

MARITIME SAFETY COMMITTEE  
109th session  
Agenda item 13

MSC 109/13/8  
11 October 2024  
Original: ENGLISH  
Pre-session public release:

## NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

### Comments on document MSC 109/13 on pilot transfer arrangements

Submitted by IACS

#### SUMMARY

*Executive summary:* This document comments on the draft performance standards for pilot transfer arrangements contained in annex 9 of document NCSR 11/19/Add.1 and suggests modifications to the footnotes and clarifications regarding dedicated strong points in paragraphs 12 and 15.1.

*Strategic direction,  
if applicable:* 7

*Output:* 7.44

*Action to be taken:* Paragraph 7

*Related documents:* MSC 109/13 and NCSR 11/19/Add.1

#### Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.5) and provides comments on paragraph 2.9 of document MSC 109/13 containing the report of the eleventh session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 11) relating to pilot transfer arrangements.

#### Background

2 Paragraph 2.9 of document MSC 109/13 invites the Committee to approve the draft amendments to SOLAS regulation V/23 and the appendix (Certificates), and the associated draft MSC resolution on performance standards for pilot transfer arrangements contained in annex 9 of document NCSR 11/19/Add.1.

## Discussion

3 The footnotes to paragraphs 4.7 and 11.1 of the performance standards refer to "ISO 1181:2004, Quality 1". IACS understands that "Quality 1" was the term used in ISO 1181:1990, but not retained in ISO 1181:2004.

4 Further, IACS understands that the provision of dedicated strongpoints for manropes and pilot ladders is a widely recognized industry practice, i.e. that the strongpoints required for the pilot ladder in paragraph 12 of the draft performance standards and the strongpoints required for the manropes in paragraph 15.1 are not the same ones. The pilot ladder and the manropes may have different angles and be subject to different forces, and using the same strongpoints could compromise their safety. The strongpoints are already addressed by separate paragraphs, however for clarity in application and to avoid future interpretations, IACS suggests that a specification is added.

## Proposals

5 Based on the point in paragraph 3, IACS proposes draft amendments to footnotes 4 and 9 of the draft performance standards, as follows:\*

"4 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 1181:2004, ~~Quality 1~~."; and

"9 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 1181:2004, ~~Quality 1~~."

6 Based on the discussion in paragraph 4, IACS proposes draft amendments to paragraphs 12 and 15.1.1.3 of the draft performance standards, as follows:

### "12 Pilot ladder

In all ships, when it is intended to embark and disembark pilots or other personnel by means of the pilot ladder, the pilot ladder shall be secured to the ~~dedicated~~ strong points meeting the requirements of paragraph 6.1 and positioned that:"; and

### "15 Associated equipment

15.1 The following associated equipment shall be available and ready for immediate use at the point of access whilst the pilot or other personnel are being transferred:

- .1 two manropes complying with the requirements stipulated within section 11 which shall:
  - .1 be free from contamination and knots; however, knots used to tie or secure manropes to strong points are acceptable;
  - .2 when required by pilots or other personnel embarking or disembarking, be rigged and secured in accordance with relevant requirements of these performance standards; and

---

\* Tracked changes are indicated using "grey shading" to highlight new insertions and "strikethrough" and "grey shading" to highlight deletion of the text.

- .3 when rigged, be fixed at the rope end to dedicated strong points on the deck and pass through the ring or eye fitted at the top of the stanchions at the point of access to the deck. When rigged from a ship side opening, manropes may be rigged from the deck head, provided that the manropes pass through the ring or the eye at the top of the stanchions at the point of access."

**Action requested of the Committee**

7 The Committee is invited to consider the proposals in paragraphs 5 and 6 and take action, as appropriate.

---