



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° SOL 051 – Rev.1

SOLAS 74 – CHAPTER V, REG.23 REQUIREMENTS FOR PILOT TRANSFER ARRANGEMENTS

**TO: SHIPOWNERS, SHIPS' OPERATORS & MANAGERS,
FLAG STATE SURVEYORS, CLASSIFICATION
SOCIETIES**

**APPLICABLE TO: ALL VESSELS TO WHICH SOLAS CH. V, REG. 23
APPLIES**

EFFECTIVE AS FROM: Date of this Circular

18th June 2012

General

MSC.308 (88) was adopted on 3rd December 2010 and amendments to SOLAS Regulation V/23 were implemented.

The "Recommendation on pilot transfer arrangements" which is the technical standards for pilot transfer arrangement was adopted by the IMO Res.A.1045 (27) which superseded Res.A.889 (21).

Amendments have been made to the requirements in order to enhance the safety of pilot transfers. Please refer to the attached Annexes to this Circular.

The use of mechanical pilot hoists is prohibited on all ships on or after 1st July 2012. Furthermore, shipside doors used for pilot transfer should, if necessary, be modified to open inwards not later than the first safety equipment survey on or after 1st July 2012.

Application dates

Equipment and arrangements for pilot transfer which are **installed on or after 1st July 2012** should comply with the requirements of this Regulation, and special attention should be given to the standards adopted by the IMO.

Equipment and arrangements for pilot transfer which are **installed on ships before 1st July 2012** should at least comply with the requirements of regulation 17* or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and particular attention should be given to the standards adopted by the IMO prior to that date (*Refer to Resolution MSC.99 (73), renumbering previous Regulation 17 as regulation 23).

Equipment and arrangements installed on or after 1st July 2012, which are **replacing equipment and arrangements** installed on ships before 1st July 2012, should, as far as is reasonable and practicable, comply with the requirements of the amended SOLAS Regulation V/23.

Pilot ladders or combination arrangement (an accommodation ladder in conjunction with the pilot ladder) - the main differences between previous SOLAS V/23 and new SOLAS V/23 requirements.

- A pilot ladder should be certified by the manufacturer as complying with SOLAS V/Reg.23 or ISO 799:2004. (paragraph 2.3)

- Pilot ladders should be clearly identified with tags or other permanent marking and pilot ladder's service and repair record should be kept onboard.
- Estimation for the length of pilot ladder considering an adverse list of 15°.
- In case of a combination arrangement (an accommodation ladder in conjunction with the pilot ladder), means should be provided to secure the lower platform of the accommodation ladder to the ship's side. Means should also be provided to secure the pilot ladder and man-ropes to the ship's side at a point of nominally 1.5m above the bottom platform of the accommodation ladder. (e. g. sunken eye on the ship's side).
- The diameter of man-ropes should not be less than 28mm and not more than 32mm. Man-ropes should be fixed at the rope end to the ring plate fixed on deck and should reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck.

Pilot ladders or combination arrangement (an accommodation ladder in conjunction with the pilot ladder) - the main differences between the IMO Resolutions A.889 (21) and A.1045 (27)

- A pilot ladder should be certified by the manufacturer as complying with SOLAS V/Reg.23 or ISO 799:2004. (Paragraph 2.3).
- Pilot ladders should be clearly identified with tags or other permanent marking. A service and repair record for pilot ladders should be kept onboard
- The steps of the pilot ladders should be equally spaced not less than 310mm or more than 350mm apart
- The side ropes of the pilot ladder should be continuous, with no joints and have a breaking strength of at least 24 kN per side rope
- When accommodation ladders are used in conjunction with pilot ladders, the accommodation ladder's angle of slope should not exceed 45° and the accommodation ladder should be at least 600 mm width.
- When in use, the lower platform of the accommodation ladder should be secured to the ship's side. The lower platform should be a minimum of 5m above sea level. The horizontal distance between the pilot ladder and the lower platform should be between 0.1 and 0.2 m
- If there is a gateway in the rails or bulwark, adequate handholds should be provided at the point of embarking or disembarking from the ship on each side which should not be less than 0.7 m or more than 0.8 m apart. Each handhold should be rigidly secured to the ship's structure at or near its base and also at a higher point, not less than 32 mm in diameter and extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails should not be attached to the bulwark ladder.
- Paragraphs regarding "Safe Approach of the Pilot" (paragraph 6), "Installation of pilot Ladder Winch Reels" (paragraph 7) have recently been added.

