

# NOTICE TO MARINERS

## Pilot Transfer Arrangements and Safe Means of Access

Masters, Owners, Operators and Agents of all Vessels calling in Dublin Port are hereby notified of the requirement to provide a safe working environment for Pilots while they are on board and during embarkation and disembarkation.

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).

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 Dublin Port Company. Vessels which have been refused pilotage will subsequently be asked to anchor in the nearest safe anchorage or refused clearance to sail. Dublin Port is duty bound to inform Port State Control of the deficiency.

Further guidance information is available from Department of Transport Tourism and Sport [Marine Notice 33 of 2019](#). The IMO and The International Marine Pilots Association.

*Note: Mariners are advised that comprehensive amendments to SOLAS Chapter V, Regulation 23 (Pilot Transfer Arrangements) will enter into force on 1 January 2028. These amendments introduce mandatory performance standards, enhanced design and maintenance requirements, and a defined service life for all pilot ladders.*

### Additional Guidance on Pilot Boat and Vessel interactions:

Vessels are requested to observe the following when the Pilot Boat is approaching / working alongside and until the Pilot Boat pulls clear.

- Pilot Boat will call on Ch 12 to confirm pilot boarding side, may request a suitable heading to provide a lee and a speed for the approach. Once these have been established the Bridge Team should advise the Pilot Boat and inform them that it is safe to approach.
- Alterations of heading or speed should be avoided while the Pilot Boat is alongside, if any changes are to be made the Pilot Boat MUST be advised.
- During Night time operations vessels should avoid directing Pilot Boarding lights directly in the direction of the Pilot Boat conning position, this can cause the coxswain to lose a visual on the approach.
- The vessel should avoid any alterations of course when the Pilot boards until the Pilot Boat is clear of the ships side.

