



**FALMOUTH  
HARBOUR**

UK's Atlantic gateway.

### INTRODUCTION

Falmouth Pilot Services is a service arm of Falmouth Harbour and provides pilotage services for the Ports of Falmouth, Falmouth Docks (FDEC), Truro, Penryn (Cornwall Harbours) and St Mawes, as well as the Helford River, the quarries on the east side of the Lizard Peninsula and the Falmouth, Gerrans and Veryan bays.

The powers to provide a pilotage service are taken from the Pilotage Act 1987 and the Falmouth (Pilotage) Harbour Revision Order 1988. The Falmouth Pilotage Area is defined as the area below the level of high water that exists to landward of an imaginary line drawn between Black Head and Dodman Point.

The Competent Harbour Authorities of Falmouth Docks and Engineering Company and the Ports of Truro and Penryn as a part of Cornwall Council's Cornwall Harbours have entered into an Agency Agreement with Falmouth Harbour Commissioners to allow them to exercise the functions (save those contained in section 2.1 of the Pilotage Act) on their behalf.

Falmouth Harbour Commissioners have entered into a service contract with Falmouth Pilots LLP to provide Pilots for the entire Pilotage Area.

The Pilotage Directions were last amended on 1st September 2003 after a full consultation with port users as required by the Pilotage Act.

Pilotage Charges are reviewed annually and new charges published on the 1<sup>st</sup> January each year.

Any queries on the information contained in this publication should be addressed to Falmouth Pilot Services at the following address:

44 Arwenack Street, Falmouth TR11 3JQ

Enquiries: [info@falmouthpilotservices.co.uk](mailto:info@falmouthpilotservices.co.uk)  
Tel: +44 (0)1326 213533

Operations: [portoperations@falmouthharbour.co.uk](mailto:portoperations@falmouthharbour.co.uk)  
Tel: +44 (0)1326 211395

[www.falmouthpilot services.co.uk](http://www.falmouthpilot services.co.uk)

## PILOTAGE SERVICES

Pilotage services in the Falmouth pilotage area are available to any vessel requiring the services of a pilot subject to a minimum of one hour's notice being given.

Arriving vessels requiring a pilot are requested to give at least 24 hours' notice of their ETA via phone or e-mail, either directly or via their agent, followed by confirmation of ETA one hour prior to arrival at the pilot station via VHF Radio Channel 16 (working frequency Channel 9).

Vessels are requested to provide regular updates of changing POB requirements in order to avoid delays.

The preferred method of pre-arrival reporting is to use the Pre-arrival Notification Form.

This form (when completed) will also provide the information required by Falmouth Harbour Commissioners in order to fulfil statutory reporting requirements. Vessels visiting the ports of Truro and Penryn or Falmouth Docks, please refer to them for their reporting requirements.

Vessels greater than 180m in length will be met at the pilot station shown on Admiralty Chart 154 in Lat 50 05.0N Long 5 00.7W (WGS84).

Smaller vessels should give their ETA for the Pilot Station as above but may be given a rendezvous closer to shore depending upon the weather conditions.

Two pilot boats are normally operated within the port and vessels can expect pilots to board either from Arrow, a 16.6m launch with high visibility white superstructure, or the Atlantic, a 16.6m launch also with high visibility white superstructure. The pilot ladders are required to be at a height of 1.5m above the vessel's water line; the requirement and side on which it should be rigged will be advised when VHF contact is established.

Pilot ladders are required to be rigged in accordance with IMO Regulation 23 in respect of pilot transfer arrangements and is attached as an annex to this publication.

Vessels with beltings or unusual boarding arrangements that preclude safe berthing of the pilot boat alongside or make it impractical to meet the requirements of Regulation 23 may not be able to board a pilot on arrival. A collection and delivery service is offered for vessels in the UK and near continent. Large ferries with belting arrangements (with or without a cutaway) arriving during winter months are strongly recommended to make use of the collection arrangements.

Pilotage Charges are levied in accordance with the Scale of Charges. Vessels are normally expected to appoint a local agent in advance of arrival. Where this has not been done alternative payment arrangements (e.g. owner to pay by BACS) need to be made in advance.

