

MARITIME SAFETY COMMITTEE
110th session
Agenda item 3

MSC 110/3/3
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AMENDMENTS TO MANDATORY INSTRUMENTS

Editorial modifications to the draft revision to MSC.1/Circ.1428 on required boarding arrangements for pilots

Submitted by IMPA

SUMMARY

<i>Executive summary:</i>	This document provides proposed editorial modifications to the draft revision to MSC.1/Circ.1428, which was agreed at MSC 109, with a view to approval by MSC 110 (MSC 109/22, annex 21).
<i>Strategic direction, if applicable:</i>	7
<i>Output:</i>	7.44
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	MSC 109/22 and Add.1, MSC 109/13/5; NCSR 11/13/1 and NCSR 11/13/5

Introduction

1 MSC 109, having considered document MSC 109/13/5 (IMPA) proposing a draft revision of MSC.1/Circ.1428 on *Pilot transfer arrangements – Required boarding arrangements for pilots*, including modified illustrations for pilot transfer arrangements, agreed to the draft MSC circular on required transfer arrangements for pilots and other personnel, revising MSC.1/Circ.1428, with an effective date to be determined at MSC 110, with a view to approval by MSC 110 together with the adoption of the associated amendments to SOLAS regulation V/23 (MSC 109/22, paragraph 13.18 and annex 21).

2 Since MSC 109, IMPA has been approached by IACS offering modifications to the draft illustrations presented in annex 21 to document MSC 109/22 to enhance alignment between the draft revised MSC.1/Circ.1428 and the contents of the draft MSC resolution on performance standards for pilot transfer arrangements, which was approved by MSC 109, with a view to adoption at this session (MSC 109/22, paragraph 13.14.2 and annex 16).

Proposed modifications to the draft revised MSC.1/Circ.1428 illustrations

3 IMPA has taken action to modify the draft revised illustrations set out in annex 21 to document MSC 109/22, which are summarized in the following table. It is emphasized that the proposed modifications are editorial and to enhance alignment between the draft revised illustrations and the draft performance standards for pilot transfer arrangements.

Side rope diameter Include the 22 mm maximum diameter of sideropes in the illustrations (paragraph 4.6 of part A of the draft performance standards).	Refer to "A" in the first panel illustration on page 1 of the annex.
Manrope material To reflect that paragraph 11.1 of part A of the draft performance standards allows manila or other materials with equivalent properties to be used for manropes, use the text of paragraph 11.1 in the proposed illustrations.	Refer to "B" in the first panel illustration on page 1 of the annex.
Specification for methods of securing pilot ladders at intermediate length To further improve alignment with paragraph 6.3 of part A of the draft performance standards, remove explicit references to manufacturers and rolling hitches from the description of means of securing pilot ladders at intermediate length in the proposed illustration.	Refer to "C" in the red box within the first panel illustration on page 1 of the annex.
Deck edge arrangements when using pilot ladder winch reels To avoid any misinterpretation of the proposed illustration, which could result in installations which damage pilot ladders, modify the second sentence of the description of the deck edge arrangement to read: "A rounded curved surface of a shape such as a half-pipe should be placed on the edge to minimize the risk of chafing".	Refer to "D" in the third panel illustration on page 1 of the annex.
Trapdoor arrangements Modify the trapdoor A frame illustration to reflect that it is the top step, not the top of the pilot ladder side ropes, which should be at least 2 m above the lower platform of the accommodation ladder (paragraph 5.5.2.4 of part A of the draft performance standards)	Refer to "E" in the first panel illustration on page 2 of the annex.
Rigging of manrope in ship side openings To further improve alignment with paragraph 15.1.1.3 of part A of the draft performance standards, use the language from the performance standard to describe how to rig manropes from deck heads in ship side openings.	Refer to "F" in the second panel illustration on page 2 of the annex.
Rigging of the retrieval line To further improve alignment with paragraph 12.5 of part B of the draft performance standards, use the language "at or above the lowest spreader step" to describe the correct and compliant rigging of a retrieval line.	Refer to "G" in page 3 of the annex.