The Annexes to this Circular are:

MSC.308 (88)

MSC.99 (73)

A.1045 (27) revokes resolution A.889 (21).

MSC.1/Circ.1375/Rev.1

MSC.1/Circ.1402

ASSEMBLY
27th session
Agenda item 9

A 27/Res.1045
20 December 2011
Original: ENGLISH

Resolution A.1045(27)

**Adopted on 30 November 2011
(Agenda item 9)**

PILOT TRANSFER ARRANGEMENTS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization regarding the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

NOTING the provisions of regulation V/23 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its eighty-seventh session,

1. ADOPTS the "Recommendation on Pilot Transfer Arrangements", as set out in the Annex to the present resolution;
2. INVITES Governments to draw the attention of all concerned to this recommendation;
3. FURTHER INVITES Governments to ensure that mechanical pilot hoists are not used;
4. REQUESTS Governments to ensure that pilot ladders and their arrangements, use and maintenance conform to standards not inferior to those set out in the annex to the present resolution;
5. REVOKES resolution A.889(21).

Annex

RECOMMENDATION ON PILOT TRANSFER ARRANGEMENTS**1 GENERAL**

Ship designers are encouraged to consider all aspects of pilot transfer arrangements at an early stage in design. Equipment designers and manufacturers are similarly encouraged, particularly with respect to the provisions of paragraphs 2.1.2, 3.1 and 3.3.

2 PILOT LADDERS

A pilot ladder should be certified by the manufacturer as complying with this section or with the requirements of an international standard acceptable to the Organization.¹

2.1 Position and construction

2.1.1 The securing strong points, shackles and securing ropes should be at least as strong as the side ropes specified in section 2.2 below.

2.1.2 The steps of the pilot ladders should comply with the following requirements:

- .1 if made of hardwood, they should be made in one piece, free of knots;
- .2 if made of material other than hardwood, they should be of equivalent strength, stiffness and durability to the satisfaction of the Administration;
- .3 the four lowest steps may be of rubber of sufficient strength and stiffness or other material to the satisfaction of the Administration;
- .4 they should have an efficient non-slip surface;
- .5 they should be not less than 400 mm between the side ropes, 115 mm wide and 25 mm in depth, excluding any non-slip device or grooving;
- .6 they should be equally spaced not less than 310 mm or more than 350 mm apart; and
- .7 they should be secured in such a manner that each will remain horizontal.

2.1.3 No pilot ladder should have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder, and any steps so secured should be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the pilot ladder. When any replacement step is secured to the side ropes of the pilot ladder by means of grooves in the sides of the step, such grooves should be in the longer sides of the step.

¹ Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, *Ships and marine technology – Pilot ladders*.

2.1.4 Pilot ladders with more than five steps should have spreader steps not less than 1.8 m long provided at such intervals as will prevent the pilot ladder from twisting. The lowest spreader step should be the fifth step from the bottom of the ladder and the interval between any spreader step and the next should not exceed nine steps.

2.1.5 When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat.

2.1.6 A permanent marking should be provided at regular intervals (e.g. 1 m) throughout the length of the ladder consistent with ladder design, use and maintenance in order to facilitate the rigging of the ladder to the required height.