### PILOTAGE DIRECTIONS

In accordance with Section 7 of the Pilotage Act 1987, the Competent Harbour Authorities (CHA's) of The Falmouth Harbour Commissioners, Falmouth Docks and Engineering Company, and the Ports of Truro and Penryn, hereby direct that with effect from the 1<sup>st</sup> day of May 2025 pilotage will be compulsory for:

- a. All vessels over 180 meters LOA (see note 1) when navigating to the North of a line drawn between Black Head and Dodman Point. (Zone A on Chartlet).
- b. All vessels over 30 meters LOA (see note 1) when navigating to the West of a line drawn between Rosemullion Head and Position Lat 50 03.35N Long 5 01.60W (WGS 84). (Zone B on Chartlet).
- c. All vessels over 75 meters LOA (see note 1) when navigating to the North of a line drawn between Zone Point and Rosemullion Head and to the South of a line drawn between Messack Point and Penarrow Point (Zone C on Chartlet) or elsewhere in the Pilotage Area if navigating within 1.0 mile of the shore.
- d. All vessels over 50 meters LOA navigating to the North of a line drawn between Messack Point and Penarrow Point (Zone D on Chartlet), with the following addition:
  - (i) Tows of vessels where the length overall of the vessel towed or the aggregate of the lengths overall of the vessels towed is over 30 meters.
- e. All vessels over 60 meters LOA navigating in the Penryn River to the West of a line drawn between Prince of Wales Pier and Flushing New Quay with the following addition:
  - (i) All vessels over 50 meters LOA and Tows of vessels where the length overall of the vessel towed or the aggregate of the lengths overall of the vessels towed is over 30 meters west of a line drawn between Sailors Creek and the western end of Falmouth Wharfs.
- f. Any vessel navigating within the designated Pilotage area when any of the following apply:
  - (i) Carrying dangerous or polluting goods (see note 3);
  - (ii) Navigating in a commercial capacity not equipped with corrected Admiralty charts or a corrected approved electronic chart system as required to cover the entire passage;
  - (iii) Is over 30m LOA, carrying more than 12 passengers (see note 4).
- g. All power driven vessels over 30 meters LOA using its own propulsion to maneuver being assisted by a workboat or tug towing on a line. This is defined by any method of securing the workboat or tug to the assisted vessel.
- h. Vessels of any size underway (save those excepted below) when directed by a Harbour Master or their Deputy in the interests of safety of the vessel, other vessels, persons, the port or its infrastructure:
  - (i) Those specified in Section 7(3) of the Pilotage Act 1987 – A pilotage direction shall not apply to ships of less than 20 meters LOA or to fishing boats of which the registered length is less than 47.5 meters LOA;
  - (ii) His Majesty's ships, Auxiliaries, Foreign Warships, or vessels owned by or acting on behalf of Trinity House whilst engaged in the servicing or repair of navigational aids.

## Notes

Note 1: Including tows of vessels where the the aggregate of the lengths overall of the vessels engaged directly in the tow is over the LOA for that pilotage area.

Note 2: Port of Truro as defined in Schedule 1, Cornwall Harbours Revision Order 2023.

Note 3: The regulations referred to in this Note are the Dangerous Goods in Harbour Areas Regulations 2016. Terms used include the following :- (a) 'Dangerous Goods' means goods classified in the IMDG Code, or falling within the defining criteria 1 to 9 of the IMDG Code. (b) 'Marine Pollutant' means a substance classified as such in the IMDG Code; or as a noxious substance in the IBC Code. (c) 'In bulk' means directly and without intermediate form of containment.

Note 4: "Passenger vessels" means vessels holding a valid passenger certificate which permits them to proceed to sea or on any voyage or excursion carrying more than twelve passengers. "Passengers" means any one or more persons carried in a ship (whether or not for a fare) except a person employed or engaged in any capacity on board the ship on the business of the ship or children under one year of age.

