



**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 to allow them to exercise the functions (save those contained in section 2.1 of the Pilotage Act) on their behalf.

Falmouth Harbour, through agency agreement with the other CHA's, act as the Pilotage Authority for the entire Falmouth Pilotage Area and have entered into a service contract with Falmouth Pilots LLP to provide Pilots.

The Pilotage Directions were amended on 1st May 2025 after a full consultation with port users as required by the Pilotage Act.

Pilotage Charges are reviewed annually and new charges published on the 1st 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
Tel: +44 (0)1326 213533

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

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.

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).

All vessels are requested, including those shifting or departing and requiring a pilot, to provide regular updates of changing POB (pilot onboard) requirements and provide 1hrs confirmation via VHF channel 09. *Lack of sufficient notice could result in a delay.*

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 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, Falmouth Docks and Engineering Company, and the Ports of Truro and Penryn, hereby direct that with effect from the 1st 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 manoeuvre 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 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, The Cornwall Harbours Harbour 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 2026

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	137	198	256	321	388	440	503	562	620	691	749	809	867	929
		Over 500 - 1000	152	214	274	333	402	453	522	575	642	705	765	823	883	942
Sea	Bay	Over 1000 - 1500	170	235	291	353	413	472	536	596	656	722	774	844	899	963
		Over 1500 - 2000	187	241	310	360	430	493	555	606	668	730	794	854	918	974
Harbour	Docks	Over 2000 - 5000	198	256	321	388	440	503	562	620	691	749	809	867	929	990
		Over 5000 - 10000	214	274	333	402	453	522	575	642	705	765	823	883	942	1007
Internal Movements		Over 10000 - 15000	235	291	353	413	472	536	596	656	722	774	844	899	963	1024
		Over 15000 - 20000	261	335	390	465	534	602	658	723	791	862	927	996	1059	1126
		Over 20000 - 30000	278	348	421	476	544	609	673	748	812	878	942	1008	1072	1146
		Over 30000 - 40000	297	360	436	493	566	623	695	765	830	893	958	1021	1092	1156
		Over 40000 - 50000	316	381	448	512	580	647	712	783	838	916	974	1044	1111	1177
		Over 50000 - 70000	335	390	465	534	602	658	723	791	862	927	996	1059	1126	1187
		Over 70000 - 80000	371	448	508	580	650	718	797	865	935	1005	1075	1142	1221	1285
		Over 80000 - 90000	387	465	525	603	666	736	814	883	951	1024	1088	1161	1238	1302
		Over 90000 - 100000	405	481	541	617	684	752	832	897	971	1039	1107	1178	1259	1317
		Over 100000 - 110000	422	500	560	635	700	769	847	918	988	1055	1126	1194	1274	1336
		Over 110000 - 120000	469	536	596	661	723	797	876	941	1011	1076	1149	1216	1297	1356
		Over 120000 - 130000	520	572	635	686	749	829	904	967	1038	1095	1171	1237	1322	1379
		Over 130000 - 140000	579	612	679	712	774	862	935	990	1062	1116	1195	1259	1346	1402
		Over 140000 - 150000	643	654	723	739	799	895	968	1017	1088	1138	1218	1283	1372	1426
		Over 150000 - 160000	714	699	771	769	827	929	999	1044	1115	1161	1241	1306	1395	1449
	Over 160000 - 170000	795	747	824	799	854	962	1034	1071	1142	1181	1267	1329	1423	1471	
	Over 170000	884	798	877	832	884	999	1067	1098	1170	1205	1291	1354	1449	1497	

*STS Operations:
Where the act of pilotage involves
berthing alongside or unberthing
from a vessel at anchor for STS Ops
in Falmouth Bay, a surcharge of
20% shall apply on pilotage.*

