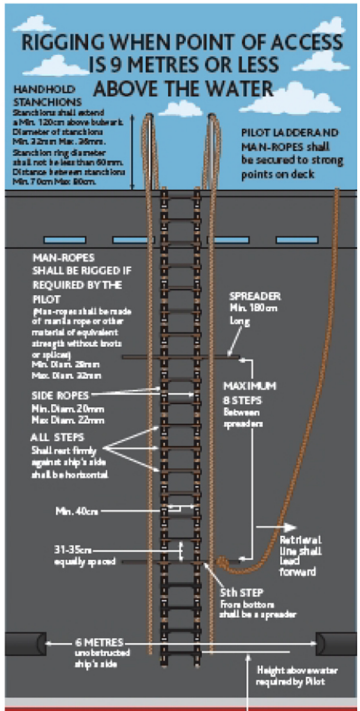
REQUIRED PILOT TRANSFER ARRANGEMENTS

IMO INTERNATIONAL MARITIME ORGANIZATION

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: www.impahq.org

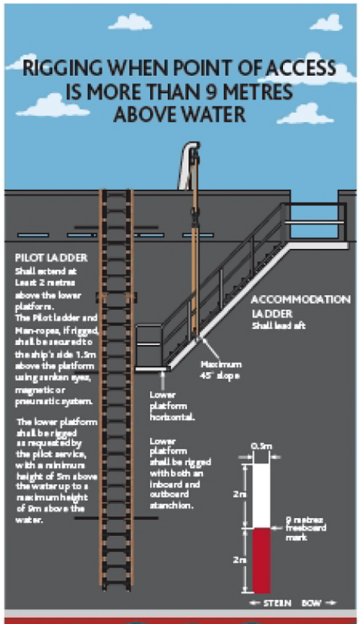
Scan for more information

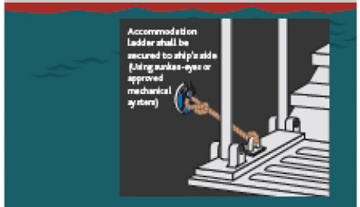
RIGGING WHEN POINT OF ACCESS IS 9 METRES OR LESS ABOVE THE WATER



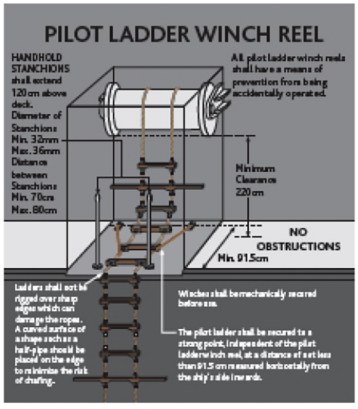
Pilot ladders shall be secured at intermediate lengths by a device type approved for the purpose, which prevents any slippage of the side ropes and has a breaking strain of not less than 48kN.

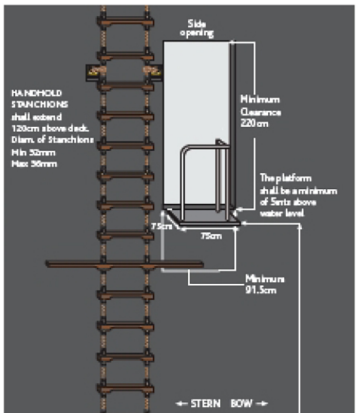
RIGGING WHEN POINT OF ACCESS IS MORE THAN 9 METRES ABOVE WATER