2.2 Ropes

2.2.1 The side ropes of the pilot ladder should consist of two uncovered ropes not less than 18 mm in diameter on each side and should be continuous, with no joints and have a breaking strength of at least 24 Kilo Newtons per side rope. The two side ropes should each consist of one continuous length of rope, the midpoint half-length being located on a thimble large enough to accommodate at least two passes of side rope.²

2.2.2 Side ropes should be made of manila or other material of equivalent strength, durability, elongation characteristics and grip which has been protected against actinic degradation and is satisfactory to the Administration.

2.2.3 Each pair of side ropes should be secured together both above and below each step with a mechanical clamping device properly designed for this purpose, or seizing method with step fixtures (chocks or widgets), which holds each step level when the ladder is hanging freely. The preferred method is seizing.²

3 ACCOMMODATION LADDERS USED IN CONJUNCTION WITH PILOT LADDERS

3.1 Arrangements which may be more suitable for special types of ships may be accepted, provided that they are equally safe.

3.2 The length of the accommodation ladder should be sufficient to ensure that its angle of slope does not exceed 45°. In ships with large draft ranges, several pilot ladder hanging positions may be provided, resulting in lesser angles of slope. The accommodation ladder should be at least 600 mm in width.

3.3 The lower platform of the accommodation ladder should be in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5 m above sea level.

3.4 Intermediate platforms, if fitted, should be self-levelling. Treads and steps of the accommodation ladder should be so designed that an adequate and safe foothold is given at the operative angles.

² Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, *Ships and marine technology — Pilot ladders*, part 4.3a and part 3, paragraph 3.2.1.

3.5 The ladder and platform should be equipped on both sides with stanchions and rigid handrails, but if handropes are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.

3.6 The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 m above the lower platform. The horizontal distance between the pilot ladder and the lower platform should be between 0.1 and 0.2 m.

3.7 If a trapdoor is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm. The trapdoor should open upwards and be secured either flat on the embarkation platform or against the rails at the aft end or outboard side of the platform and should not form part of the handholds. In this case the after part of the lower platform should also be fenced as specified in paragraph 3.5 above, and the pilot ladder should extend above the lower platform to the height of the handrail and remain in alignment with and against the ship's side.

3.8 Accommodation ladders, together with any suspension arrangements or attachments fitted and intended for use in accordance with this recommendation, should be to the satisfaction of the Administration³.

4 MECHANICAL PILOT HOISTS

The use of mechanical pilot hoists is prohibited by SOLAS regulation V/23.

5 ACCESS TO DECK

Means should be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder, and the ship's deck; such access should be gained directly by a platform securely guarded by handrails. Where such passage is by means of:

- .1 a gateway in the rails or bulwark, adequate handholds should be provided at the point of embarking on or disembarking from the ship on each side which should be not less than 0.7 m or more than 0.8 m apart. Each handhold should be rigidly secured to the ship's structure at or near its base and also at a higher point, not less than 32 mm in diameter and extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails should not be attached to the bulwark ladder;
- .2 a bulwark ladder should be securely attached to the ship to prevent overturning. Two handhold stanchions should be fitted at the point of embarking on or disembarking from the ship on each side which should be not less than 0.7 m or more than 0.8 m apart. Each stanchion should be rigidly secured to the ship's structure at or near its base and also at a higher point, should be not less than 32 mm in diameter and should extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails should not be attached to the bulwark ladder.

³ Refer to SOLAS regulation II-1/3-9 concerning accommodation ladders.

6 SAFE APPROACH OF THE PILOT BOAT

Where rubbing bands or other constructional features might prevent the safe approach of a pilot boat, these should be cut back to provide at least 6 metres of unobstructed ship's side. Specialized offshore ships less than 90 m or other similar ships less than 90 m for which a 6 m gap in the rubbing bands would not be practicable, as determined by the Administration, do not have to comply with this requirement. In this case, other appropriate measures should be taken to ensure that persons are able to embark and disembark safely.

