

SHANNON FOYNES PORT COMPANY

NOTICE TO MARINERS

NOTICE NO. 2 OF 2026

(Notice No. 2 of 2025 is replaced)

SHANNON ESTUARY

REQUIRED PILOT BOARDING ARRANGEMENTS

FAO: All Ship Owners, Operators, Master and Agents.

All vessels arriving to/sailing from the Shannon Estuary are reminded of the necessity of providing safe Pilot boarding arrangements in conformance with the required International standards, namely SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045(27).

It is the Master's responsibility to ensure that pilot transfer arrangements are correctly rigged and manned.

A Pilot may refuse to use an improperly rigged pilot boarding arrangement until such time as it is made safe to do so. This may result in delays to planned times of arrival and departure, and may also result in the cancellation of planned arrivals/sailings.

Attached for guidance is the International Maritime Pilots Association (IMPA) pilot ladder and equipment rigging diagram.

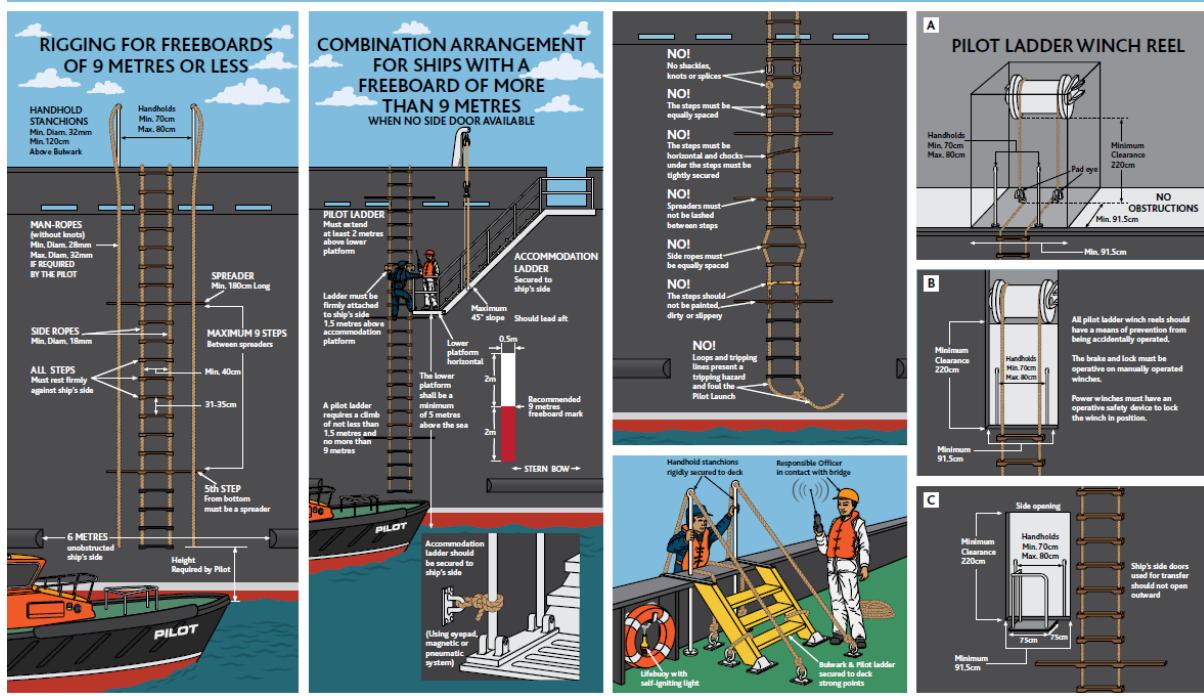
Further attached is a guidance document issued by the Association of Marine Pilots Ireland (AMPI) outlining the safe and correct rigging of Pilot Transfer Arrangements.

Michael Kennelly
Harbour Master
Shannon Foynes Port Company

01st January 2026



REQUIRED BOARDING ARRANGEMENTS FOR PILOT





Notice to Ships Masters, Officers, and Crews of ships arriving and departing Irish Ports on the rigging of Pilot Transfer Arrangements.

