



# Advisory Circular

ISSUE NO. 53-2, 21 JANUARY 2014

## **PART 53: PILOT TRANSFER ARRANGEMENTS AND SHIP HELICOPTER PILOT TRANSFERS**

### **1. General**

#### **1.1 Purpose of advisory circulars**

Maritime New Zealand (MNZ) advisory circulars are designed to give assistance and explanations about the standards and requirements set out in the maritime rules. However, the notes in advisory circulars should not be treated as a substitute for the rules themselves, which are the law.

If an advisory circular sets out how a rule can be satisfied, then compliance with that advice ensures compliance with the rule. Other methods of complying with the rule may be possible, however MNZ would first need to be satisfied that those alternative methods were of an equivalent standard to the advice in the advisory circular. The advisory circular would then be amended to include those equivalents.

When a number such as 53.9 is referred to in this circular, this is a reference to a specific rule within Part 53.

### **2. Supportive guidance to the rule part**

#### **2.1 Ships carrying deck cargoes**

In order to comply with rule 53.22, arrangements for access to and from the navigating bridge on board ships carrying log deck cargoes should ensure safe access:

- to/from the main deck to the top of the deck stow by crane and mast house ladders
- across the top of the deck stow by walkway incorporating stanchions securing a handrope
- to/from the accommodation deck to the walkway across the top of the deck stow by rigid ladder secured top and bottom.

For the ships typically found in the New Zealand log trade, this clear space should be forward of the aft hatch, as illustrated in diagram 2

#### **2.2 Man ropes securing arrangements**

Rule 53.4(1)(m)(ii) concerns the bowing of man-ropes to the ship's side where pilot ladders are used in conjunction with accommodation ladders. The rule requires the ropes to be secured to the ship's side not less than one metre and not more than two metres above the lower platform of the accommodation ladder.

The purpose of this provision is to ensure that the point of fulcrum of the ropes is low enough to ensure that the pilot does not swing outboard to a degree that puts the pilot's point of balance off line.

### **3. Diagrams to advisory circular**

The following diagrams are annexed to this advisory circular:

- the principal dimensions for construction of pilot ladders prescribed by Part 53
- arrangements for the access to and from the navigating bridge on board ships carrying log deck cargoes
- the International Maritime Pilots' Association's "Required Boarding Arrangements for Pilot."

