

## **NOTICE TO MARINERS**

23 of 2015

### THAMES ESTUARY

## **LONDON AND MEDWAY PILOTAGE DISTRICTS PILOT TRANSFER ARRANGEMENTS AND DECLARATION**

SOLAS Chapter V, Regulation 23, requires that all shipboard arrangements used for Pilot transfer shall efficiently fulfil their purpose of enabling Pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use.

The rigging of the ships Pilot transfer arrangements and the embarkation of a Pilot shall be supervised by a responsible Officer having means of communication with the navigation bridge, who shall also arrange for the escort of the Pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

With effect from 0001 on the 1<sup>st</sup> December 2015, the Masters of all vessels seeking to embark a Pilot at the North East Spit, Tongue or Warp Pilot stations will be required to make or confirm acceptance of following declaration to London VTS on VHF Channel 69 prior to embarkation process:

**'The Pilot ladder is properly maintained and has been rigged in accordance with SOLAS Regulations'**

For vessels embarking a Pilot at the North East Spit or Tongue Pilot stations, the declaration should be made when passing the London Arrival Arc.

For vessels embarking a Pilot at the Warp Pilot Station the declaration should be made no later than when passing the Shivering Sand Towers or the North Oaze Buoy.

Vessels embarking a Pilot at the Sunk Pilot Station will be requested to make a similar declaration to the Sunk Pilot Station.

Vessels embarking a Pilot at the North East Goodwin Pilot Station will be requested to make a similar declaration to the North East Spit Pilot Station.

In the event that defects or deficiencies are noted with respect to the vessels Pilot transfer arrangements, the matter will be reported to the Maritime and Coastguard Agency as a Port State Control deficiency. Additionally, the Pilot may decline to embark the vessel resulting in delays to the voyage.

This new process is a joint approach to improve Pilot safety by the Port of London Authority, Peel Ports, Estuary Services Limited and Harwich Haven Authority.

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**23 November  
2015**

Port of London Authority  
London River House, Royal Pier Road,  
Gravesend, Kent DA12 2BG

**DAVID PHILLIPS  
CHIEF HARBOUR MASTER**



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PLEASE REGISTER VIA OUR WEBSITE [www.pla.co.uk](http://www.pla.co.uk)  
Telephone calls, VHF radio traffic, CCTV and radar traffic images may  
be recorded in the VTS Centres at Gravesend and Woolwich

