

Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
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Recommendation for Pilot Transfer Arrangements

Recent deaths of maritime pilots while embarking commercial vessels highlight the risks of operating in an unforgiving maritime environment. To ensure the safety of all personnel boarding a vessel at sea, the Coast Guard reminds vessel owners and operators of the requirements contained in the Safety of Life at Sea (SOLAS) Chapter V, Regulation 23 and **strongly recommends** that owners and operators follow the recommendations within IMO Resolution A.1045(27) – *Pilot Transfer Arrangements*.

For vessels with equipment and arrangements installed on or after July 1, 2012, combination arrangements involving a trapdoor configuration are required to comply with SOLAS Chapter V, Regulation 23.3.3.2.1. A graphic depiction of a SOLAS compliant combination arrangement involving a trapdoor is included as an enclosure (Source: American Pilots Association).

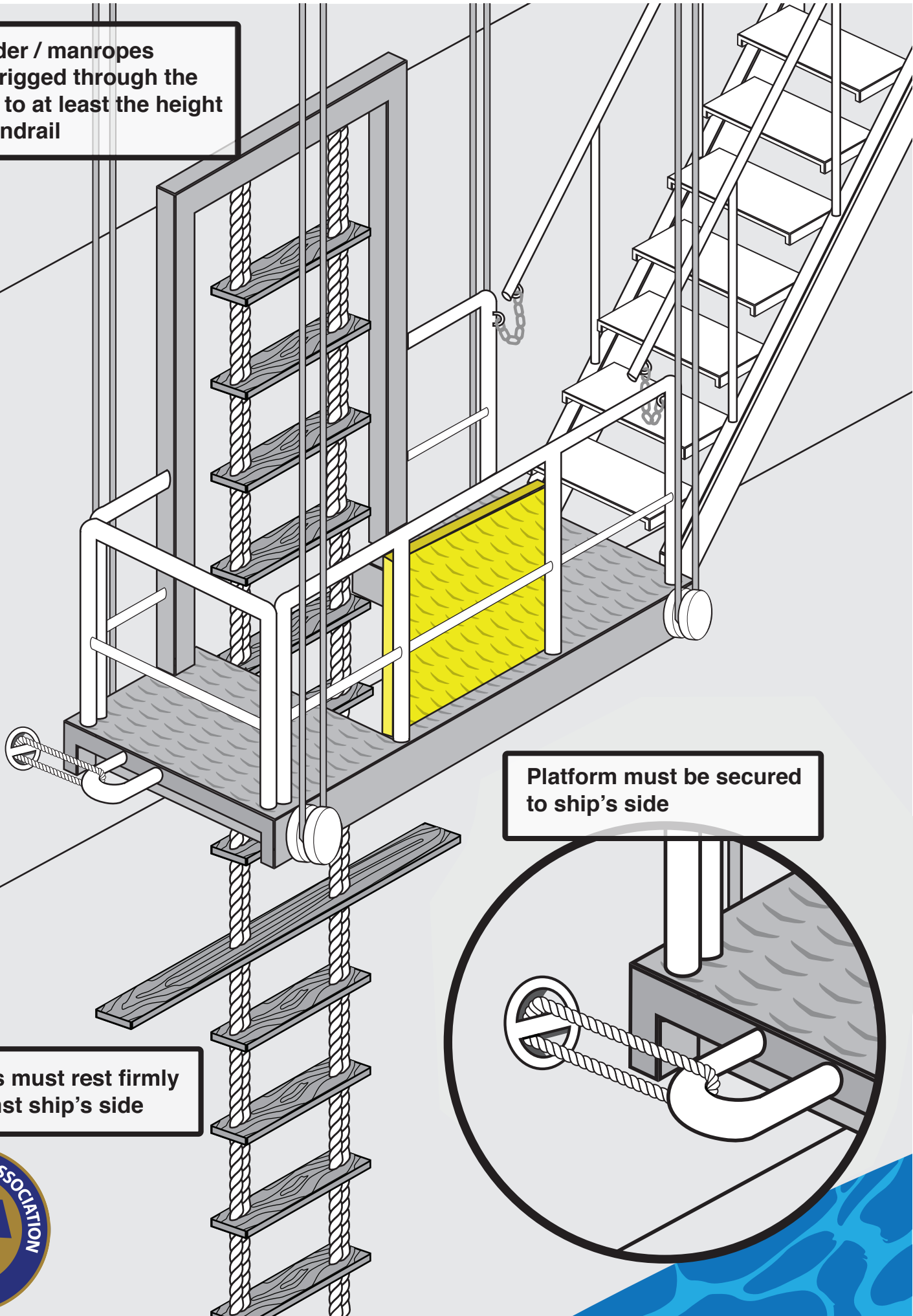
In accordance with SOLAS Chapter V, Regulation 23.1.4, equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of SOLAS Chapter V, Regulation 23.3.3.2.1. The Coast Guard **strongly recommends** that such replaced equipment and arrangements meet the recommendations within IMO Resolution A.1045(27).

For vessels registered in the U.S., Coast Guard marine inspectors and classification society surveyors verify pilot transfer arrangements during initial construction. Any changes in the approved configuration should be brought to the attention of the local Officer in Charge, Marine Inspection (OCMI) or the classification society surveyor, if applicable, in order to verify that the pilot transfer arrangement is in compliance with SOLAS Chapter V, Regulation 23.

Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, Flag State Control Division (CG-CVC-4) at FlagStateControl@uscg.mil.

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Pilot ladder / manropes must be rigged through the trapdoor to at least the height of the handrail



Platform must be secured to ship's side

Steps must rest firmly against ship's side