**Diagram 1**

Pilot Ladder Construction

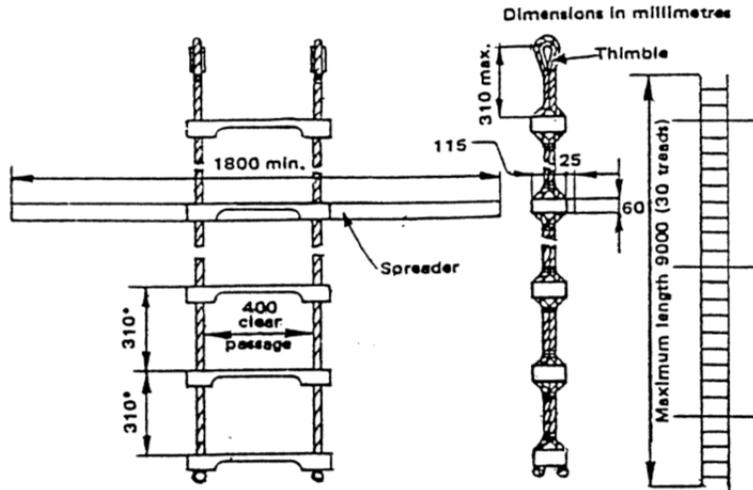


Figure 1—Pilot Ladder

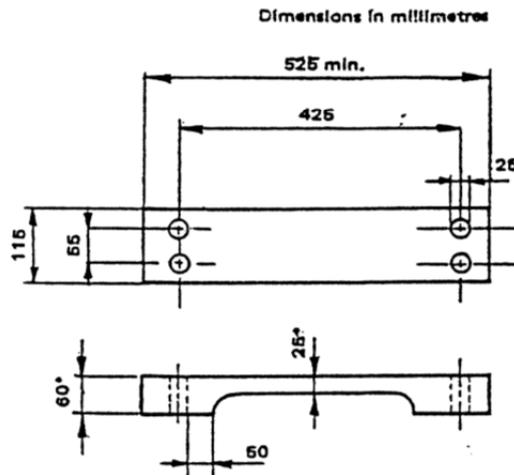


Figure 2—Tread

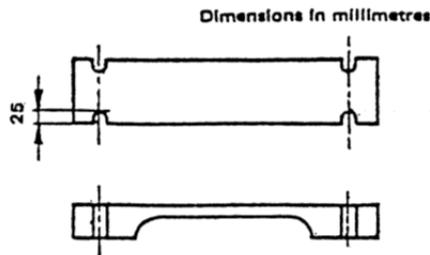


Figure 3—Repair Tread