7 INSTALLATION OF PILOT LADDER WINCH REELS

7.1 Point of access

7.1.1 When a pilot ladder winch reel is provided it should be situated at a position which will ensure persons embarking on, or disembarking from, the ship between the pilot ladder and the point of access to the ship, have safe, convenient and unobstructed access to or egress from the ship.

7.1.2 The point of access to or egress from the ship may be by a ship's side opening, an accommodation ladder when a combination arrangement is provided, or a single section of pilot ladder.

7.1.3 The access position and adjacent area should be clear of obstructions, including the pilot ladder winch reel, for distances as follows:

- .1 a distance of 915 mm in width measured longitudinally;
- .2 a distance of 915 mm in depth, measured from the ship's side plating inwards; and
- .3 a distance of 2,200 mm in height, measured vertically from the access deck.

7.2 Physical positioning of pilot ladder winch reels

7.2.1 Pilot ladder winch reels are generally fitted on the ship's upper (main) deck or at a ship's side opening which may include side doors, gangway locations or bunkering points. Winch reels fitted on the upper deck may result in very long pilot ladders.

7.2.2 Pilot ladder winch reels which are fitted on a ship's upper deck for the purpose of providing a pilot ladder which services a ship side opening below the upper deck or, alternatively, an accommodation ladder when a combination arrangement is provided should:

- .1 be situated at a location on the upper deck from which the pilot ladder is able to be suspended vertically, in a straight line, to a point adjacent to the ship side opening access point or the lower platform of the accommodation ladder;
- .2 be situated at a location which provides a safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the pilot ladder and the place of access on the ship;

- .3 be situated so that safe and convenient access is provided between the pilot ladder and the ship's side opening by means of a platform which should extend outboard from the ship's side for a minimum distance of 750 mm, with a longitudinal length of a minimum of 750 mm. The platform should be securely guarded by handrails;
- .4 safely secure the pilot ladder and manropes to the ship's side at a point on the ship's side at a distance of 1,500 mm above the platform access point to the ship side opening or the lower platform of the accommodation ladder; and
- .5 if a combination arrangement is provided, have the accommodation ladder secured to the ship's side at or close to the lower platform so as to ensure that the accommodation ladder rests firmly against the ship's side.

7.2.3 Pilot ladder winch reels fitted inside a ship's side opening should:

- .1 be situated at a position which provides a safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the pilot ladder and the place of access on the ship;
- .2 be situated at a position which provides an unobstructed clear area with a minimum length of 915 mm and minimum width of 915 mm and minimum vertical height of 2,200 mm; and
- .3 if situated at a position which necessitates a section of the pilot ladder to be partially secured in a horizontal position on the deck so as to provide a clear access as described above, then allowance should be made so that this section of the pilot ladder may be covered with a rigid platform for a minimum distance of 915 mm measured horizontally from the ship's side inwards.

7.3 Handrails and handgrips

Handrails and handgrips should be provided in accordance with section 5 to assist the pilot to safely transfer between the pilot ladder and the ship, except as noted in paragraph 7.2.2.3 for arrangements with platforms extending outboard. The horizontal distance between the handrails and/or the handgrips should be not less than 0.7 m or more than 0.8 m apart.

7.4 Securing of the pilot ladder

Where the pilot ladder is stowed on a pilot ladder winch reel which is located either within the ship's side opening or on the upper deck:

- .1 the pilot ladder winch reel should not be relied upon to support the pilot ladder when the pilot ladder is in use;
- .2 the pilot ladder should be secured to a strong point, independent of the pilot ladder winch reel; and
- .3 the pilot ladder should be secured at deck level inside the ship side opening or, when located on the ship's upper deck, at a distance of not less than 915 mm measured horizontally from the ship's side inwards.

7.5 Mechanical securing of pilot ladder winch reel

7.5.1 All pilot ladder winch reels should have means of preventing the winch reel from being accidentally operated as a result of mechanical failure or human error.

7.5.2 Pilot ladder winch reels may be manually operated or, alternatively, powered by either electrical, hydraulic or pneumatic means.