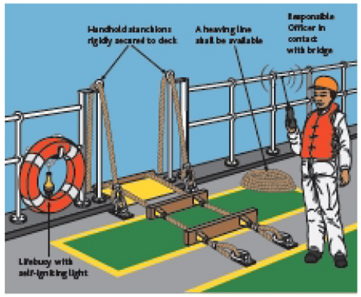




PILOT LADDER WINCH REEL







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

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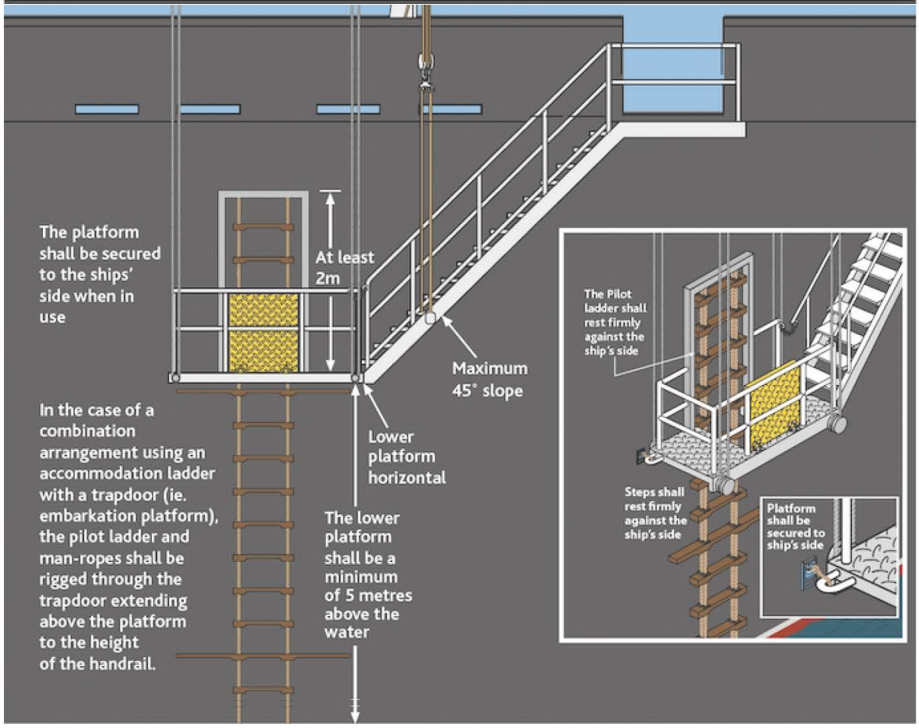
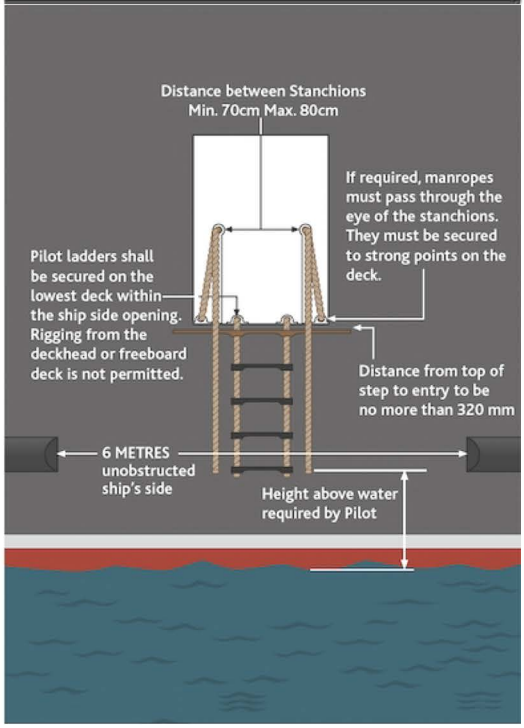
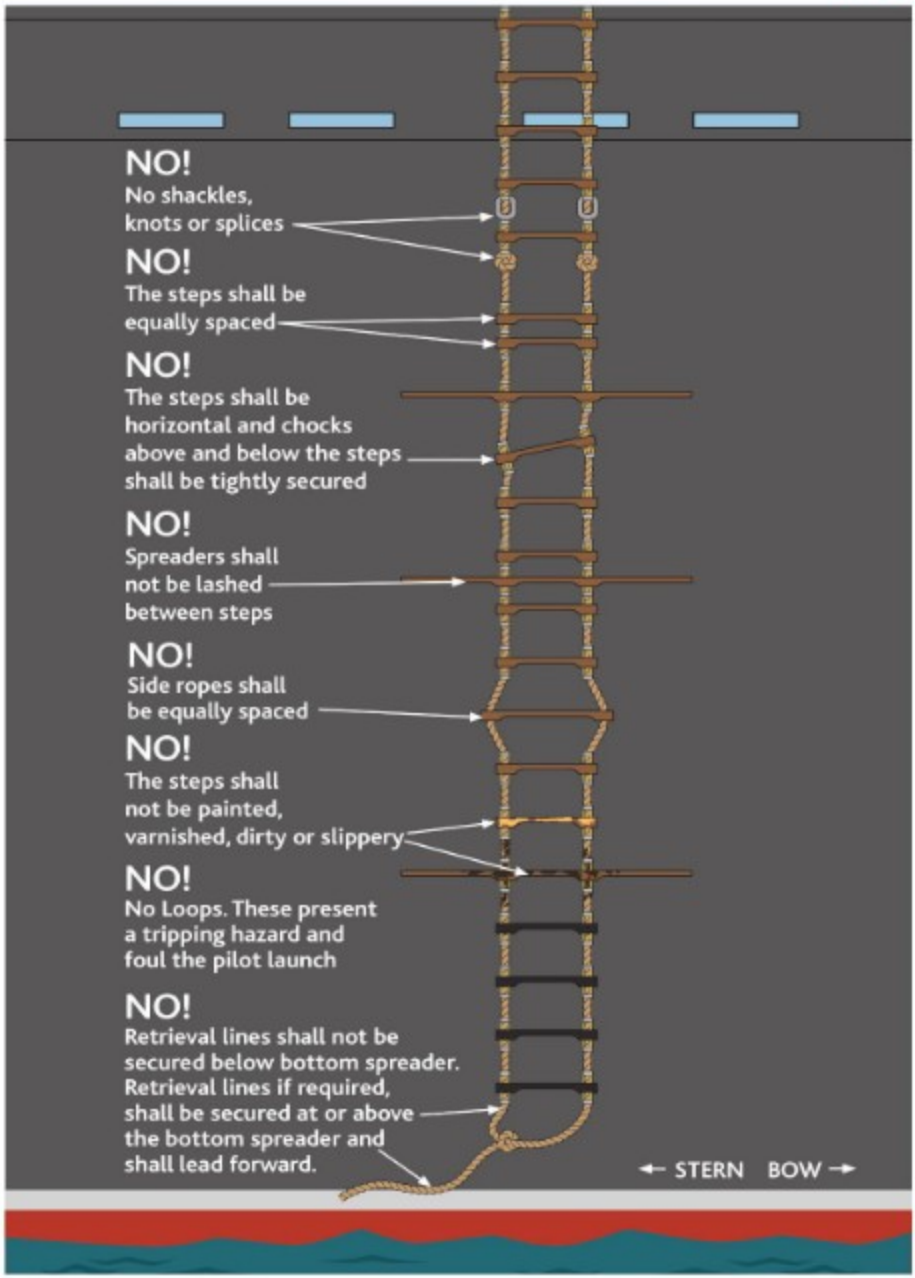
ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)



SIDE DOOR ARRANGEMENT



NON-COMPLIANT PRACTICES

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