



## Pilot Ladder Safety

### Part 1: Poor pilot ladder condition

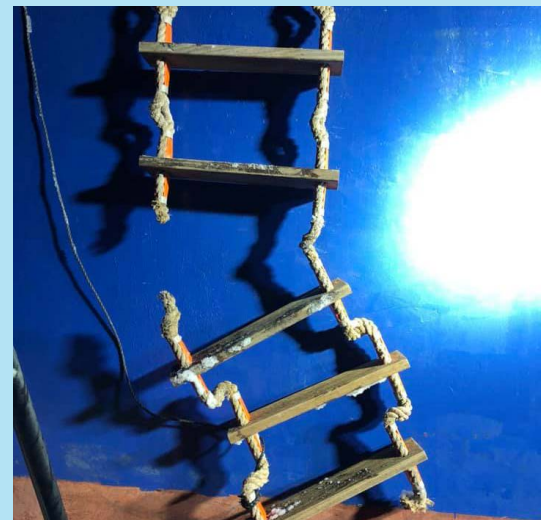
**Your safety as well as the safety of your fellow crew mates** is every crewperson's responsibility. The same responsibilities apply to those visiting your vessel, including marine pilots. There has been a tragic increase in marine pilot fatalities in recent months and pilots around the globe are paying particular attention to the conditions of pilot ladders of the vessels they board. Many have refused to board vessels where ladders are in poor working condition. The American Club has reached out to the marine pilot community regarding some of the main concerns they have with pilot ladder arrangements.



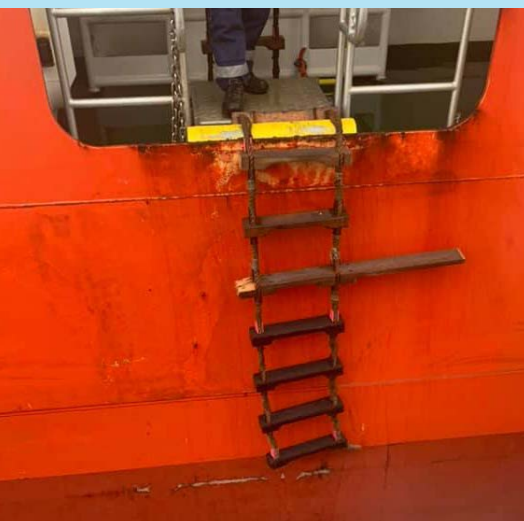
Worn and frayed side rope at pilot step.



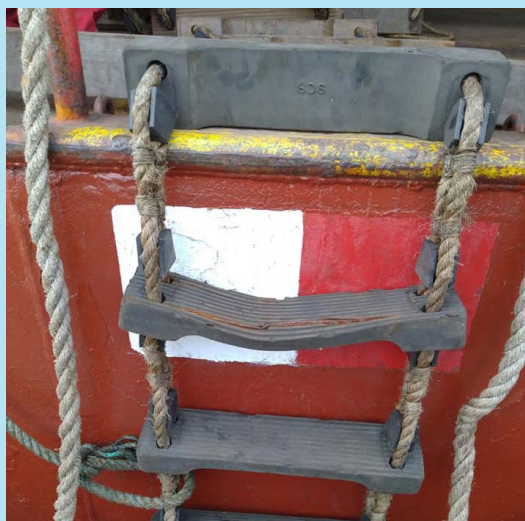
Frayed and broken man-rope.



A broken side rope. Periodic visual inspection are imperative.



Exposure of pilot ladders to sea conditions and regular handling of the equipment lead to broken wooden spreaders.



These pilot steps have seen many feet cross them and should be replaced.



This is not exactly what a pilot is happy to see if they come to board your vessel.

SOLAS regulation V/23, *Pilot Transfer Arrangements*, set forth the standards and requirements for boarding arrangements, responsibility of ship's personnel in rigging pilot transfer equipment, associated pilot transfer equipment, clear access and lighting.

Before every use, and before every rigging of a pilot ladder, attention is to be paid by the responsible officer to the overall condition of the pilot ladder. Due to the work pressure on ship's crews, the condition of the pilot ladder can be overlooked and loose or missing chocks, dirty ropes and steps, even damaged steps are found in some cases.

Keeping a watchful eye out for pilot ladders that may be in poor condition is everyone's responsibility. Keep that watchful eye on your vessel and avoid conditions seen in these photos captured by safety conscious pilots around the globe.

When you identify a hazard before someone gets hurt...

**it's a Good Catch.**

When you fix a problem before something bad happens...

**it's a Good Catch.**

When you take responsibility for your own safety...

**that's a Good Catch, too!**

All pictures are courtesy of maritime pilots worldwide and Facebook group [#dangerousladders](#).



Your Managers thank Capt. Herman Broers, a maritime pilot in Rotterdam, for his efforts maintaining the website [pilotladdersafety.com](http://pilotladdersafety.com), and recommend that Members take note of the information it contains and be guided accordingly.



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