FALMOUTH PILOTAGE ZONES CHARTLET



PILOTAGE CHARGES 2025

CHARGE BAND 1		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	132	190	246	309	373	423	484	540	596	664	720	778	834	893
		Over 500 - 1000	146	206	263	320	387	436	502	553	617	678	736	791	849	906
Sea	Bay	Over 1000 - 1500	163	226	280	339	397	454	515	573	631	694	744	812	864	926
Harbour	Docks	Over 1500 - 2000	180	232	298	346	413	474	534	583	642	702	763	821	883	937
Internal Movements		Over 2000 - 5000	190	246	309	373	423	484	540	596	664	720	778	834	893	952
		Over 5000 - 10000	206	263	320	387	436	502	553	617	678	736	791	849	906	968
		Over 10000 - 15000	226	280	339	397	454	515	573	631	694	744	812	864	926	985
		Over 15000 - 20000	251	322	375	447	513	579	633	695	761	829	891	958	1018	1083
		Over 20000 - 30000	267	335	405	458	523	586	647	719	781	844	906	969	1031	1102
		Over 30000 - 40000	286	346	419	474	544	599	668	736	798	859	921	982	1050	1112
		Over 40000 - 50000	304	366	431	492	558	622	685	753	806	881	937	1004	1068	1132
		Over 50000 - 70000	322	375	447	513	579	633	695	761	829	891	958	1018	1083	1141
		Over 70000 - 80000	350	423	479	547	613	677	752	816	882	948	1014	1077	1152	1212
		Over 80000 - 90000	365	439	495	569	628	694	768	833	897	966	1026	1095	1168	1228
		Over 90000 - 100000	382	454	510	582	645	709	785	846	916	980	1044	1111	1188	1242
		Over 100000 - 110000	398	472	528	599	660	725	799	866	932	995	1062	1126	1202	1260
		Over 110000 - 120000	442	506	562	624	682	752	826	888	954	1015	1084	1147	1224	1279
		Over 120000 - 130000	491	540	599	647	707	782	853	912	979	1033	1105	1167	1247	1301
		Over 130000 - 140000	546	577	641	672	730	813	882	934	1002	1053	1127	1188	1270	1323
		Over 140000 - 150000	607	617	682	697	754	844	913	959	1026	1074	1149	1210	1294	1345
		Over 150000 - 160000	674	659	727	725	780	876	942	985	1052	1095	1171	1232	1316	1367
		Over 160000 - 170000	750	705	777	754	806	908	975	1010	1077	1114	1195	1254	1342	1388
		Over 170000	834	753	827	785	834	942	1007	1036	1104	1137	1218	1277	1367	1412

CHARGE BAND 2		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	205	286	384	465	548	636	798	894	988	1093	1188	1281	1379	1472
Sea	Harbour	Over 500 - 1000	227	309	396	484	573	658	821	921	1016	1119	1210	1303	1405	1501
Bay	Harbour	Over 1000 - 1500	242	333	418	506	594	688	849	943	1041	1144	1233	1334	1432	1521
Sea	Docks Berth	Over 1500 - 2000	266	347	439	531	621	702	874	964	1060	1163	1256	1354	1447	1552
Bay	Docks Berth	Over 2000 - 5000	286	384	465	548	636	729	894	988	1093	1188	1281	1379	1472	1574
Sea	Porthoustock Quarry	Over 5000 - 10000	309	396	484	573	658	744	921	1016	1119	1210	1303	1405	1501	1600
		Over 10000 - 15000	333	418	506	594	688	777	943	1041	1144	1233	1334	1432	1521	1627
		Over 15000 - 20000	376	476	578	674	761	861	1048	1151	1262	1362	1472	1571	1684	1785
		Over 20000 - 30000	416	503	594	690	791	886	1072	1186	1290	1392	1497	1597	1707	1813
		Over 30000 - 40000	427	523	622	716	806	906	1101	1213	1313	1414	1525	1628	1735	1841
		Over 40000 - 50000	454	548	644	747	842	929	1130	1241	1337	1447	1552	1652	1765	1868
		Over 50000 - 70000	476	578	674	761	861	958	1151	1262	1362	1472	1571	1684	1785	1891
		Over 70000	503	594	690	791	886	973	1186	1290	1392	1497	1597	1707	1813	1912

CHARGE BAND 3		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	271	387	502	619	736	849	968	1089	1204	1327	1437	1553	1673	1785
Sea	Truro	Over 500 - 1000	301	406	531	642	763	883	996	1115	1225	1352	1465	1580	1701	1815
Bay	Truro	Over 1000 - 1500	323	439	555	675	794	913	1029	1144	1258	1381	1494	1621	1726	1847
Docks	Truro	Over 1500 - 2000	347	474	586	699	821	938	1057	1168	1288	1413	1519	1644	1754	1869
Harbour	Truro	Over 2000 - 5000	387	502	619	736	849	968	1089	1204	1327	1437	1553	1673	1785	1909
Lay Up River Fal	Any Except Docks	Over 5000 - 10000	406	531	642	763	883	996	1115	1225	1352	1465	1580	1701	1815	1941
		Over 10000 - 15000	439	555	675	794	913	1029	1144	1258	1381	1494	1621	1726	1847	1967
		Over 15000 - 20000	513	636	759	891	1020	1146	1268	1396	1534	1649	1784	1904	2028	2169
Crossroads Buoy	Any Except Wet/Dry Dock	Over 20000 - 30000	544	670	798	921	1050	1180	1306	1439	1558	1686	1815	1935	2070	2201
		Over 30000 - 40000	578	695	829	958	1080	1210	1329	1467	1588	1715	1846	1968	2106	2224
		Over 40000 - 50000	604	730	861	990	1117	1241	1364	1500	1621	1758	1874	2003	2133	2263
		Over 50000 - 70000	636	759	891	1020	1146	1268	1396	1534	1649	1784	1904	2028	2169	2289
		Over 70000	670	798	921	1050	1180	1306	1439	1558	1686	1815	1935	2070	2201	2320