Proposal

4 IMPA would like to thank IACS for contributing to the revision of the draft revised MSC.1/Circ.1428 and invites the Committee to consider the proposed editorial modifications outlined above and provided in the annex when finally approving the draft revisions to MSC.1/Circ.1428 presented in annex 21 to MSC 109/22/Add.1.

Action requested of the Committee

5 The Committee is invited to note the information provided, consider the proposal in paragraph 4, and take action, as appropriate.

ANNEX

MODIFIED ILLUSTRATIONS FOR REQUIRED PILOT TRANSFER ARRANGEMENTS

REQUIRED PILOT TRANSFER ARRANGEMENTS

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org

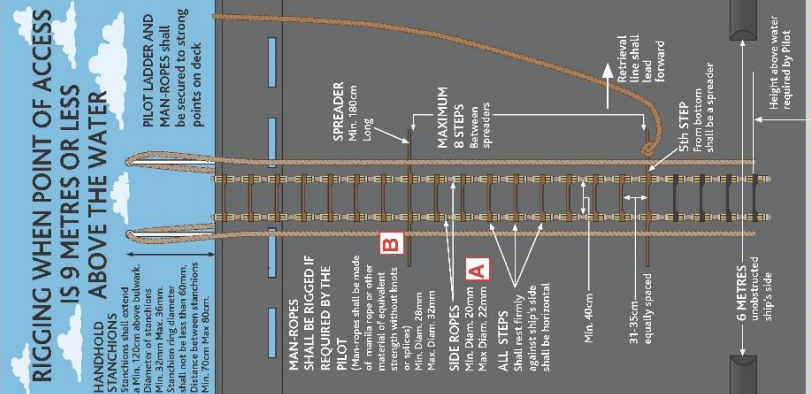
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RIGGING WHEN POINT OF ACCESS IS 9 METRES OR LESS ABOVE THE WATER



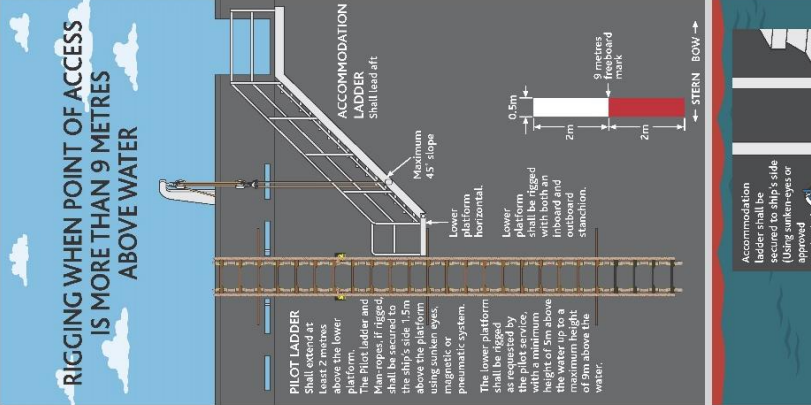
MAN-ROPE SHALL BE RIGGED IF REQUIRED BY THE PILOT

Man-ropes shall be made of manila rope or other material of equivalent strength without knots Min. Diam. 20mm Max. Diam. 28mm

SIDE ROPES Min. Diam. 32mm Max. Diam. 36mm

ALL STEPS shall be secured at intermediate lengths by a device type approved for the purpose, which prevents any slippage of the side ropes and has a breaking strain of not less than 48kN.

RIGGING WHEN POINT OF ACCESS IS MORE THAN 9 METRES ABOVE WATER



PILOT LADDER Shall extend at least 2 metres above the lower platform.

