

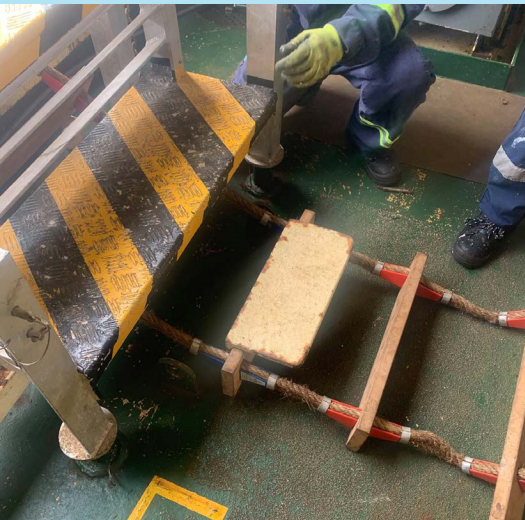


# GOOD CATCH from **The American Club**

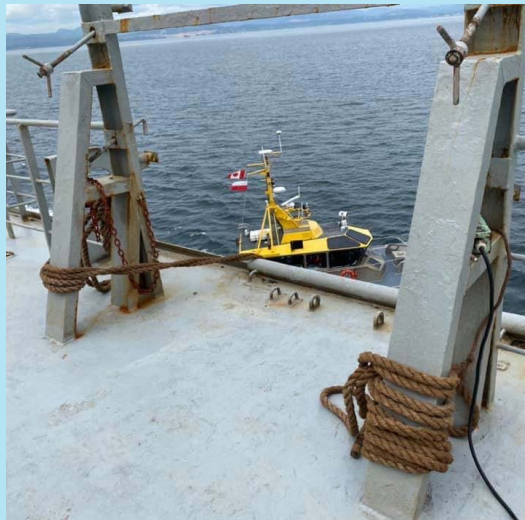
## Pilot Ladder Safety

### Part 4: Securing pilot ladders at intermediate length

**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.



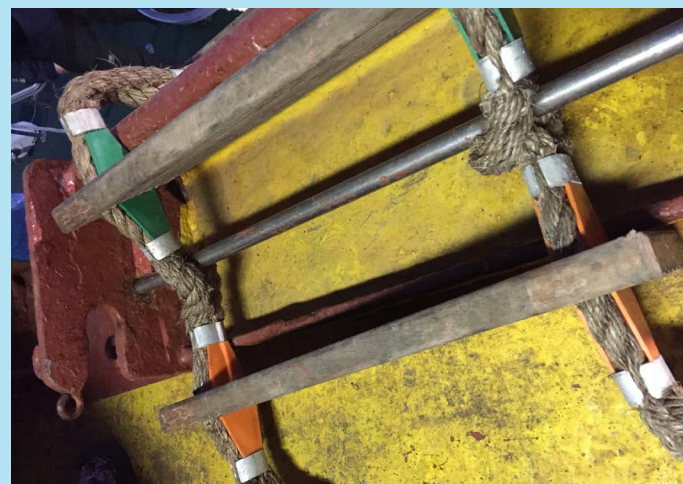
Affixing a deck tongue over a pilot ladder should be avoided as they are not designed to carry the load of the ladder.



Pilot ladders should never be affixed to non-designated securing points such as seen here.



Steel shackles used to secure pilot ladder side ropes should also be avoided as they are not reliable to handle the weight and will damage the chocks.



The use of steel bars to secure pilot ladders should also be avoided as they are strung through side ropes the can damage the ropes that are not designed to carry such loads at such points.

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.

While there are plenty of regulations and guidance regarding the safe use of pilot ladder arrangements, none of them provide adequate guidance to secure pilot ladders of intermediate lengths.

To ensure that the pilot ladder is not damaged, no excessive weight should be put on the steps and spreaders as they are not designed to carry such loads. The weight of the ladder should be transferred to fixed strong points on deck by means of the pilot ladder's side ropes. It is recommended to use a rolling hitch knot using ropes of sufficient strength. The use of D shackles and deck tongues can damage pilot ladder's steps. Using steel bars should also be avoided. The use of pilot ladder chocks to secure the pilot ladder should also be avoided.

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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