This notice has been produced in the interest of improving the standard of rigging Pilot Transfer Arrangements (PBA's) of vessels calling into Irish Ports. This will help prevent accidents and possible loss of life to our pilots and Pilot Boat crews.

Recent surveys conducted by the International Maritime Pilot Association

<https://www.impahq.org/news.php?s=2020-safety-campaign-results>, show that on average up to 20 percent of pilot boarding arrangements are non-compliant in accordance with the present rules as stated in SOLAS Ch. V reg 23 and IMO A.1045. Non compliance with these regulations and recommendations will result in the vessel being reported to the Irish Maritime Authorities and the Harbour Masters of our respective Ports.

We strongly recommend all vessels to check that their pilot transfer arrangements (PTA's) are compliant according to the regulations as mentioned above. The Pilot Station may question compliance of the arrangement prior to boarding.

Non compliance will result in delays or rejection. Every pilot has the right to decline a non-compliant boarding arrangement and wait until alterations have been made to comply.

We require vessels to have the Pilot Ladder Certificate available for inspection as part of the Master Pilot Exchange.

In the next part of this notice good and bad examples are shown to help you, as a vessel, to comply with the regulations and offer a safe boarding arrangement to the pilot.

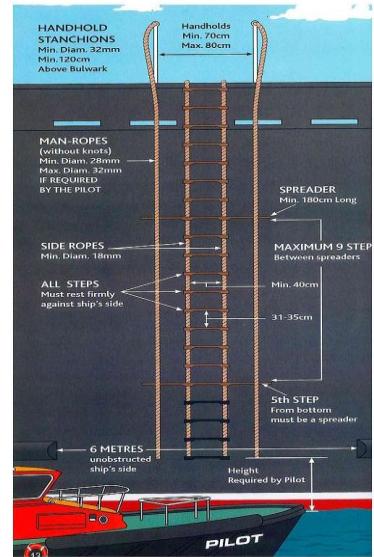
All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely (SOLAS ch.V reg 23, part of rule2.1).

The rigging of the 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 (SOLAS ch.V reg 23, part of rule 2.2).

1. Single pilot ladder

The single pilot ladder shall be rigged in accordance with SOLAS requirements, and IMO recommendations mentioned above. All pilot ladders shall be secured to strongpoints on deck as per regulation. Only certified (MED/SOLAS or ISO799-1/2019) pilot ladders are allowed. Use of deck tongues, brackets, steel bars or spreaders to secure a pilot ladder are strictly prohibited. Should the age of the ladder be over 30 months, a strength test report shall be present i.a.w. iso799-1/2019.



Do not secure at the railing



Do not secure by deck-tongue or



Do not use steel bar as sole means

bracket

to secure the ladder

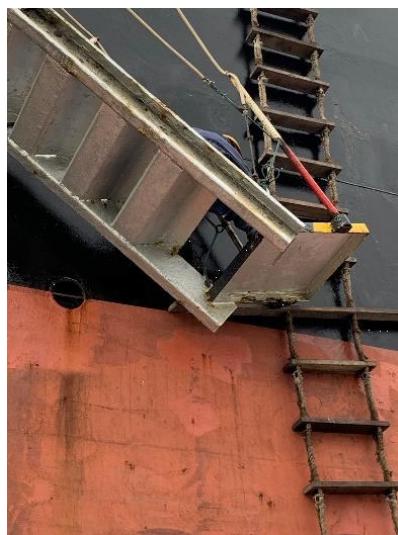
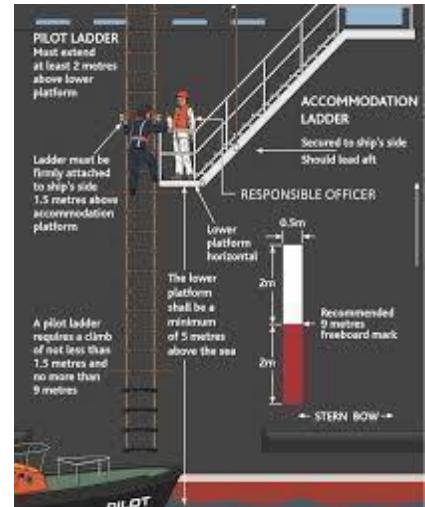
2. Combination