## Diagram 2

Access arrangements for ships carrying log deck cargoes

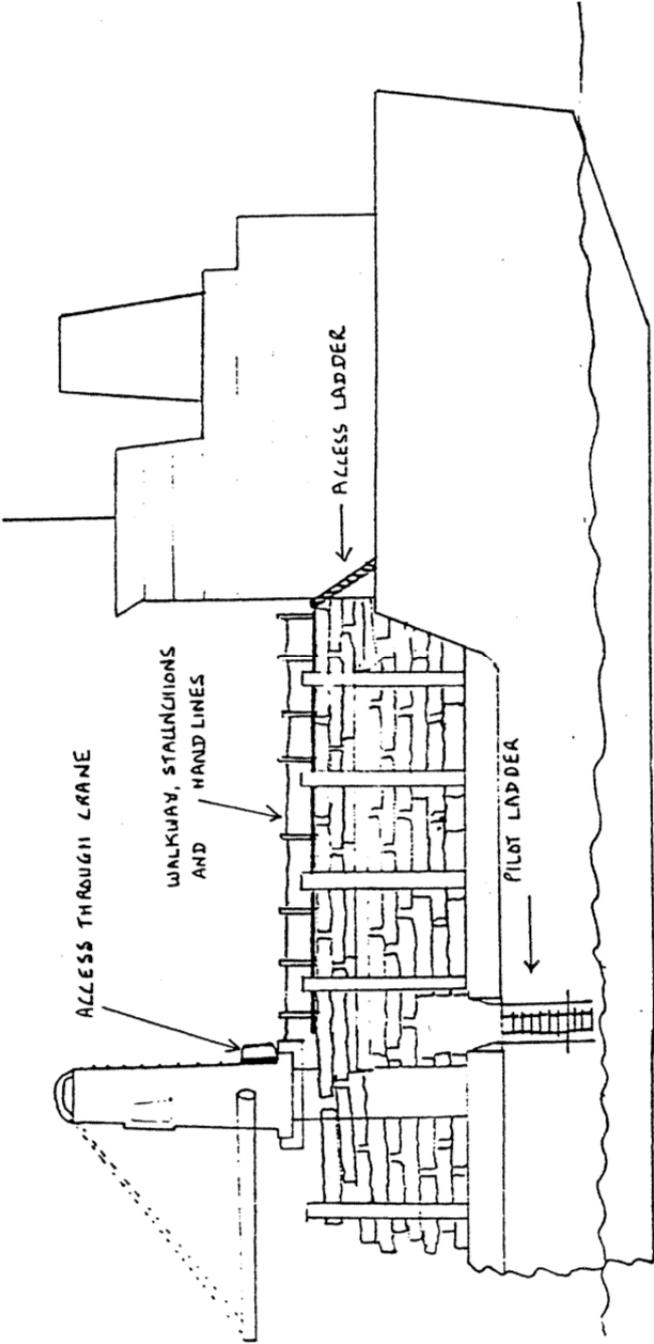
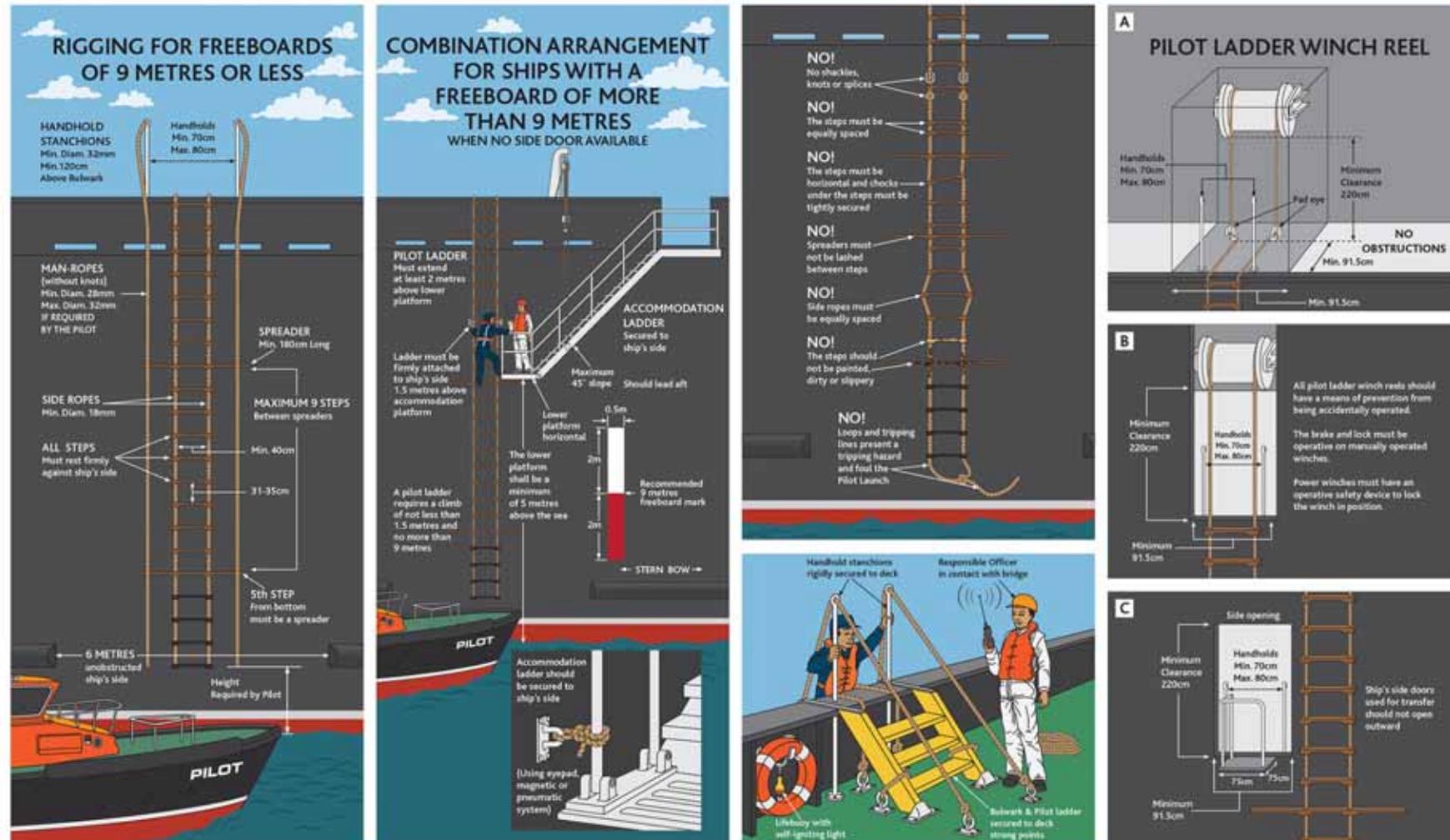


Diagram 3

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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