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YACHT TECHNICAL CIRCULAR

Circular Number: 18

Revision: 0

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Pilot Transfer Arrangements

1.0 Introduction

- 1.1 Newly adopted amendments to the International Convention for the Safety of Life at Sea (SOLAS) Regulation V/23 on *Pilot transfer arrangements* in International Maritime Organization (IMO) Resolution [MSC.572\(110\)](#), and IMO Resolution [MSC.576\(110\)](#), *Performance standards for pilot transfer arrangements* will enter into force on 1 January 2028.
- 1.2 Revised IMO Circular [MSC.1/Circ.1428/Rev.1](#) on required pilot transfer arrangements for pilots and other personnel, is meant to be implemented alongside these amendments.¹
- 1.3 This Yacht Technical Circular clarifies the Republic of the Marshall Islands (RMI) Maritime Administrator's (the "Administrator's") policies regarding compliance with the adopted amendments for yachts.

2.0 Applicability

- 2.1 All yachts on which pilots may be employed are required to be provided with pilot transfer arrangements.
- 2.2 Pilot transfer arrangements provided and installed **on or after** 1 January 2028² must be designed, manufactured, constructed, secured, and installed in accordance with the introduction and parts A, B, and C of IMO Resolution MSC.576(110).
- 2.3 Pilot transfer arrangements provided and installed before 1 January 2028 on yachts to which SOLAS Chapter I applies must comply with the requirements in §2.2 above, not later than the first survey³ on or after 1 January 2029.

¹ IMO Circular [MSC.1/Circ.1428](#) remains valid until its revocation on 1 April 2030.

² For the purpose of the present regulation, the expression "**installed on or after 1 January 2028**" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the yacht on or after 1 January 2028.

³ Refer to unified interpretation of the term "first survey" referred to in SOLAS regulations (IMO Circular [MSC.1/Circ.1290](#)).

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- 2.4 Yachts to which SOLAS Chapter I **does not apply**, pilot transfer arrangements installed before 1 January 2028 must comply with the requirements in §2.2 above, not later than 1 January 2030. This applies to the following yachts:
- .1 Commercial Yachts and Yachts Engaged in Trade less than 500 gross tons (GT);
 - .2 Private Yachts Limited Charter; and
 - .3 Private Yachts.

3.0 Performance Standards Exemptions for Rubbing Bands

- 3.1 Compliance with the performance standards for pilot transfer arrangements is required to also ensure the safe approach of pilot boats. However, a rubbing band exemption may be authorized on a case-by-case basis by the Administrator.
- 3.2 In cases where the required rubbing band gap of 6 meters (m) on a yacht of less than 90 m Length Overall (LOA) is not practicable, the Administrator may invoke the provisions of §10 of IMO Resolution [MSC.576\(110\)](#), subject to other appropriate measures taken to maintain the safety of pilot and personnel embarkation and disembarkation.
- 3.3 New and existing yachts, subject to an exemption under §10 of IMO Resolution MSC.576(110), must carry on board an Acknowledgement of Exemption (see the Appendix – *Sample Document*).
- 3.4 The Acknowledgement of Exemption must be issued by a Recognized Organization (RO) and contain clarifying drawings and photographs of the rigged arrangement. It must also include a detailed description of the appropriate measures as required by the performance standards for pilot transfer arrangements.
- 3.5 For yachts of **500 GT and above** the RO must issue an Exemption Certificate in addition to the Acknowledgement of Exemption.
- 3.6 The Acknowledgement of Exemption referred to in §3.3 should be recorded as other information on the pilot card as part of the Master/Pilot information exchange, together with clarifying drawings and a description of the appropriate measures. The decision to board remains solely at the discretion of the pilot. Masters and managers should be aware that a pilot may refuse to board, which may result in restrictions or delays on port entry or additional measures imposed by the coastal State authorities.

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APPENDIX Sample Document

Acknowledgement of Exemption

Under IMO Resolution MSC.576(110), Performance Standards for Pilot Transfer Arrangements

Yacht Name	
Official Number	
IMO Number	

In accordance with the performance standards for pilot transfer arrangements in IMO Resolution [MSC.576\(110\)](#):

- Rubbing bands or other constructional features that obstruct the safe approach of a pilot boat are required to be cut back to provide at least 6 m of unobstructed yacht's side.
- Where a 6 m unobstructed section is impracticable due to essential design constraints or structural integrity requirements, the Administration may determine the yacht eligible for the exemption allowed for specialized ships less than 90 m.
- In such cases, the yacht must implement alternative appropriate measures to ensure that pilots and personnel can embark and disembark safely.

By this Acknowledgement of Exemption, it is confirmed that:

- The yacht has been evaluated, and the required 6 m gap is deemed impracticable for reasons of design and/or structural integrity.
- The yacht is accepted under the exemption criteria of §10 of IMO Resolution MSC.576(110).
- Alternative safety measures have been implemented and are deemed adequate for safe pilot and personnel transfer operations.

This Acknowledgement of Exemption must be carried onboard and made available to pilots and relevant authorities on request.

An Exemption Certificate¹ has been / has not been² issued under the exemption criteria of §10 of IMO Resolution MSC.576(110).

Issued by (*Recognized Organization*): _____

Date: _____

Signature / stamp: _____

¹ Applicable for yachts of 500 GT and above to which SOLAS Regulation V/23 applies.

² Delete as appropriate.