Captain Michael McKenna | Harbour Master | 01 January 2026

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

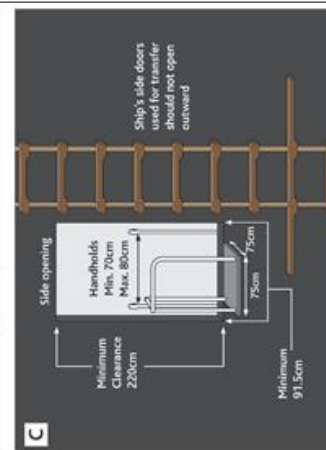
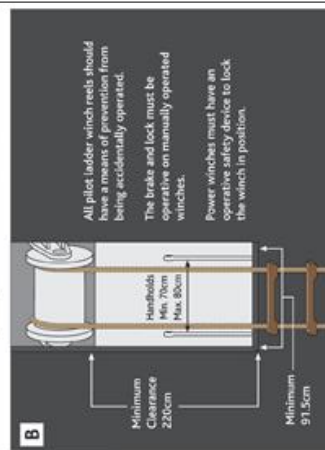
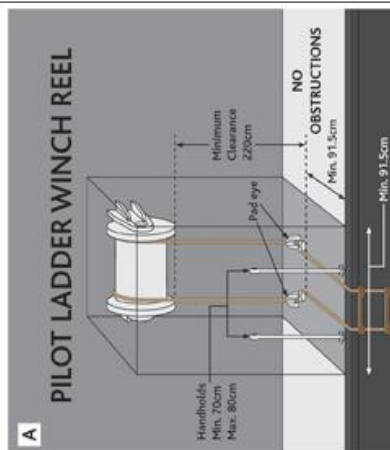
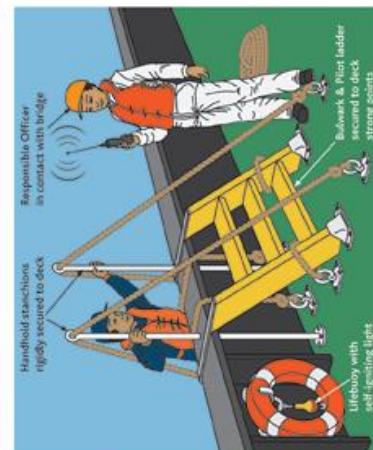
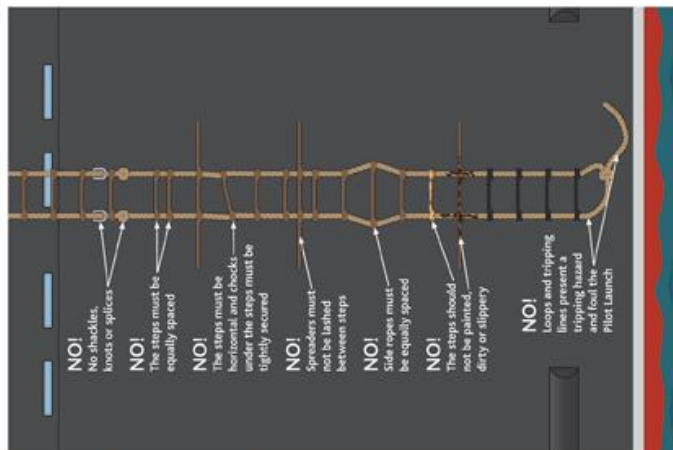
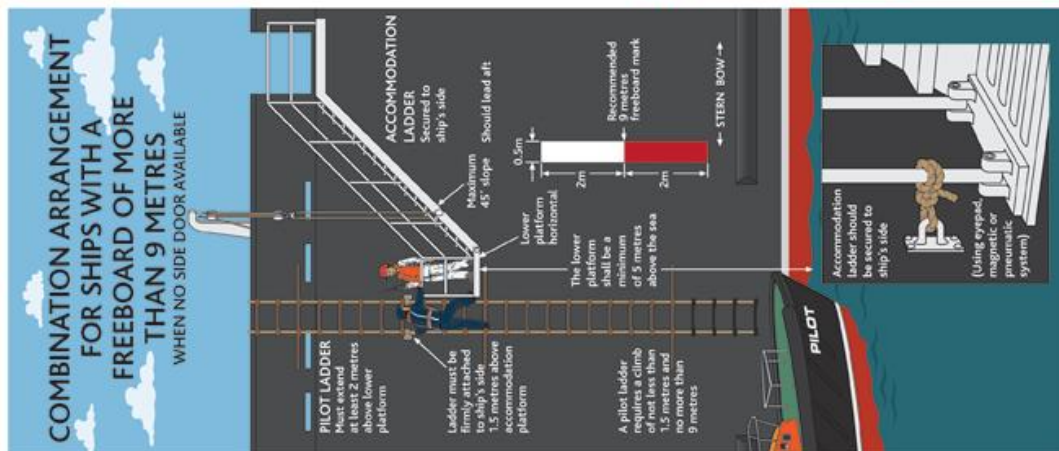
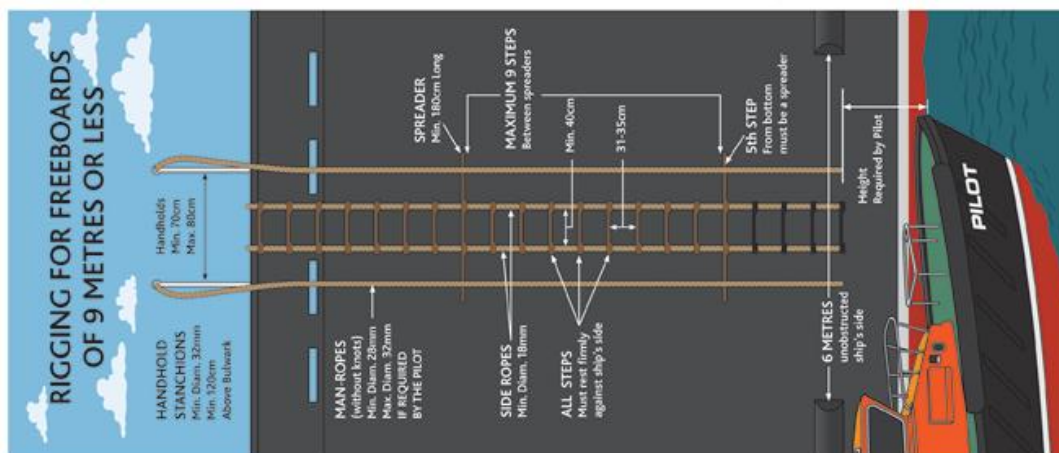


INTERNATIONAL  
MARITIME  
ORGANIZATION

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: [office@impahq.org](mailto:office@impahq.org)  
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



**Dublin  
SafePort**

Enhancing  
safety culture  
and practice,  
port-wide.