

Pilotage Circular

8 July 2024

Pilot transfer arrangement for non-conventional vessel, craft, and vessel/craft engaged in line tow barge.

1. With reference to the Transport Safety Investigation Bureau (TSIB) recommendation RM-2024-004, all non-conventional¹ vessels/craft that require Pilotage service shall fulfil the following Pilot transfer arrangement requirements with immediate effect:
 - a. Provide equipment and arrangements that comply with SOLAS Regulation V/23 and IMO Resolution A.1045(27) as reasonably practicable as possible;
 - b. All arrangements used for Pilot transfer shall efficiently fulfil their purpose of enabling Pilots to embark and disembark safely;
 - c. The equipment shall be kept clean, properly maintained, and stowed. The equipment shall be regularly inspected to ensure that they are safe to use; and
 - d. The equipment shall be used solely for the embarkation and disembarkation of personnel.
2. For non-conventional vessel/craft engaged in line tow barge that requires Pilotage service fulfil the following requirements:
 - a. Prior to the embarkation/disembarkation of Pilot, the tug towing the barge shall be alongside the leeward side. If unable to comply, the tug shall ensure that the barge is not making any headway. Please refer to Annex A for illustrations; and
 - b. The tug and barge should stem the tidal current.
3. Additionally, the Master of the non-conventional vessel/craft is reminded to ensure strict compliance of, *inter alia*, the following existing measures:
 - a. The access area shall be clear from obstacles;
 - b. A responsible officer of the tug shall be in attendance and ready to assist the Pilot;
 - c. Handhold or stanchions are on the tug for use by the Pilot;
 - d. The access area shall have lightings positioned/shining on the overside and adequate illumination during hours of darkness; and
 - e. Life-saving equipment such as self-igniting life buoy and heaving line is in the vicinity of the access area.

¹ Vessels/craft that are not covered under International Convention for Safety of Life at Sea (SOLAS) Regulation V/23 and "IMO resolution A 1045(27)".

4. The Master of the non-conventional vessel/craft shall ensure that he has assessed the potential navigational hazards of the surroundings before the transfer of Pilot is being conducted. Examples of these potential navigational hazards include but not limited to the following:
 - a. The engine limitation of the vessel/craft;
 - b. Other ships in the vicinity;
 - c. The environmental factors of wind and current; and
 - d. The level of daylight / darkness
5. Shipmasters are reminded that Pilots may, on grounds of personal safety, refuse to board unless a safe and satisfactory means of access to the vessel is provided. The safety requirements in respect of Pilot ladders, shall be in accordance with Regulation 23 of Chapter V of the Merchant Shipping (Safety Convention) Regulations (Cap 179, Rg11). Please refer to Annex B for more information.
6. Please disseminate this notice to Owner/Master.
7. This notice supersedes the Pilotage Circular dated 9 March 2023. We thank you for your cooperation.



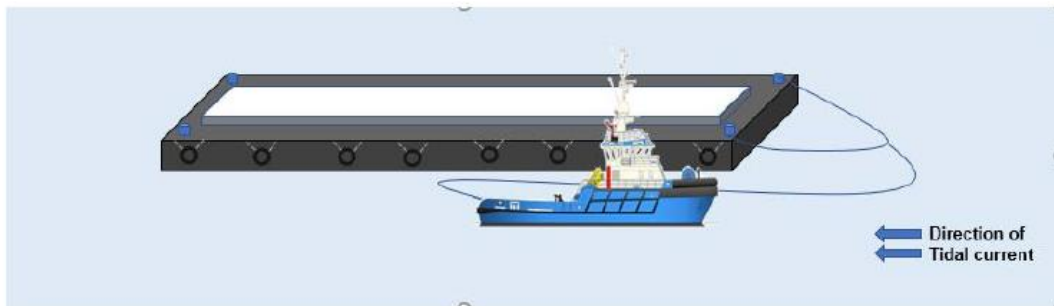
Regards
Jimmy Koh
Head (Pilotage)

Enclosure:

- Annex A: Illustration of transferring requirements if prior to the embarkation/disembarkation of Pilot, the tug towing the barge is unable to comply with being alongside the leeward side,
- Annex B: IMO boarding poster.