A combination shall be rigged in accordance with SOLAS and IMO regulations. Pilot ladders coming off a pilot ladder winch reel shall be secured no closer than 91,5cm from the deck edge. The winch shall be switched off, on the break as well as mechanically secured.

part of IMO pilot ladder poster

Frequent errors observed:

- Platform not horizontal
- Stanchions at platform missing
- Platform not secured against ship's hull
- Ladder not secured against ship's hull 1,5m above platform
- Ladder doesn't run 2 m past the platform
- Retrieval line rigged incorrectly
- Platform not at required height
- Gangway too steep (maximum angle 45 degrees)
- Platform in front of the ladder
- Distance from platform to ladder exceeds 0.1-0.2m



Platform in front of ladder



Inboard stanchion missing, ladder & gangway not secured to hull.

Embarkation platform (a.k.a.) trapdoor

SOLAS ch.V reg 23 rule 3.3.2.1 states:

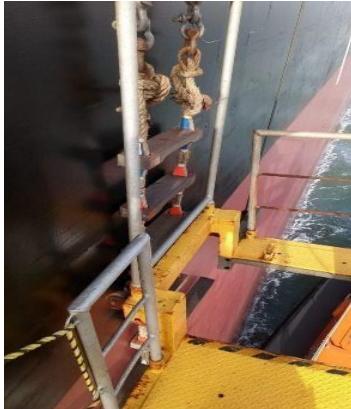
In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

We come across of different types of vessels that do not comply with this rule and refer to a grandfather clause implemented in the SOLAS requirements as mentioned in rule 1.3 of SOLAS chV reg 23 (

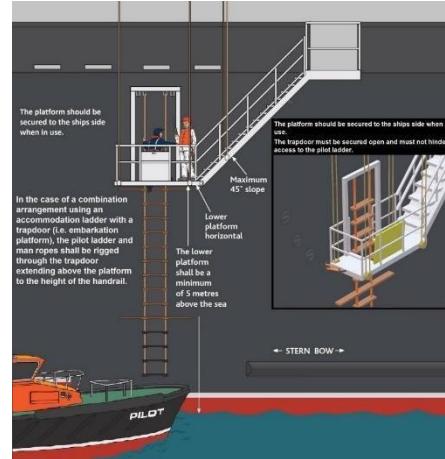
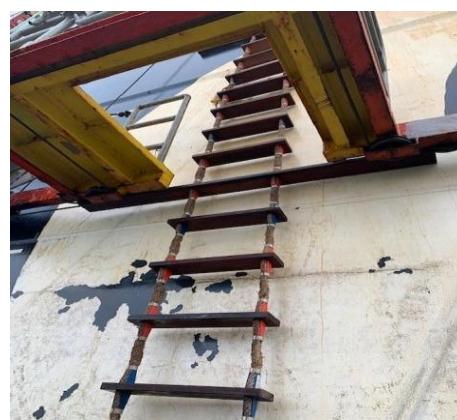
<https://www.chirpmaritime.org/wp-content/uploads/2017/02/SOLAS-Chapter-V-Regulation23.pdf>).

A grandfather clause shall never be an excuse not to provide a safe boarding arrangement. Vessels that present themselves with a trapdoor arrangement not in accordance with the above mentioned 3.3.2.1 are deemed non-compliant.

Non-Compliant Trapdoor arrangement



Compliant trapdoor arrangement.



Finally, when a retrieval line is rigged, it shall be rigged at or above the bottom spreader and lead forward to prevent possible snagging at the pilot launch.

