



ST KITTS & NEVIS INTERNATIONAL SHIP REGISTRY

MARITIME CIRCULAR – MC 112 22

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

1. Purpose

- 1.1. The purpose of this Maritime Circular is to remind seafarers, shipowners, ship operators and others concerned with pilot boarding arrangements, about recommendations of the International Maritime Organization (IMO) on pilot transfer arrangements as stipulated in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), IMO Resolutions and Circulars.

2. Introduction

- 2.1. Pilots with local knowledge have been employed on board ships for centuries to guide vessels into or out of port safely, or wherever navigation may be considered hazardous, particularly when a shipmaster is unfamiliar with the area.
- 2.2. In addition to local knowledge and expertise, pilots are able to provide effective communication with the shore and with tugs, often in the local language.
- 2.3. Qualified pilots are usually employed by the local port or maritime administration and provide their services to ships for a fee, calculated in relation to the ship's tonnage, draught or other criteria.
- 2.4. The importance of employing qualified pilots in approaches to ports and other areas where specialized local knowledge is required was formally recognized by IMO in 1968, when the Organization adopted the *Assembly Resolution A.159(ES.IV) on Recommendation on Pilotage*. The Resolution recommends Governments to organise pilotage services where they would be likely to prove more effective than other measures and to define the ships and classes of ships for which employment of a pilot would be mandatory.
- 2.5. One of the problems encountered by pilots is that of getting on board the ship, particularly when the weather is bad or the ship is very large. Requirements to make this easier are contained in the Chapter V of the SOLAS Convention, and have also formed the subject of IMO Resolutions covering *Arrangements for Embarking and Disembarking Pilots in Very Large Ships (Resolution A.426(XI))* and *Pilot Transfer Arrangements (Resolution A.667(16))*.
- 2.6. The Maritime Safety Committee (MSC) of IMO, at its eighty-eighth session (24 November to 3 December 2010), approved amendments to the Regulation 23 of the Chapter V of SOLAS which, inter alia, included amendments to the *Required Boarding Arrangements for Pilots (Resolution MSC.308(88))*. In addition, the twenty-seventh regular session of the Assembly in December 2011 adopted the *Resolution A.1045(27) on Recommendation on Pilot Transfer Arrangements*, and the twenty-ninth regular session of the Assembly adopted *Amendments to the Recommendation on Pilot Transfer Arrangements* by the *Resolution A.1108(29)* issued on 2 December 2015.

- 2.7. The poster circulated under cover of *MSC.1/Circ.1428* on approved *Required Boarding Arrangement for Pilots* as issued on 28 May 2012 incorporates the most significant changes adopted by MSC in respect of required boarding arrangements for pilots. A copy of the poster is annexed to this Maritime Circular.

3. Application

SOLAS Regulation V/23 advises that:

- 3.1. Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.
- 3.2. Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of the Regulation 23, and due regard shall be paid to the standards adopted by IMO (Refer to *the Resolution A.1045(27)*, as amended).
- 3.3. Equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of the SOLAS Regulation 17 or 23, as applicable in force prior to that date, and due regard shall be paid to the standards adopted by IMO prior to that date.
- 3.4. Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of the Regulation 23.
- 3.5. With respect to ships constructed before 1 January 1994, paragraph 5, which advises that shipside doors used for pilot transfer shall not open outwards, shall apply not later than the first survey⁴ on or after 1 July 2012.
- 3.6. All 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. They shall be used solely for the embarkation and disembarkation of personnel.
- 3.7. 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 and 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.
- 3.8. A pilot ladder shall be certified by the manufacturer as complying with the Regulation 23 or with an international standard acceptable to IMO.
- 3.9. All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

Resolution A.1045(27):

- 3.10. Resolution requests that pilot ladders and their arrangements, use and maintenance conform to standards not inferior to those set out in the Resolution.
- 3.11. It encourages ship designers to consider all aspects of pilot transfer arrangements at an early stage in design.

This Administration advises all parties related to pilot boarding arrangements to familiarise themselves with the recommendations of the SOLAS Regulation V/23 and the relevant IMO Resolutions and Circulars, and apply these requirements accordingly, including during surveys and inspections.