CHARGE BAND 4		GROSS TONNAGE	DRAFT (M)													
			0 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12	12 - 13	13 - 14	14 - 15	Over 15
To/From	From/To	Up to 500	336	475	619	766	908	1052	1206	1347	1494	1646	1786	1925	2080	2224
		Over 500 - 1000	373	506	651	804	945	1095	1234	1383	1519	1683	1826	1961	2116	2255
Docks Berth	Wet/Dry Dock	Over 1000 - 1500	404	551	695	832	987	1133	1277	1421	1559	1718	1856	2009	2148	2296
		Over 1500 - 2000	436	581	730	867	1022	1168	1313	1446	1603	1750	1890	2041	2185	2331
Sea / Bay	Wet/Dry Dock	Over 2000 - 5000	475	619	766	908	1052	1206	1347	1494	1646	1786	1925	2080	2224	2371
		Over 5000 - 10000	506	651	804	945	1095	1234	1383	1519	1683	1826	1961	2116	2255	2412
Harbour	Wet/Dry Dock	Over 10000 - 15000	551	695	832	987	1133	1277	1421	1559	1718	1856	2009	2148	2296	2449
		Over 15000 - 20000	630	794	942	1109	1268	1424	1569	1739	1899	2051	2215	2371	2530	2694
Lay Up River Fal	Wet/Dry Dock	Over 20000 - 30000	670	831	987	1142	1309	1463	1621	1786	1937	2089	2258	2411	2573	2733
		Over 30000 - 40000	706	872	1023	1189	1340	1501	1649	1827	1982	2129	2295	2445	2617	2775
Lay Up River Fal	Docks Berth	Over 40000 - 50000	755	902	1071	1229	1385	1542	1692	1864	2013	2181	2330	2491	2657	2808
		Over 50000 - 70000	794	942	1109	1268	1424	1569	1739	1899	2051	2215	2371	2530	2694	2846
		Over 70000	831	987	1142	1309	1463	1621	1786	1937	2089	2258	2411	2573	2733	2880

**PNPF Levy:**

A levy of 5.5% shall be charged on all pilotage fees detailed in the above tables.

*\*note: the PNPF Levy is intended to raise funds to assist in covering the costs of the Pilots National Pension Fund (PNPF) deficit repayment scheme. This is a historic liability imposed on CHA's via a High Court Ruling in 2010 enabling the recovery of funds to cover a pension scheme deficit from a wide range of Ports and Harbours. The liability is linked to Falmouth Harbour's role as a CHA and has no link to the existing operational pilots.*

ADDITIONAL CHARGES

Services	Cost (hourly rate outside of Pilotage)
<p>Services include:</p> <ul style="list-style-type: none"> <li>Attendance</li> <li>Compass Adjusting (pilotage only, compass adjuster needs to be arranged directly)</li> <li>DF Calibration (pilotage element only)</li> <li>Engine Trials (pilotage element only)</li> <li>Movement Meeting</li> <li>PEC Assessed Passage</li> <li>Weather Check (at request of agent, vessel or operator)</li> </ul>	£184 per hour
Charge for Dead Ship movements	£235 per movement
Ferry collection / delivery or over / under carry	£1,620 per 24 hrs
Cancellation	£360
Second pilot	As per first pilot charges
<p>Pilot remaining on standby aboard anchored cruise ship for very short notice availability. Subject to pilot availability and 14 days' notice. A 50% cancellation fee applies once booked.</p>	£258 per hour

1. Late notice charge: a late notice charge of 10% may be applied for pilotage and the pilot boat in instances where a vessel has provided less than 3hrs notice of arrival.

