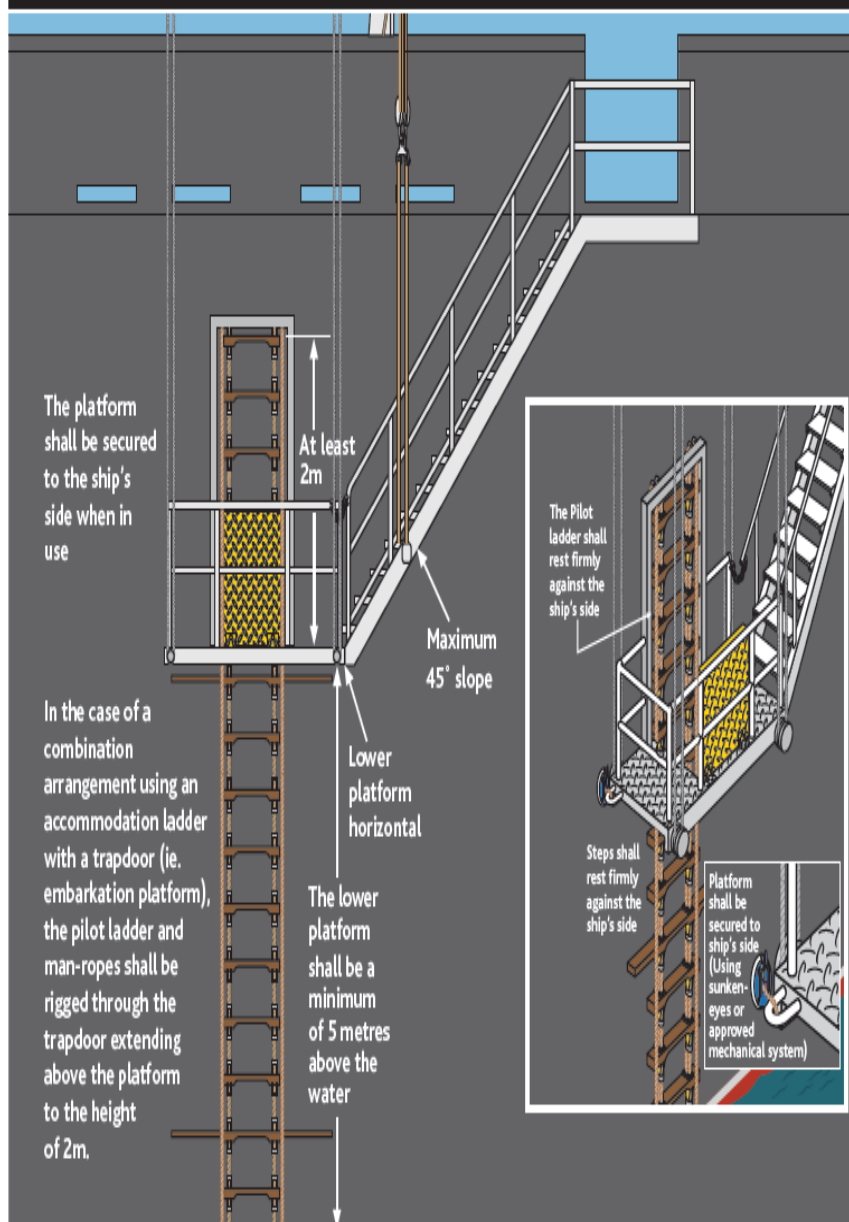
REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

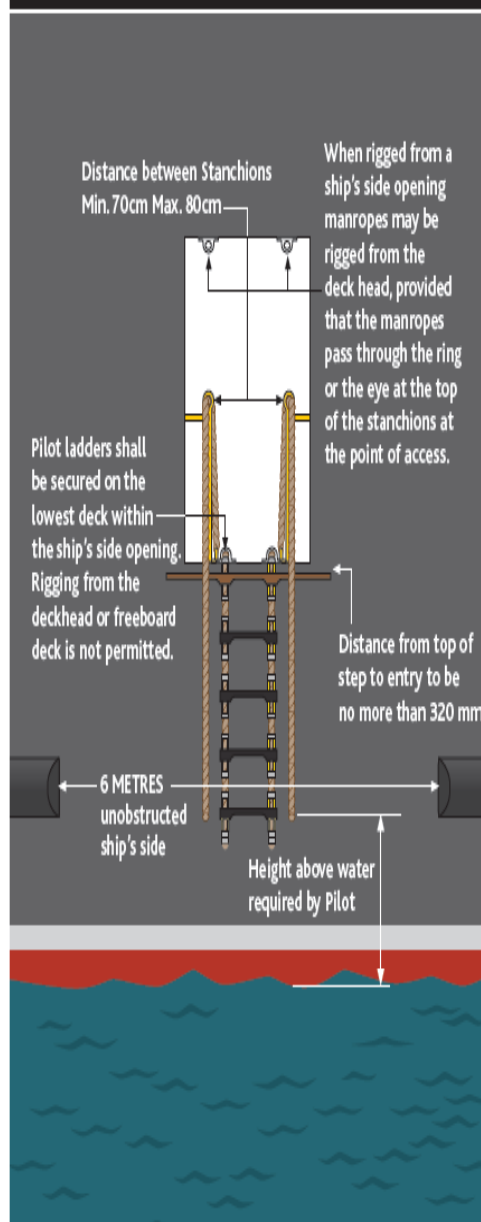


Email: office@impahq.org This document and all IMO Pilot-related documents are available for download at: www.impahq.org

ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)



SIDE DOOR ARRANGEMENT



NON-COMPLIANT PRACTICES



In accordance with SOLAS Chapter V Regulation 23
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