7.5.3 Manually operated pilot ladder winch reels should be provided with a brake or other suitable arrangements to control the lowering of the pilot ladder and to lock the winch reel in position once the pilot ladder is lowered into position.

7.5.4 Electrical, hydraulic or pneumatically driven pilot ladder winch reels should be fitted with safety devices which are capable of cutting off the power supply to the winch reel and thus locking the winch reel in position.

7.5.5 Powered winch reels should have clearly marked control levers or handles which may be locked in a neutral position.

7.5.6 A mechanical device or locking pin should also be utilized to lock powered winch reels.

RESOLUTION MSC.99(73)

(adopted on 5 December 2000)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

HAVING CONSIDERED, at its seventy-third session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. **ADOPTS**, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. **DETERMINES**, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. **INVITES** Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2002 upon their acceptance in accordance with paragraph 2 above;
4. **REQUESTS** the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. **FURTHER REQUESTS** the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

Annex

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1

CONSTRUCTION STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Regulation 3-4

Emergency towing arrangements on tankers

1 The existing text of the regulation is replaced by the following:

"Regulation 3-4

Emergency towing arrangements on tankers

1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

2 For tankers constructed on or after 1 July 2002:

.1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and

.2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.*

* Refer to the Guidelines on emergency towing arrangements for tankers adopted by the Maritime Safety Committee by resolution MSC.35(63), as may be amended."

2 The following new regulation 3-5 is inserted after existing regulation 3-4:

"Regulation 3-5

New installation of materials containing asbestos

1 This regulation shall apply to materials used for the structure, machinery, electrical installations and equipment covered by the present Convention.

2 For all ships, new installation of materials which contain asbestos shall be prohibited except for:

.1 vanes used in rotary vane compressors and rotary vane vacuum pumps;

.2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7 x 10⁶ Pa), there is a risk of fire, corrosion or toxicity; and

.3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C.

Regulation 43

Emergency source of electrical power in cargo ships

3 In paragraph 2.2.5, the word "and" is deleted.

4 In paragraph 2.2.6, the word "motors" is replaced by the words "motors; and".

5 In paragraph 2.2, the following new subparagraph .7 is added after existing subparagraph .6:

"7 in all cargo pump-rooms of tankers constructed on or after 1 July 2002".

CHAPTER II-2

CONSTRUCTION FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINGUISHING

6 The existing text of chapter II-2 is replaced by the following:

 (Completely revised; Refer to text of Chapter II-2 of 99/2000 Amendment to SOLAS)

CHAPTER V

SAFETY OF NAVIGATION

7 The existing text of chapter V is replaced by the following: (Completely revised; Refer to text of Chapter V of 99/2000 Amendment to SOLAS)

CHAPTER IX

MANAGEMENT FOR THE SAFE OPERATION OF SHIPS

Regulation 1

Definitions

8 In paragraph 8, the reference "X/1.2" is replaced by "X/1".

Regulation 3

Safety management requirements

9 At the end of existing paragraph 1, the following text is added:

"For the purpose of this regulation, the requirements of the Code shall be treated as mandatory."

Regulation 6

Verification and control

10 In existing paragraph 6.2, the words "Subject to the provisions of paragraph 3 of this regulation" are deleted.

11 Existing paragraph 6.3 is deleted.

CHAPTER X

SAFETY MEASURES FOR HIGH-SPEED CRAFT

Regulation 1

Definitions

12 Existing paragraph 1 is replaced by the following:

"For the purpose of this chapter:

1 High-Speed Craft Code, 1994 (1994 HSC Code) means the International Code of Safety for High-Speed Craft adopted by the Maritime Safety Committee of the Organization by resolution MSC.36(63), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 High-Speed Craft Code, 2000 (2000 HSC Code) means the international Code of Safety for High-Speed Craft, 2000 adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

13 Existing paragraph 2 is replaced by the following:

"High-speed craft is a craft capable of a maximum speed, in metres per second (m/s), equal to or exceeding:

$3.7 \square 0.1667$ where: = volume of displacement corresponding to the design waterline (m^3), excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect."

