

# Port of Dampier - Requirements for the safe use, care and maintenance of pilot ladders and associated equipment

Number: D07/2024

Date: 21/02/2024

Date of Effect:	21/02/2024
Details:	Requirements for the safe use, care and maintenance of pilot ladders and associated equipment
Former Notice:	D02/2023
Charts & Publications:	N/A
Further Notice:	N/A
Attachments:	NIL

Pilbara Ports 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.

From 1<sup>st</sup> May 2023, all vessels calling the Port of Dampier 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 for pilot transfers beyond 30 months from the date of manufacture.**
- 3) **Manropes must not be used for pilot transfers beyond 12 months from the date of manufacture.**
- 4) Associated ropes used to secure the pilot ladder to a strong point on deck must be of sufficient strength, construction and certified. These ropes should be renewed no later than **12 months** from the date of first use and records to be maintained in the vessel's PMS
- 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

All current local Marine Notices are available on our website: <http://www.pilbaraports.com.au/#marine-notice>

Dampier Vessel Traffic Service | Phone: (08) 9159 6556 | [dampier.vts@pilbaraports.com.au](mailto:dampier.vts@pilbaraports.com.au)

Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

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 and the updated certificate must be provided to Pilbara Ports upon request.

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 Pilbara Ports Authority.
- 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 vessel's PMS system.

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

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

- 2.1 ISO 799 -1 Pilot Ladders - Design and Specification
- 2.2 ISO 799 -2 Pilot Ladders - Maintenance, Use, Survey, and Inspection
- 2.3 ISO 799 -3 Pilot Ladders: Attachments and associated equipment
- 2.4 AMSA Marine Notice 03/2022—Pilot transfer arrangements
- 2.5 IMO Circulars MSC.1/Circ.1428 and MSC.1/Circ.1495
- 2.6 IMO Resolution A.1108(29) and IMO Resolution A.1045(27)
- 2.7 AMSA Marine Notice - [04/2023 - Pilot transfer arrangements](#)



Captain Mike Minogue  
Harbour Master

Annex 1

Examples of **incorrect securing** methods of pilot ladders in practice



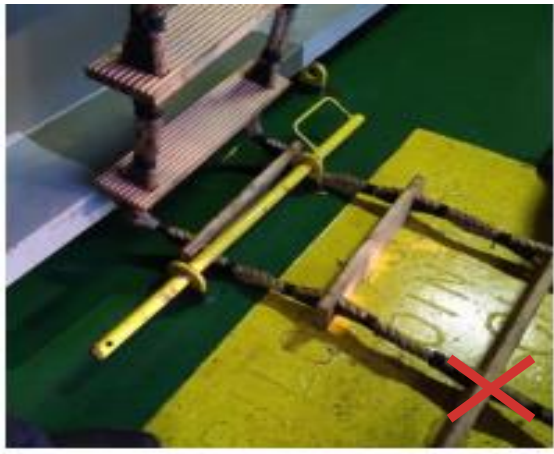
Secured using shackles, risk of damage to the chocks



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



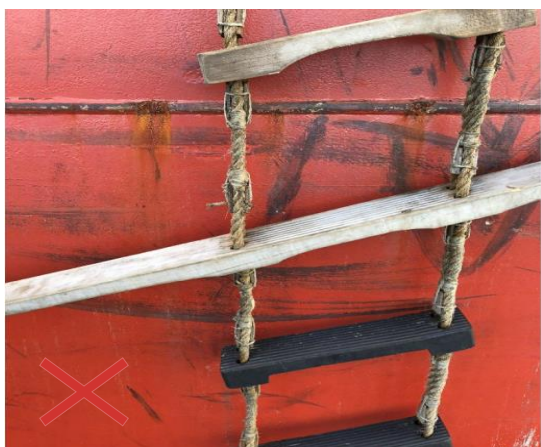
5<sup>th</sup> step must be a spreader



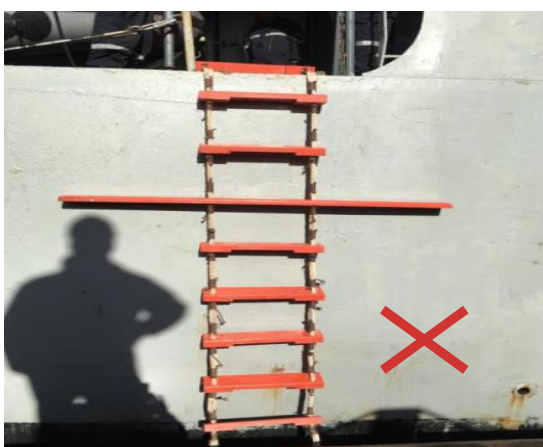
Bull Dog Grips: Not Permitted



Spreader not made from a single piece of wood



Loose ladder steps & not horizontal



Painted steps