



TECHNICAL CIRCULAR No. 052 of 14th April 2012

To:	All Surveyors/Auditor
Applicable to flag:	All Flags
Subject:	Pilot Transfer Arrangements
Reference:	SAFETY – SOLASV/23- Entry into force July 1 st , 2012

INTRODUCTION

Through MSC.308(88) adopted on December 3rd, 2010, amendments to SOLAS regulation V/23 have been implemented. More specifically, pilot ladders on all ships (new and existing) must be clearly identified in order to carry out mandatory inspections which are to be part of the first SOLAS safety equipment survey carried out on or after July 1st, 2012.

A record shall be kept onboard with the date the pilot ladder is placed into service and any repairs carried out. The scope of inspection during the periodic safety equipment survey is limited to a general examination without any load test.

Additionally, the new equipment and arrangements for pilot transfer which are installed on or after July 1st, 2012 must be certified by the manufactures or with an international standard acceptable to IMO (i.e. ISO 799:2004, Ships and marine technology - Pilot ladders).

Two important changes which will affect the existing ships is that it is prohibited to use mechanical pilot hoists and also, shipside doors that are used for pilot transfer shall not open outwards (i.e. ship side doors refers to shell openings used for pilot transfer, not to bulwark or guardrail gateways).

ADDITIONAL RECOMMENDATIONS

The IMO has adopted resolution **A.1045(27)** with recommendations on the pilot transfer arrangements and this revokes resolution **A.889(21)**.

Through **MSC.1/Circ.1375** the IMO provided unified interpretation of SOLAS regulation V/23 regarding the meaning of word “installation” in order to clarify the applicability of the adopted revised regulation.

Lastly, though **MSC.1/Circ.1402**, the IMO encourages Port State Control officers to include inspection of pilot transfer arrangements.

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REFERENCES:

SOLAS – Regulation V/23

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