14 The existing paragraphs 3 and 4 are renumbered as paragraphs 4 and 5.

15 In the renumbered paragraph 5, in subparagraph .2, the figure "1%" is replaced by "3%".

Regulation 2

Application

16 In paragraph 2, the date "1 January 1996" is replaced by "1 July 2002" in two places.

Regulation 3

Requirements for high-speed craft

17 Existing paragraph 1 is replaced by the following:

"1 Notwithstanding the provisions of chapters I to IV and regulations V/18, 19 and 20:

.1 a high-speed craft constructed on or after 1 January 1996 but before 1 July 2002 which complies with the requirements of the High-Speed Craft Code, 1994 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulations V/18, 19 and 20. For the purpose of this regulation, the requirements of that Code shall be treated as mandatory.

.2 a high-speed craft constructed on or after 1 July 2002 which complies with the requirements of the High-Speed Craft Code, 2000 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulations V/18, 19 and 20."

APPENDIX

Record of Equipment for the Passenger Ship Safety Certificate (Form P)

18 Existing sections 5 and 6 are deleted and a new section 5 is inserted as follows:

Item	Actual provision
1.1 Standard magnetic compass*
1.2 Spare magnetic compass*
1.3 Gyro compass*
1.4 Gyro compass heading repeater*
1.5 Gyro compass bearing repeater*
1.6 Heading or track control system*
1.7 Pelorus or compass bearing device*
1.8 Means of correcting heading and bearings
1.9 Transmitting heading device (THD)*
2.1 Nautical charts/Electronic chart display and information system (ECDIS)**
2.2 Back up arrangements for ECDIS
2.3 Nautical publications
2.4 Back up arrangements for electronic nautical publications
3.1 Receiver for a global navigation satellite system/ terrestrial radionavigation system* **
3.2 9 GHz radar*
3.3 Second radar (3 GHz/ 9 GHz**)*
3.4 Automatic radar plotting aid (ARPA)*
3.5 Automatic tracking aid*
3.6 Second automatic tracking aid*
3.7 Electronic plotting aid*
4 Automatic identification system (AIS)
5 Voyage data recorder (VDR)

Item		Actual provision
6.1	Speed and distance measuring device (through the water)*	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartship direction)*	.....
6.3	Echo sounding device*	.....
7.1	Rudder, propeller, thrust, pitch and operational mode indicator*	.....
7.2	Rate of turn indicator*	.....
8	Sound reception system*	.....
9	Telephone to emergency steering position*	.....
10	Daylight signalling lamp*	.....
11	Radar reflector*	.....
12	International Code of Signals	.....

* Alternative means of meeting this requirement are permitted under regulation V/ 19. In case of other means they shall be specified.

** Delete as appropriate."

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

19 Existing section 3 and related footnote are deleted and a new section 3 is inserted as follows:

"3 Details of navigational systems and equipment

Item	Actual provision
1.1 Standard magnetic compass*
1.2 Spare magnetic compass*
1.3 Gyro compass*
1.4 Gyro compass heading repeater*
1.5 Gyro compass bearing repeater*
1.6 Heading or track control system*
1.7 Pelorus or compass bearing device*
1.8 Means of correcting heading and bearings
1.9 Transmitting heading device (THD)*
2.1 Nautical charts/Electronic chart display and information system (ECDIS)**
2.2 Back up arrangements for ECDIS
2.3 Nautical publications
2.4 Back up arrangements for electronic nautical publications
3.1 Receiver for a global navigation satellite system/ terrestrial radionavigation system** **
3.2 9 GHz radar*
3.3 Second radar (3 GHz/ 9 GHz**)*
3.4 Automatic radar plotting aid (ARPA)*
3.5 Automatic tracking aid*
3.6 Second automatic tracking aid*
3.7 Electronic plotting aid*
4 Automatic identification system (AIS)
5 Voyage data recorder (VDR)