2. Falmouth Pilot Services reserves the right to apply a 10% administration charge where vessel calls have resulted in considerable additional administration.\* Pilots are available for hire outside of usual acts of pilotage subject to availability.

NOTES

Pilotage Services are defined as follows:

1. ACT OF PILOTAGE

An Act of Pilotage will be charged according to the scale of charges. An Act shall be deemed to have been completed as follows:

- a. When the vessel reaches its planned destination (includes arrival at the Pilot Station when outbound).  
or
- b. When the passage is broken by the vessel stopping (for a period in excess of 15 minutes) or anchoring at an interim destination at the request of the master. Continuation of the passage from that point shall be counted as a second Act.  
or
- c. When a pilot is unable to board on grounds of safety and a vessel requiring the services of a pilot and the master accepts the alternative service of following the pilot boat on a route directed by the pilot to assist the safe passage of the vessel.

2. CANCELLATION

Cancellation charges will be levied according to the scale of charges when the master (or persons authorised to act for him) cancels the requirement for a pilot within one hour of the scheduled arrival or departure time.

In the event that the services of a pilot are cancelled after a pilot has boarded the vessel via the pilot boat the full charge for the single planned Act of Pilotage may be levied in lieu of the cancellation charge.

### 3. ATTENDANCE

An attendance charge will be levied according to the scale of charges in the following circumstances:

- a. Where a pilot is detained on board after completion of the acts or services ordered due to the request of the master or due to the inability to disembark him. (Other than advance arrangements made for transit between ports).
- b. Where the time of the movement is delayed after the pilot boards the vessel and it is agreed that the pilot should remain on board to wait rather than cancelling the movement.
- c. Where a pilot is requested by the vessel's master (or his agents) to attend a meeting to discuss or plan a particular act.

### 4. ADDITIONAL SERVICES

Where the pilot is required to assist in the conduct of the vessel in undertaking calibration swings, machinery trials or other similar activities, an additional charge shall be made according to the scale of charges.

### 5. ADDITIONAL PILOTS

Where additional pilots are required to assist with a manoeuvre due to the vessel having exceptional characteristics or the manoeuvre requiring additional monitoring from a second position on the vessel, further pilots may be assigned. In this event the charges made for the act of pilotage will be made in respect of each pilot.

### 6. CLAIMS

If a vessel refuses or omits to engage the services of an authorised pilot when required to according to the Pilotage Directions, the full pilotage and boarding and landing charge will be levied to the vessel concerned as if an act of pilotage had been completed for that passage.

### 7. DELIBERATE AVOIDANCE OF COMPULSORY PILOTAGE

If a vessel deliberately mis-declares its dimensions, cargo or that it is carrying appropriate charts with the intention of avoiding compulsory pilotage requirements, it will be reported to the UK Maritime and Coastguard Agency.

When declaring the appropriate carriage of charts, the master is confirming that the vessel has on board a corrected copy of BA chart 154, 18 and 32 depending on the area being navigated an equivalent from another national Hydrographic office or is fitted with an authorized ECDIS system covering Falmouth Bay.

### 8. TUGS AND TOWS

Pilotage for Tugs and tows shall be charged per the total Gross Tonnage under the conduct of the pilot, calculated individually. This will include the vessel or object under tow and the primary towing vessel, excluding Harbour towage assets.

This excludes circumstances where a locally based, Harbour towage asset, with sufficient local knowledge onboard (as approved by the CHA), is acting as the primary towage vessel arriving from or departing to sea – in this case a fee matching the 'dead ship movement' charge shall be charged in lieu of pilotage for the primary towing vessel (unless this fee is higher than the pilotage charge). Pilotage for the vessel under tow shall be charged as normal.

Harbour towage assets are defined as tugs engaged in the berthing or unberthing of vessels within the Harbour.

### 9. FERRY COLLECTION AND DELIVERY

The service is offered for ferry's arriving or departing Falmouth where compliant boarding arrangements are not available due to features such as belting. *The service is dependent on pilot availability and sufficient notice being provided.* Where a collection or delivery is not possible boarding and landing in Falmouth will take place in very good conditions only.

