

UI SC 257 “Pilot Transfer Arrangements (SOLAS V/23 as amended by Resolution MSC.308(88))

Part A. Revision History

Version no.	Approval date	Implementation date when applicable
Corr.1 (Apr 2013)	18 April 2013	-
New (Nov 2012)	24 November 2012	01 July 2013

Corr.1 (Apr 2013)

.1 Origin for Change:

☒ Other (Clarification given to IMPA)

.2 Main Reason for Change:

Clarification of the UI to avoid any misunderstandings.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

IACS Accredited Representative to IMO and a Statutory Panel Member met with IMPA in the margins of FSI 21 and clarified IACS intentions of developing the UI. IMPA withdrew their objections to the UI subject to the correction of the UI.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: 13 Mar 2013 by: IACS Accredited Representative to IMO
GPG Approval: 18 April 2013 (Subject No: 11174aIGi)

New (Nov 2012)

.1 Origin for Change:

☒ Suggestion by IACS member

.2 Main Reason for Change:

Clarification of a prescriptive requirement within an IMO instrument.

.3 List of non-IACS Member Classification Societies contributing through the TC Forum and/or participating in IACS Working Group:

None

.4 History of Decisions Made:

The issue was raised within the Statutory Panel. After some discussion it was agreed to draft an IACS UI and associated HF and TB.

.5 Other Resolutions Changes

None

.6 Dates:

Original Proposal: *12 July 2012* Made by: Statutory Panel

Panel Approval: *06 November 2011*

GPG Approval: *24 November 2011 (Subject No: 11174aIGb)*

Part B. Technical Background

Annex 1. TB for New (Nov 2012)

See separate TB document in Annex 1.

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Notes: There is no separate Technical Background (TB) document available for Corr.1 (April 2013).

Technical Background document for UI SC257 (New, Nov 2012)

1. Scope and objectives

The UI is intended to clarify the circumstances under which the “*adverse list of 15°*” as quoted in SOLAS regulation V/23.3.3.1.4 should be applied to both single lengths of pilot ladder, and an accommodation ladder used in conjunction with the pilot ladder.

2. Engineering background for technical basis and rationale

SOLAS regulation V/23.3.3.1 as amended by Resolution MSC.308(88), requires that where a single length of pilot ladder is used then it should require the pilot to climb not less than 1.5m and not more than 9m with due allowance being made for all conditions of loading and trim of the ship, and for an adverse list of 15°.

Where an accommodation ladder is used in conjunction with the pilot ladder, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m, in accordance with SOLAS regulation V/23.3.3.2, no reference is made to allowance for an adverse list of 15°.

This UI seeks to clarify this omission.

3. Source / derivation of the proposed IACS Resolution

The applicable SOLAS regulation V/23.3 paragraphs are as follows:

3 Transfer Arrangements

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:

.1.4 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;

.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.

4. Summary of Changes intended for the revised Resolution:

NA

5. Points of discussions or possible discussions

It is clear from SOLAS Regulation V/23.3.3.1 that where a single length of pilot ladder is used, not involving a climb of greater than 9m, “*due allowance*” is to be made for all conditions of loading and trim of the ship, and for an adverse list of 15°.

Following discussion, it was concluded that this adverse list of 15° was not one which would be experienced in normal service. It is an emergency condition and could therefore result in a climb of greater than 9m being necessary.

This "*due allowance*" therefore permits a pilot climb more than 9m by an additional length of pilot ladder.

SOLAS regulation V/23.3.3.2 and section 3 of Resolution A.1045(27) refer to the arrangement where an accommodation ladder is used in conjunction with the pilot ladder. These references do not contain a 15 degree list requirement, which is therefore not applicable for "an accommodation ladder in conjunction with the pilot ladder".

6. Attachments if any

None