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Ref. T2/8.03

## PILOT TRANSFER ARRANGEMENTS

### Required boarding arrangements for pilots

- 1 The Maritime Safety Committee, at its sixty-second session (24 May to 28 May 1993), noting a report by IMPA (MSC 62/21/3) on the continued rate of accidents to pilots while using pilot hoists, instructed the Sub-Committee on Life-Saving, Search and Rescue (LSR) to consider the matter and recommend as appropriate.
- 2 At its sixty-fourth session (5 to 9 December 1994), the Committee concurred in the recommendation of the twenty-fifth session of the LSR Sub-Committee and approved a revision of the poster attached to MSC/Circ.568 concerning use of pilot hoists.
- 3 The Committee, in view of the fact that the minimum distance between the nearer side ropes of the pilot hoist and the pilot ladder rigged in accordance with SOLAS regulation V/17(f)(v) is at least 1.4 m, rendering transfer from the pilot hoist to the ladder impracticable, agreed that a pilot ladder combined with an accommodation ladder is the safest method of embarking or disembarking a pilot on ships with high freeboards and that a pilot hoist should only be used following agreement between the master and the pilot.
- 4 Member Governments are requested to bring the revised poster and the above recommendation to the attention of their pilots, seafarers, shipowners, ship operators and others concerned with pilot boarding arrangements.

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# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

in accordance with I.M.O. Requirements and I.M.P.A. recommendations