Annex A: Illustration of transferring requirements if prior to the embarkation/disembarkation of Pilot, the tug towing the barge is unable to comply with being alongside the leeward side

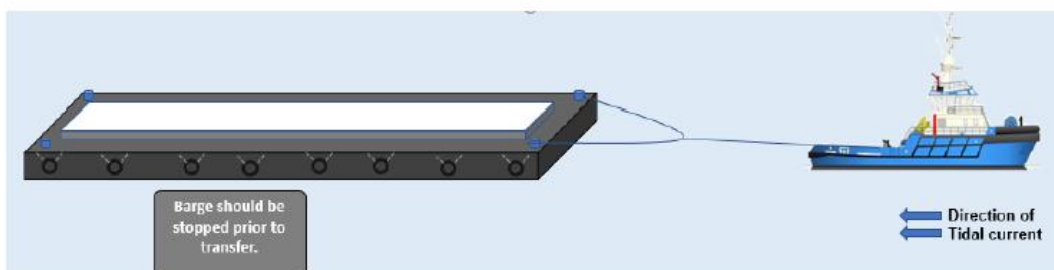
Tug on the side of the barge



Tug on the side of the barge



Tug in front of the barge



Annex B: IMO boarding poster

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

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

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

HANDHOLD STANCHIONS
Min. Diam. 32mm
Min. 120cm
Above Bulwark

Handholds Min. 70cm
Max. 80cm

MAN-ROPE
(without knots)
Min. Diam. 28mm
Max. Diam. 32mm
IF REQUIRED BY THE PILOT

SIDE ROPES
Min. Diam. 18mm

ALL STEPS
Must rest firmly against ship's side

SPREADER
Min. 180cm Long

MAXIMUM 9 STEPS
Between spreaders

Min. 40cm

31-35cm

5th STEP
From bottom must be a spreader

6 METRES
unobstructed ship's side

Height Required by Pilot

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

PILOT LADDER
Must extend at least 2 metres above lower platform

Ladder must be firmly attached to ship's side 1.5 metres above accommodation platform

ACCOMMODATION LADDER
Secured to ship's side

Maximum 45° slope

Should lead aft

Lower platform horizontal

0.5m

2m

2m

The lower platform shall be a minimum of 5 metres above the sea

Recommended 9 metres freeboard mark

← STERN BOW →

A pilot ladder requires a climb of not less than 1.5 metres and no more than 9 metres

Accommodation ladder should be secured to ship's side

(Using eyepad magnetic or pneumatic system)

NO! No shackles, knots or splices

NO! The steps must be equally spaced

NO! The steps must be horizontal and chocks under the steps must be tightly secured

NO! Spreaders must not be lashed between steps

NO! Side ropes must be equally spaced

NO! The steps should not be painted, dirty or slippery

NO! Loops and tripping lines present a tripping hazard and foul the Pilot Ladder

PILOT LADDER WINCH REEL

Handholds Min. 70cm
Max. 80cm

Minimum Clearance 220cm

Pad eye

NO OBSTRUCTIONS
Min. 91.5cm

Min. 91.5cm

Handhold stanchions rigidly secured to deck

Responsible Officer in contact with bridge

Lifebuoy with self-igniting light

Bulwark & Pilot ladder secured to deck strong points

PILOT LADDER WINCH REEL

Handholds Min. 70cm
Max. 80cm

Minimum Clearance 220cm

Minimum 91.5cm

All pilot ladder winch reels should have a means of prevention from being accidentally operated.

The brake and lock must be operative on manually operated winches.

Power winches must have an operative safety device to lock the winch in position.

PILOT LADDER WINCH REEL

Side opening

Handholds Min. 70cm
Max. 80cm

Minimum Clearance 220cm

Minimum 91.5cm

75cm

75cm

Ship's side doors used for transfer should not open outward