STATUTORY INSTRUMENTS

1972 No. 531

MERCHANT SHIPPING

SAFETY

The Merchant Shipping (Pilot Ladders) (Amendment No. 2) Rules 1972

Made - - -	*29th March* 1972
Laid before Parliament	*11th April* 1972
Coming into Operation	*1st July* 1972

The Secretary of State, in exercise of his powers under section 427 of the Merchant Shipping Act 1894(**a**) as substituted by section 2 of the Merchant Shipping (Safety Convention) Act 1949(**b**) and amended by section 9 of the Merchant Shipping Act 1964(**c**) and of all other powers enabling him in that behalf, hereby makes the following Rules :—

1.—(1) These Rules may be cited as the Merchant Shipping (Pilot Ladders) (Amendment No. 2) Rules 1972 and shall come into operation on 1st July 1972.

(2) The Interpretation Act 1889(**d**) shall apply to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament and as if these Rules and the Rules hereby revoked were Acts of Parliament.

(3) The Merchant Shipping (Pilot Ladders) (Amendment) Rules 1971(**e**) are hereby revoked.

2. The Merchant Shipping (Pilot Ladders) Rules 1965(**f**) as amended shall be amended as follows :—

(1) The following shall be substituted for Rule 4 :—

> "4.—(1) Each pilot ladder shall be efficient for the purpose of enabling a pilot to embark and disembark safely and such ladder shall be used only by officials and other persons while a ship is arriving at or leaving a port and for the embarkation and disembarkation of pilots.

(**a**) 1894 c. 60.
(**b**) 1949 c. 43.
(**c**) 1964 c. 47.
(**d**) 1889 c. 63.
(**e**) S.I. 1971/724 (1971 II, p. 1970).
(**f**) S.I. 1965/1046 (1965 I, p. 2536).

(2) Every such pilot ladder shall be so positioned and secured—

(*a*) that it is clear of any possible discharges from the ship ;

(*b*) that so far as reasonably practicable it is clear of the finer lines of the ship ;

(*c*) that each step rests firmly against the ship's side ; and

(*d*) that the pilot can gain safe and convenient access to the ship after climbing not less than 1·5 metres and not more than 9 metres.

(3) A single length of ladder shall be used capable of reaching the water from the point of access to the ship when the ship is in an unloaded condition and in normal trim with no list.

(4) Whenever the distance from the water to the point of access to the ship exceeds 9 metres, access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means.

(5) (*a*) The steps of the pilot ladder shall—

(i) be of ash, oak, elm, teak or other hard wood of equivalent strength, durability and buoyancy ;

(ii) each be made in one piece free of knots ;

(iii) have an efficient non-slip surface ;

(iv) be not less than 480 millimetres long, 114 millimetres wide, and 25 millimetres in depth excluding any non-slip device or grooving ;

(v) be equally spaced not less than 305 millimetres nor more than 380 millimetres apart ; and

(vi) be secured in such a manner that they will remain horizontal.

(*b*) (i) No pilot ladder shall have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder ; and any steps so secured shall be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the ladder.

(ii) When any replacement step is secured to the side ropes of the ladder by means of grooves in the sides of the step, such grooves shall be in the longer sides of the step.

(6) The side ropes of the pilot ladder shall consist of two manilla ropes not less than 60 millimetres in circumference on each side. Each rope shall be left uncovered by any other material and shall be continuous with no joins below the top step.

(7) Two man-ropes of not less than 65 millimetres in circumference, properly secured to the ship, and a safety line shall be kept ready for use if required.

(8) Hard wood battens between 1800 and 2000 millimetres long shall be provided at such intervals as will prevent the pilot ladder from twisting, so however that the lowest batten shall not be lower than the fifth step from the bottom of the ladder and that the interval between any batten and the next shall not exceed 9 steps. Each batten shall be of ash, oak, elm, teak or other hard wood of equivalent strength and durability and shall be made in one piece free of knots.

(9) (*a*) Means shall be provided to ensure safe and convenient passage for the pilot on to, or into, and off the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance provided pursuant to paragraph (4) of this Rule, and the ship's deck.

(*b*) Where such passage is by means of a gateway in the rails or bulwark, adequate hand-holds shall be provided.

(*c*) Where such passage is by means of a bulwark ladder, such ladder shall be securely hooked on to the bulwark rail or landing platform and two hand-hold stanchions shall be fitted at the point of boarding or leaving the ship not less than 700 millimetres or more than 800 millimetres apart. Each stanchion shall be rigidly secured to the ship's structure at or near its base and also at a higher point, shall be not less than 40 millimetres in diameter and shall extend not less than 1200 millimetres above the top of the bulwarks.

(10) A light shall be provided at night so that the pilot ladder overside and also the position where the pilot boards the ship shall be adequately lit. A lifebuoy equipped with a self-igniting light shall be kept ready for use at that position.

(11) Means shall be provided to enable the pilot ladder to be used in accordance with the requirements of this Rule on either side of the ship."

(2) In the Schedule, "Pier" shall be inserted after "Cleethorpes" in column 3 (Partially Smooth Water Areas) relating to the district of Goole in Column 1.

Anthony Grant,
Parliamentary Under Secretary of State,
Department of Trade and Industry.

29th March 1972.

EXPLANATORY NOTE

(*This Note is not part of the Rules.*)

These Rules amend the Merchant Shipping (Pilot Ladders) Rules 1965, which specify safety requirements for pilot ladders and for appliances designed to ensure safety in their use.

The principal changes made by these Rules are (1) additional requirements relating to the steps and ropes of pilot ladders and to the material of which battens are to be made, and (2) the introduction of new requirements for the securing of bulwark ladders and the fitting of stanchions, and for the provision of a lifebuoy at the position where pilots board the ship. Dimensions are also expressed in metric units.

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