## BOARDING AND LANDING CHARGES

GROSS TONNAGE [GT]	BOARDING OR LANDING	BOARDING AND LANDING
Up to 1000	400*	600
Over 1000 – 1500	400*	600
Over 1500 – 2000	400*	880
Over 2000 – 5000	620	880
Over 5000 – 40000	880	880
Over 40000 - 70000	930	930
Over 70000	980	980

Boarding and landing of over/under carried/deep sea pilots £1030

\* Charges for Boarding or Landing apply in Zones C or D only.  
For Boarding or Landing in Zones A, Boarding and Landing charges apply.

Cancelled Boardings and Landings will be charged at the full rate.

For vessels proceeding to the quarries within Zone B, pilots may be boarded in either Zone A or Zone C as requested. It is normal practice for the pilot to remain on board (detention charges apply) whilst the vessel is loaded. The pilot may then be disembarked in Zone A or C as requested. Please note the difference in charges for Zone A and C above.

If vessels wish to board or land the pilot within Zone B, then please request a price for this service. Pilot Boat cancellation within an hour of confirmed boarding time is charged as per above scales.

### OUTSIDE PORT LIMITS

For vessels which are required to board or land outside port limits and away from the position of the pilot station (e.g. very large ships or vessels at anchor in Gerrans or Veyan bays), a 10% surcharge applies.

### CASUAL USER CHARGES

Hourly Hire Boat with Crew	£465
Per person per trip with pilot on board	£155
Charts and hand-held parcels	£35
Other parcels	£16 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£70
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£500

*Falmouth Pilot Services reserves the right to apply a fuel surcharge at times of unusually high fuel or energy costs.*

### PILOTAGE EXEMPTION

Pilotage Exemption Certificates (PECs) are issued by the relevant Competent Harbour Authority following assessment. Persons wishing to apply for a certificate should contact the office via the email address: [info@falmouthharbour.co.uk](mailto:info@falmouthharbour.co.uk).

Charges for acquiring PEC authorisation:

- Initial application and PEC pack issue: **£325**
- Pilot accompanied qualifying or assessed passages (in addition to the pilotage fee): **charged at the pilot's attendance rate**
- Written / oral examination fee: **£200**
- Annual renewal: **£200**
- Addition of vessels or areas to certificate after exam: **£200**

**Once authorised, all movements conducted by Pilotage Exemption Certificate holders shall be charged at a rate of 20% of the standard pilotage fee for each movement.**

*PEC holders are required to report all movement details to 'Falmouth Pilot Radio' on VHF ch 09 including the vessels draft.*

## REGULATION 23 PILOT TRANSFER ARRANGEMENTS

### 1. APPLICATION

- 1.1. Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.
- 1.2. Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organisation.
- 1.3. Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 173 or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organisation prior to that date.
- 1.4. Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.
- 1.5. With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey on or after 1 July 2012.
- 1.6. Paragraph 6 applies to all ships.

### 2. GENERAL

- 2.1. All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.
- 2.2. The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.
- 2.3. A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organisation. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.
- 2.4. All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

- 2.5. Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

### 3. TRANSFER ARRANGEMENTS

- 3.1. Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.
- 3.2. In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.
- 3.3. Safe and convenient access to, and egress from, the ship shall be provided by either:
  - 3.3.1. a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
    - 3.3.1.1. it is clear of any possible discharges from the ship;
    - 3.3.1.2. it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
    - 3.3.1.3. each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
    - 3.3.1.4. the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or
  - 3.3.2. an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), 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 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.

3.3.2.1. When a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and man-ropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

#### 4. ACCESS TO THE SHIP'S DECK

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- 4.1. a gateway in the rails or bulwark, adequate handholds shall be provided;
- 4.2. a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted.
- 4.3. The bulwark ladder shall be securely attached to the ship to prevent overturning.

#### 5. SHIPSIDE DOORS

Shipside doors used for pilot transfer shall not open outwards.

#### 6. MECHANICAL PILOT HOISTS

Mechanical pilot hoists shall not be used.

#### 7. ASSOCIATED EQUIPMENT

7.1. The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

7.1.1. two man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the man-ropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);

7.1.2. a lifebuoy equipped with a self-igniting light;

7.1.3. a heaving line.

7.2. When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

#### 8. LIGHTING

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks.

#### REFERENCE GUIDE

1. Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).
2. Refer to the Assembly resolution on pilot transfer arrangements, to be adopted by the Organisation.
3. Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.
4. Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290).
5. Refer to the recommendations by the International Organisation for Standardization, in particular publication ISO 799:2004, Ships and marine technology – Pilot ladders.
6. Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).

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