Item	Actual provision
6.1 Speed and distance measuring device (through the water)*
6.2 Speed and distance measuring device (over the ground in the forward and athwartship direction)*
6.3 Echo sounding device*
7.1 Rudder, propeller, thrust, pitch and operational mode indicator*
7.2 Rate of turn indicator*
8 Sound reception system*
9 Telephone to emergency steering position*
10 Daylight signalling lamp*
11 Radar reflector*
12 International Code of Signals

* Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

** Delete as appropriate."

KOREAN REGISTER

RESOLUTION MSC.308(88)

(adopted on 3 December 2010)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-eighth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2012, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2012 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

-

-

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1

CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Part D

Electrical installations

Regulation 41 – Main source of electrical power and lighting systems

1 In paragraph 6, the words "constructed on or after 1 July 2010" are inserted after the words "In passenger ships".

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A

General

Regulation 1 – Application

2 In paragraph 1.1, the date "1 July 2002" is replaced by the date "1 July 2012".

3 In paragraph 1.2.2, the date "1 July 2002" is replaced by the date "1 July 2012".

4 The existing paragraph 2.1 is replaced by the following:

"2.1 Unless expressly provided otherwise, for ships constructed before 1 July 2012, the Administration shall ensure that the requirements which are applicable under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63), MSC.57(67), MSC.99(73), MSC.134(76), MSC.194(80), MSC.201(81), MSC.216(82), MSC.256(84), MSC.269(85) and MSC.291(87) are complied with."

5 In paragraph 3.1, the date "1 July 2002" is replaced by the date "1 July 2012".

6 In paragraph 3.2, the date "1 July 2002" is replaced by the date "1 July 2012".

Regulation 3 – Definitions

7 The existing paragraph 23 is replaced by the following:

"23 Fire Test Procedures Code means the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code) as adopted by the Maritime Safety Committee of the Organization by resolution MSC.307(88), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

Part C

Suppression of fire

Regulation 7 – Detection and alarm

8 In paragraph 4.1, at the end of subparagraph .1, the word "and" is deleted; at the end of subparagraph .2.2, the period "." is replaced by the word "; and"; and the following new subparagraph .3 is added after the existing subparagraph .2.2:

".3 enclosed spaces containing incinerators".

CHAPTER V

SAFETY OF NAVIGATION

Regulation 18 – Approval, surveys and performance standards of navigation systems and equipment and voyage data recorder

9 The following new paragraph 9 is added after the existing paragraph 8:

"9 The automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship."

Regulation 23 – Pilot transfer arrangements

10 The existing text of regulation 23 is replaced by the following:

"1 Application

1.1 Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed¹ on or after 1 July 2012 shall comply with the

requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization².

¹ Refer to the Unified interpretation of SOLAS regulation V/23 (MSC.1/Circ.1375).

² Refer to the Assembly resolution on Pilot transfer arrangements, to be adopted by the Organization.

1.3 Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 17³ or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.

³ Refer to resolution MSC.99(73), renumbering previous regulation 17 as regulation 23, which entered into force on 1 July 2002.

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 this regulation.

1.5 With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey⁴ on or after 1 July 2012.

⁴ Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290).

1.6 Paragraph 6 applies to all ships.

2 General

2.1 All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

2.3 A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organization⁵. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.

⁵ Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, *Ships and marine technology – Pilot ladders*.

2.4 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. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

2.5 Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

3 Transfer arrangements

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

3.2 In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder⁶, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.

⁶ Refer to regulation II-1/3-9 on Means of embarkation on and disembarkation from ships, adopted by resolution MSC.256(84), together with the associated Guidelines (MSC.1/Circ.1331).

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

.1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:

.1 it is clear of any possible discharges from the ship;

.2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;

.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;

.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or

.2 an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.