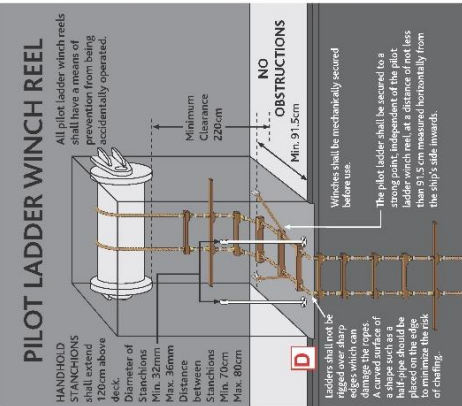
The Pilot ladder and Man-ropes, if rigged, shall be secured to the ship's side at 1.5m above the platform using sunken eyes, magnetic or pneumatic system.

The lower platform shall be rigged as requested by the pilot service, with both an inboard and outboard stanchion.

Lower platform horizontal.

Lower platform shall be secured to a strong point independent of the pilot transfer arrangements, at a distance of less than 91.5cm measured horizontally from the ship's side inboard.

PILOT LADDER WINCH REEL



HANDHOLD STANCHIONS shall extend 120cm above deck.

Diameter of Stanchions Min. 32mm Max. 36mm

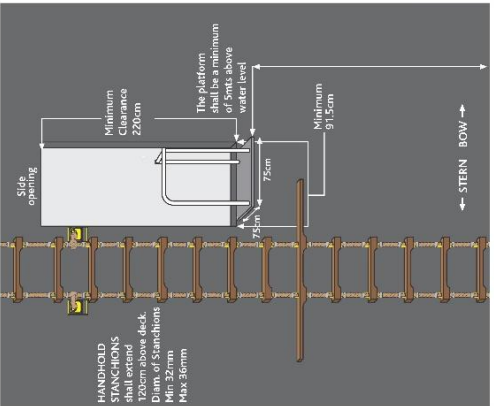
Distance between Stanchions Min. 70cm Max. 80cm

NO OBSTRUCTIONS Min. 91.5cm

Winches shall be mechanically secured before use.

The pilot ladder shall be secured for a strong point independent of the pilot transfer arrangements, at a distance of less than 91.5cm measured horizontally from the ship's side inboard.

Accommodation Ladder



Accommodation Ladder shall be secured to ship's side (secured to ship's side by a mechanical system)

Lower platform horizontal.

Lower platform shall be secured to a strong point independent of the pilot transfer arrangements, at a distance of less than 91.5cm measured horizontally from the ship's side inboard.

Duties of the Responsible Officer

- 1 Have knowledge of the correct use of Pilot Transfer Arrangements
- 2 Establish direct communication with bridge
- 3 Communicate with bridge during boarding process
- 4 Oversee / Check compliant rigging of the ladder
- 5 Test safety equipment in place and ready for use
- 6 Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route