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	213	297	399	484	570	661	830	930	1028	1137	1236	1332	1434	1531
Sea	Harbour	Over 500 - 1000	236	321	412	503	596	684	854	958	1057	1164	1258	1355	1461	1561
Bay	Harbour	Over 1000 - 1500	252	346	435	526	618	716	883	981	1083	1190	1282	1387	1489	1582
Sea	Docks Berth	Over 1500 - 2000	277	361	457	552	646	730	909	1003	1102	1210	1306	1408	1505	1614
Bay	Docks Berth	Over 2000 - 5000	297	399	484	570	661	758	930	1028	1137	1236	1332	1434	1531	1637
Sea	Porthoustock Quarry	Over 5000 - 10000	321	412	503	596	684	774	958	1057	1164	1258	1355	1461	1561	1664
		Over 10000 - 15000	346	435	526	618	716	808	981	1083	1190	1282	1387	1489	1582	1692
		Over 15000 - 20000	391	495	601	701	791	895	1090	1197	1312	1416	1531	1634	1751	1856
		Over 20000 - 30000	433	523	618	718	823	921	1115	1233	1342	1448	1557	1661	1775	1886
		Over 30000 - 40000	444	544	647	745	838	942	1145	1262	1366	1471	1586	1693	1804	1915
		Over 40000 - 50000	472	570	670	777	876	966	1175	1291	1390	1505	1614	1718	1836	1943
		Over 50000 - 70000	495	601	701	791	895	996	1197	1312	1416	1531	1634	1751	1856	1967
		Over 70000	523	618	718	823	921	1012	1233	1342	1448	1557	1661	1775	1886	1988

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	282	402	522	644	765	883	1007	1133	1252	1380	1494	1615	1740	1856
Sea	Truro	Over 500 - 1000	313	422	552	668	794	918	1036	1160	1274	1406	1524	1643	1769	1888
Bay	Truro	Over 1000 - 1500	336	457	577	702	826	950	1070	1190	1308	1436	1554	1686	1795	1921
Docks	Truro	Over 1500 - 2000	361	493	609	727	854	976	1099	1215	1340	1470	1580	1710	1824	1944
Harbour	Truro	Over 2000 - 5000	402	522	644	765	883	1007	1133	1252	1380	1494	1615	1740	1856	1985
Lay Up River Fal	Any Except Docks	Over 5000 - 10000	422	552	668	794	918	1036	1160	1274	1406	1524	1643	1769	1888	2019
		Over 10000 - 15000	457	577	702	826	950	1070	1190	1308	1436	1554	1686	1795	1921	2046
		Over 15000 - 20000	534	661	789	927	1061	1192	1319	1452	1595	1715	1855	1980	2109	2256
Crossroads Buoy	Any Except Wet/Dry Dock	Over 20000 - 30000	566	697	830	958	1092	1227	1358	1497	1620	1753	1888	2012	2153	2289
		Over 30000 - 40000	601	723	862	996	1123	1258	1382	1526	1652	1784	1920	2047	2190	2313
		Over 40000 - 50000	628	759	895	1030	1162	1291	1419	1560	1686	1828	1949	2083	2218	2354
		Over 50000 - 70000	661	789	927	1061	1192	1319	1452	1595	1715	1855	1980	2109	2256	2381
		Over 70000	697	830	958	1092	1227	1358	1497	1620	1753	1888	2012	2153	2289	2413

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	349	494	644	797	944	1094	1254	1401	1554	1712	1857	2002	2163	2313
		Over 500 - 1000	388	526	677	836	983	1139	1283	1438	1580	1750	1899	2039	2201	2345
Docks Berth	Wet/Dry Dock	Over 1000 - 1500	420	573	723	865	1026	1178	1328	1478	1621	1787	1930	2089	2234	2388
		Over 1500 - 2000	453	604	759	902	1063	1215	1366	1504	1667	1820	1966	2123	2272	2424
Sea / Bay	Wet/Dry Dock	Over 2000 - 5000	494	644	797	944	1094	1254	1401	1554	1712	1857	2002	2163	2313	2466
		Over 5000 - 10000	526	677	836	983	1139	1283	1438	1580	1750	1899	2039	2201	2345	2508
Harbour	Wet/Dry Dock	Over 10000 - 15000	573	723	865	1026	1178	1328	1478	1621	1787	1930	2089	2234	2388	2547
		Over 15000 - 20000	655	826	980	1153	1319	1481	1632	1809	1975	2133	2304	2466	2631	2802
Lay Up River Fal	Wet/Dry Dock	Over 20000 - 30000	697	864	1026	1188	1361	1522	1686	1857	2014	2173	2348	2507	2676	2842
		Over 30000 - 40000	734	907	1064	1237	1394	1561	1715	1900	2061	2214	2387	2543	2722	2886
Lay Up River Fal	Docks Berth	Over 40000 - 50000	785	938	1114	1278	1440	1604	1760	1939	2094	2268	2423	2591	2763	2920
		Over 50000 - 70000	826	980	1153	1319	1481	1632	1809	1975	2133	2304	2466	2631	2802	2960
		Over 70000	864	1026	1188	1361	1522	1686	1857	2014	2173	2348	2507	2676	2842	2995

PNPF Levy:

A levy of 7% shall be charged on all pilotage fees detailed in the above tables.

