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Dublin Port Lessons Learned Template	
Title	Pilot Ladder Safety
Briefly describe the what happened	Pilots transferring to vessels underway is a critical operation and the safety of Dublin Port Company's (DPC's) Pilots and Boat Crews is of the highest importance. In line with the wider marine industry DPC has observed an increase in vessels presenting non-compliant or defective pilot ladders.
Description of Why it happened	<p>The Master of any vessel subject to compulsory pilotage or which requests the service of a Pilot must ensure that their vessels comply with a safe means of access for pilots boarding or landing and that the pilot transfer arrangements are rigged and manned in accordance with SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27).</p> <p>Pilots may not board a vessel which has rigged a non-conforming pilot transfer arrangement. Any Pilot not boarding a vessel for such reasons will have the full support and backing from DPC. Vessels which have been refused pilotage will subsequently be asked to anchor in the nearest safe anchorage or refused clearance to sail.</p>
Lessons Learned / Recommendations	<p>This Lessons Learnt is being circulated to highlight some of the recent non-conformances that have been observed and to raise awareness and compliance levels.</p> <p>Ref Dublin Port Company Notice to Mariners 07/2020 – Pilot Transfer and Safe Access</p> <p>  07-2020 Pilot Transfer and Safe Ac </p>
Attach drawings / photographs / forms which may provide a	Example 1:

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greater understanding or guidance



Poor Loose [IMO side



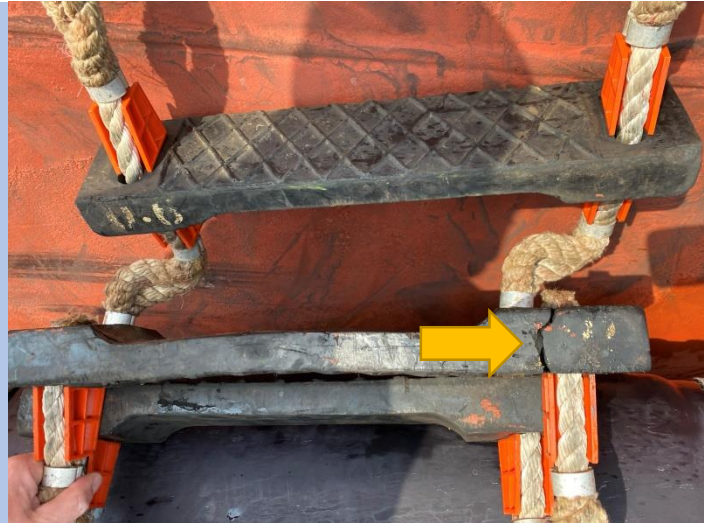
condition of ladder, chocks
Resolution A 1045(27), 2.2.3]
ropes worn and bottom two steps damaged
[SOLAS V, Reg 23, 2]

Corrective Actions:

- Defects raised with vessels Master and Company.
- Marine Survey Office Notified.
- Ladder replaced.
- Company SMS updated to include more robust planned maintenance and checks when rigging pilot ladder.

Example 2:

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Poor condition of ladder, bottom step damaged
[SOLAS V, Reg 23, 2]

Corrective Actions:

Defects raised with vessels Master and Company.
Marine Survey Office Notified.
Ladder replaced.

Example 3:

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The pilot ladder was inadequately secured the ladder being solely supported by retaining a step in a non-compliant deck tongue arrangement.
[SOLAS V, Reg 23, 3.3.1.4]

Corrective Actions:

Defects raised with vessels Master and Company.
Marine Survey Office Notified, Port State Control inspection carried out on next call in Dublin.
Pad eyes installed and securing arrangements modified.

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Rev	1