



JAPAN FEDERATION OF PILOTS' ASSOCIATIONS

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June th, 2011.

Mr. K. Miyahara, President, Japanese Shipowners' Association
Mr. Joachim Hinne, Chairman, Japan Foreign Steamship Association
Mr. T. Iigaki, Chairman, Japan Association of Foreign Ship Agents

Safety Campaign for Pilots' Transfer

Dear Sir,

Taking this opportunity, we would like to express our sincere appreciation for your kind consideration and cooperation always rendered to Japan Federation of Pilots' Associations and pilotage service.

Transferring between pilot boat and vessel is a very dangerous operation for pilot. The fact is shown by many accidents occurred in the past, namely, some pilots involved were seriously injured or killed in the worst cases.

In order to prevent loss of life or to minimize the injury in case of emergency, several countermeasures have been strengthened by Japan Federation of Pilots' Associations and each regional pilots' association.

Besides above countermeasures, we have been carrying out the "Safety Campaign for pilots' transfer" after 1991 at 35 pilotage districts for better understanding of crew members of all vessels because transfer of pilots depends upon boarding arrangements of vessels and their safety cannot be ensured without understanding and cooperation of crew members.

It was indebted great deal to the cooperation of your Association. The condition of transfer arrangements during the past campaigns has been much improved on the whole, but a considerable number of dangerous cases are still experienced.

Considering these circumstances, we decided to launch the following campaign:

Date 27th June ~ 1st July, 2011.

Place 35 Pilotage Districts and other ports in which licensed pilots serve.

Activity The Regulation 23, Chapter V, SOLAS Convention and allied IMO Recommendations are the international and mandatory requirement for the safe transfer of pilot. (please refer to attached poster).

Transfer arrangement and its operation will be checked by the pilot in charge and if he is dissatisfied, he will request the shipmaster that the arrangements should be improved. When the fault is serious and remarkable danger is anticipated, pilot may not go on board the vessel until the arrangement is improved.

Ship agents may be kindly requested to forward the "Notice for improvement" to the shipmaster in case the pilot finds fault when he disembarks the vessel.

We therefore shall be much appreciated if you kindly make the campaign widely known and circulate attached poster to your members.

With best regards and wishing the continued prosperity of your Association.

Very truly yours,

Capt. Yoshihisa Ono
President