All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

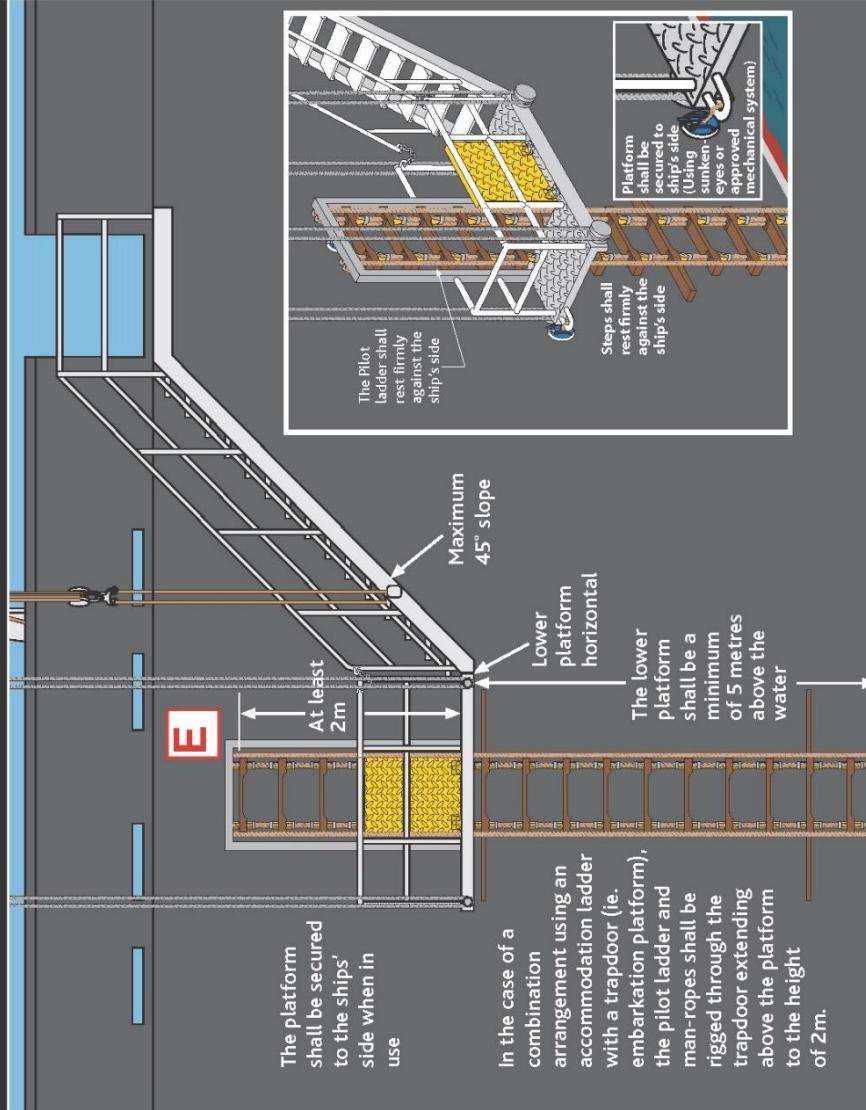


In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

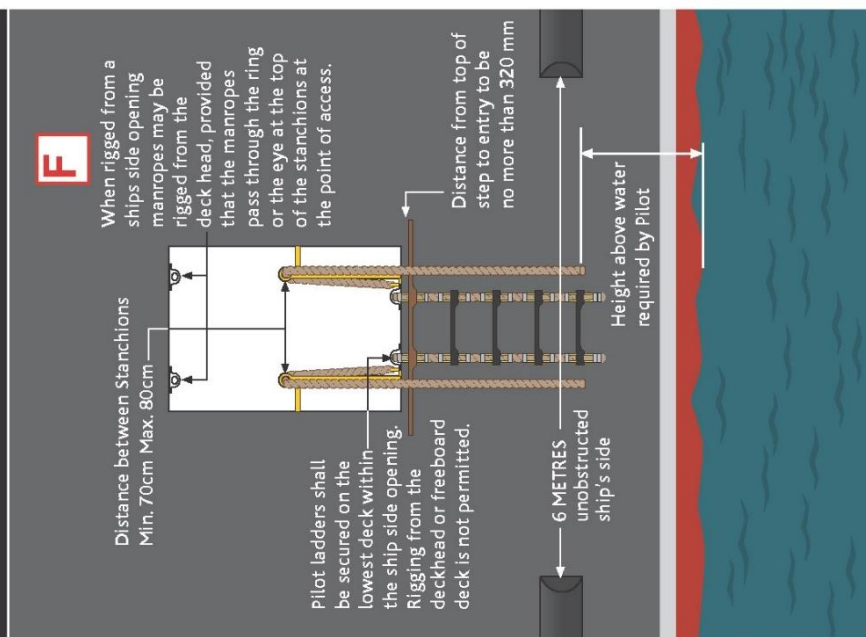


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ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)



SIDE DOOR ARRANGEMENT



NON-COMPLIANT PRACTICES



In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org



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