.1 when a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and manropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

4 Access to the ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

.1 a gateway in the rails or bulwark, adequate handholds shall be provided;

.2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

5 Shipside doors

Shipside doors used for pilot transfer shall not open outwards.

6 Mechanical pilot hoists

Mechanical pilot hoists shall not be used.

7 Associated equipment

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

.1 two man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the manropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);

.2 a lifebuoy equipped with a self-igniting light;

.3 a heaving line.

7.2 When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

8 Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks."

-

-

APPENDIX

CERTIFICATES

Form of Safety Certificate for Passenger Ships

11 The following new paragraphs 2.10 and 2.11 are added after the existing paragraph 2.9:

"2.10 the ship was/was not¹ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38¹ of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements¹ is/is not¹ appended to this Certificate.

¹ Delete as appropriate."

Form of Safety Construction Certificate for Cargo Ships

12 The following new paragraphs 4 and 5 are added after the existing paragraph 3:

"4 That the ship was/was not⁴ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17⁴ of the Convention.

5 That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection⁴ is/is not⁴ appended to this Certificate.

⁴ Delete as appropriate."

Form of Safety Equipment Certificate for Cargo Ships

13 The following new paragraphs 2.7 and 2.8 are added after the existing paragraph 2.6:

"2.7 the ship was/was not⁴ subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38⁴ of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements⁴ is/is not⁴ appended to this Certificate.

⁴ Delete as appropriate."

Form of Nuclear Passenger Ship Safety Certificate

14 The existing paragraphs 2.11 and 2.12 are replaced by the following:

"2.11 the ship was/was not¹ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38¹ of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements¹ is/is not¹ appended to this Certificate.

¹ Delete as appropriate."

Form of Nuclear Cargo Ship Safety Certificate

15 The existing paragraphs 2.10 and 2.11 are replaced by the following:

"2.10 the ship was/was not³ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38/³ of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements³ is/is not³ appended to this Certificate.

³ Delete as appropriate."

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1375/Rev.1
28 May 2012

UNIFIED INTERPRETATION OF SOLAS REGULATION V/23

1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), reviewed and approved a revised unified interpretation of SOLAS regulation V/23 concerning the installation date of pilot transfer equipment and arrangements, stipulated in paragraph 1.2 of the regulation, as follows:

- .1 for ships for which the building contract is placed on or after 1 July 2012, or in the absence of the contract, constructed on or after 1 July 2012; "installed on or after 1 July 2012" means any installation on the ship; and
- .2 for ships other than those ships prescribed in .1 above, "installed on or after 1 July 2012" means a contractual delivery date for the system, in its entirety or for individual components of the system, as relevant, to the ship on or after 1 July 2012 or, in the absence of a contractual delivery date, the actual delivery of the system, in its entirety or for individual components, to the ship on or after 1 July 2012. This does not apply to equipment and arrangements covered by paragraph 1.4 of regulation V/23.

2 Member Governments are invited to use the above revised interpretation when applying SOLAS regulation V/23 and to bring it to the attention of all parties concerned.

3 This circular revokes MSC.1/Circ.1375.

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1402
14 June 2011

SAFETY OF PILOT TRANSFER ARRANGMENTS

1 The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010), adopted, by resolution MSC.308(88), amendments to SOLAS regulation V/23 relating to pilot transfer arrangements.

2 The Committee also agreed to encourage Member Governments to formally include pilot transfer arrangement as part of the safety equipment that their port State control officers would be examining in the course of an initial port State control inspection with a view to minimizing the risk of injury and loss of life in pilot transfer arrangements.

3 Consequently, the Committee, at its eighty-ninth session (11 to 20 May 2011), approved the issuance of this circular and invited Member Governments to bring it and the above-mentioned requirements of SOLAS 74 concerning the safety of pilot transfer arrangements to the attention of duly authorized officials exercising port State control and other parties, as appropriate.