If you have any questions, please contact this office.

Yours truly,

A handwritten signature in black ink, consisting of a stylized 'L' followed by a horizontal line and a small flourish.

Liam Ryan
International Registrar of Shipping and Seamen

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

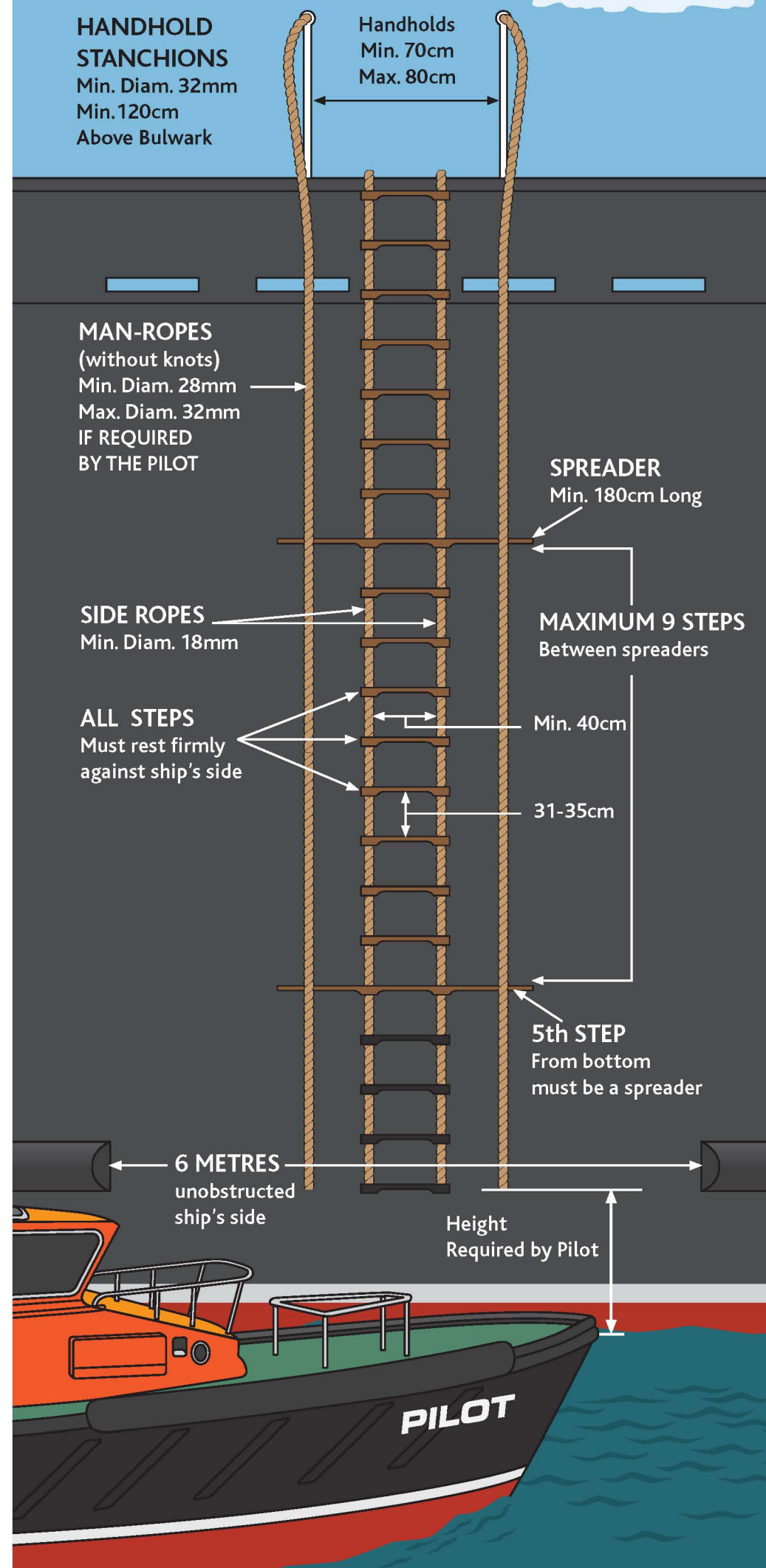
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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

