

Palau International Ship Registry



Europe Head Office Piraeus, 18536, Greece 5, Sachtouri Street 6 th floor T: +30 210 4293500 F: +30 210 4293505 info@palaureg.com	USA Head Office The Woodlands, TX, 77380 9595 Six Pines Drive, Suite 8210, Office 277 T: +1 832 631 6061 F: +1 832 631 6001 www.palaureg.com
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MARINE NOTICE 189.1

To: ALL SHIPOWNERS, MANAGERS, DEPUTY REGISTRARS, AND RECOGNIZED ORGANIZATIONS.

Subject: PILOT TRANSFER ARRANGEMENTS

1. Reference

- 1.1 SOLAS, International Safety of Life at Sea Convention, Consolidated Edition 2014, as amended
- 1.2 IMO Assembly Resolution A.1045(27), *Pilot Transfer Arrangements*, adopted December 20, 2011, as amended by IMO Assembly Resolution A.1108(29), adopted on December 14, 2015
- 1.3 IMO Circular MSC.1/Circ.1428, *Pilot Transfer Arrangements, required boarding arrangements for pilots*, issued May 28, 2012
- 1.4 IMO Circular MSC.1/Circ.1495/Rev.1, *Unified Interpretation of SOLAS Regulation V/23.3.3*, issued November 25, 2016.
- 1.5 IMO Circular MSC.1/Circ.1375/Rev.1, *Unified Interpretation of SOLAS Regulation V/23*, issued on May 28, 2012
- 1.6 IMO Circular MSC.1/Circ.1290, *Unified Interpretation of the Term "First Survey" Referred to in SOLAS Regulations*, issued December 16, 2008.

2. Purpose

- 2.1 This Marine Notice is to ensure that the use and maintenance of pilot transfer arrangements conforms to the standards at least equal to those set out in IMO Assembly Resolution A.1045(27), as amended.

3. Applicability

- 3.1 This Marine Notice applies to all Palau registered vessels that use the services of a pilot when entering or leaving port, or wherever pilotage is required.
- 3.2 After July 01 2012, all ships shall not use mechanical pilot hoists, and for ships constructed before January 01 1994, the shipside doors used for pilot transfer, if any, shall not open outwards and must be retrofitted to open inwards not later than the first annual, periodical, or renewal survey, whichever is due first, after July 01 2012.

4. General Requirements

- 4.1 Pilot transfer arrangements shall meet the standards of SOLAS Regulation V/23 and corresponding IMO Assembly Resolution A.1045(27), as amended. Furthermore, in applying the relevant provisions of SOLAS Regulation V/23.3.3 for pilot transfer equipment and arrangements, the unified interpretation as contained in IMO Circular MSC.1/Circ.1495/Rev.1 shall be used as guidance.



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- 4.2 Pilot transfer arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship (SOLAS Regulation V/23, paragraph 3.1), with typical transfer arrangements shown in IMO Circular MSC.1/Circ. 1428. All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection, and record keeping.
- 4.3 Masters shall take particular notice of requirements for pilot transfer arrangements and assure that all components of the Pilot Transfer Arrangements and Equipment system are included in the vessel's accident prevention protocol.

5. Inspections and Surveys

- 5.1 Pilot transfer equipment and arrangements shall be accessible, kept clean, properly maintained, properly stowed, and regularly inspected in accordance with the requirements of this Marine Notice.
- 5.2 Inspections shall be conducted by a Recognized Organization (RO) at each cargo ship safety equipment or passenger ship safety equipment survey to confirm the pilot transfer equipment and arrangements are kept as required. Flag Inspectors duly appointed by Palau Ship Registry Administrator shall inspect pilot transfer arrangements during Annual Flag State Inspections.

6. Contact

- 6.1 Any inquiries concerning the subject for this Marine Notice should be directed to the Head Office of Palau International Ship Registry at info@palaureg.com

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