**note: the PNPF Levy is in place 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"> Attendance Compass Adjusting (pilotage only, compass adjuster needs to be arranged directly) DF Calibration (pilotage element only) Engine Trials (pilotage element only) Movement Meeting PEC Assessed Passage Weather Check (at request of agent, vessel or operator) 	£191 per hour
Charge for Dead Ship movements (where a vessel would usually have propulsion systems available)	£245 per movement
Ferry collection / delivery or over / under carry	£1,685 per 24 hrs
Cancellation	£375
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>	£268 per hour

1. Late notice charge: a late notice charge of 25% may be applied for pilotage and pilot boat charges in instances where a vessel has provided less than 4hrs initial notice of arrival.

2. Falmouth Harbour reserves the right to apply a 10% administration charge where vessel calls have resulted in considerable additional administration.

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 for reasons of safety but the pilot and pilot boat have mobilised and a provides alternative assistance that is accepted by the master e.g. providing VHF instruction to aid safe passage from the pilot launch, acting to check anchor clearances or providing information regarding small vessel traffic.

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.

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 relevant 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 / VESSEL COLLECTION AND DELIVERY / PILOT OVERCARRY

The service is offered for vessels arriving or departing Falmouth where compliant boarding arrangements are not available due to features such as belting or poor weather could cause delays. *The service is dependent on pilot availability and sufficient notice being provided.* Where a collection or delivery is not possible boarding and landing to vessels with unusual characteristics in Falmouth will take place in very good conditions only.

Charges will be levied per 24hrs, or part thereof, that this pilot is away from the Falmouth Pilotage Area. Reasonable travel and subsistence costs will also be recharged to the vessel. The pilot's hours of rest should be protected as best as possible whilst undertaking this service with travel and accommodation plans adjusted accordingly and appropriate facilities being provided aboard.

BOARDING AND LANDING CHARGES

GROSS TONNAGE (GT)	BOARDING OR LANDING	BOARDING AND LANDING
All berth to berth moves*	485	485
Up to 2,000	485**	625
2,000 – 5,000	645	835
5,000 – 40,000	915	915
40,000 – 70,000	965	965
Over 70,000	1025	1025
Transfers of Over / Under / Deep Sea Pilots	1070	

* Docks berth to docks berth moves where a pilot boat is required to facilitate safe and compliant access for the Duty Pilot – where possible the pilot boat will remain on station and provide pilotage support services such as channel clearance.

** 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 Veryan bays), a 10% surcharge applies.

CASUAL USER CHARGES

Hourly Hire Boat with Crew (minimum 1hr)	£485
Per person per trip with pilot on board	£165
Charts and hand-held parcels	£36
Other parcels	£17 per kg
Bunker samples including liaison with pre-arranged courier. If carried out at same time as pilot boarding and landing	£75
Bunker samples including liaison with pre-arranged courier. If not carried out at same time as pilot boarding and landing	£520

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

PILOTAGE EXEMPTION

Pilotage Exemption Certificates (PECs) are administered by Falmouth Harbour in cooperation with the relevant CHA's following assessment. Persons wishing to apply for a certificate should contact the office via the email address: info@falmouthharbour.co.uk.

Charges for acquiring PEC authorisation:

- Initial application and PEC pack issue: **£340**
- Pilot accompanied qualifying or assessed passages (in addition to the pilotage fee): **charged at the pilot's attendance rate**
- Written / oral examination fee: **£210**
- Annual renewal: **£210**
- Addition of vessels or areas to certificate after exam: **£210**

Once authorised, all movements conducted by Pilotage Exemption Certificate holders shall be charged at a rate of 25% 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 I/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).

Note: Due to the nature of pilotage operations minor contact may occur between vessels during the act of completing safe pilot transfers. Reasonable endeavours will be made to avoid damage being caused by the pilot boat, including fendering, however Falmouth Harbour cannot be held responsible for any minor damage caused during the normal act of providing a pilot at the request of a vessel.

Enquiries: info@falmouthpilotservices.co.uk

Tel: Tel: +44 (0)1326 213533

Operations: portoperations@falmouthharbour.co.uk

Tel: +44 (0)1326 211395

Accounts: josie@falmouthpilotservices.co.uk

Tel: +44 (0)7375 649809

44 Arwenack Street, Falmouth TR11 3JQ

www.falmouthpilot services.co.uk