International Standard 6216

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION•МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ•ORGANISATION INTERNATIONALE DE NORMALISATION

Shipbuilding — Inland navigation — Pilot craft — Classification and basic requirements

Construction navale — Navigation intérieure — Engins flottants pilotes — Classification et exigences principales

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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6216 was developed by Technical Committee ISO/TC 8, *Shipbuilding*, and was circulated to the member bodies in January 1979.

It has been approved by the member bodies of the following countries :

Australia	India	Romania
Austria	Italy	Spain
Belgium	Japan	Sweden
Brazil	Korea, Dem. P. Rep. of	USSR
Bulgaria	Korea, Rep. of	Yugoslavia
Czechoslovakia	Libyan Arab Jamahiriya	
Germany, F. R.	Poland	

The member bodies of the following countries expressed disapproval of the document on technical grounds :

Ireland
United Kingdom

Printed in Switzerland

Shipbuilding — Inland navigation — Pilot craft — Classification and basic requirements

1 Scope and field of application

This International Standard establishes a classification of, and lays down the requirements for self-propelled water craft employed in the pilot servicing of merchant ships in closed waters, estuaries and open-sea roadsteads.

It has been drawn up with a view to promoting that sector of international trade which involves merchant ships; to improving working conditions and to increasing the safety of labour in water transport; and to standardizing a number of terms used in the design and operation of vessels of the service and auxiliary fleets.

The water craft employed mainly in pilotage of merchant ships by leading may be relieved of adhering to these requirements completely or partially at the discretion of the competent authorities.

The applicability of the requirements of this International Standard to pilot craft navigating under a navy flag is determined by the competent authorities of the relevant country.

2 Reference

ISO 6217, *Shipbuilding — Inland navigation — Pilot craft — Identification painting and inscriptions.*

3 Definitions

For the purpose of this International Standard, the following definitions apply :

3.1 pilot ships : Mechanically driven water craft the seaworthiness and equipment of which enable them to transfer, i.e. deliver (embark) or receive (disembark), pilots in areas more than 20 nautical miles off shore, directly from board to board or with the help of pilot boats.

3.2 pilot launches : Mechanically driven water craft the seaworthiness and equipment of which enable them to transfer pilots directly from board to board within a 20 nautical mile zone.

3.3 pilot boats : Mechanically driven water craft which can be part of the equipment of a pilot ship. They serve to transfer a pilot for distances up to 5 nautical miles from the pilot ship or from the shore.

4 Classification

4.1 On the basis of the displacement when fully loaded with water, fuel and oil and with a full complement of crew and pilots, all water craft intended for the delivery of pilots are divided into three types according to the following table.

Table — Classification of pilot craft

Type	Name of craft	Displacement D t
I	Pilot boats	$D \leqslant 10$
II	Pilot launches	$10 < D \leqslant 250$
III	Pilot ships	$D > 250$

4.2 Depending on the geographic conditions of operation (climatic zones), which determine the make of the ship's machinery, the composition of the equipment and the lining of the accommodation spaces, pilot craft are divided into three groups, namely :

A — for polar regions

B — for mid-latitude regions

C — for tropical regions.

5 Required characteristics

5.1 All pilot craft shall have a speed sufficient for carrying out efficiently all operations connected with the pilotage of merchant ships in their service area.

5.2 The full rolling cycle shall not be less thjn

9 s for ships, and

6 s for launches.

Those craft whose intrinsic characteristics do not ensure these parameters shall be fitted with devices to reduce the amount of roll (damping devices, stabilizers, bilge keels, etc.). the stability of pilot craft of all types shall comply with the requirements of the competent authorities.

5.3 Pilot craft of all types shall be capable of transferring and disembarking a pilot safely in conditions of wave height up to 3,5 m.

6 Design, equipment and supply

6.1 In addition to the radio communication facilities specified by the competent authorities to ensure the safety of navigation, all pilot craft shall be fitted with fixed or portable very high frequency radio sets ensuring communication with the ships being served and pilot stations via international channels. Pilot ships shall be fitted with a main and stand-by very high frequency radio set.

6.2 Ships and launches of group A shall be fitted with the following items :

a) efficient means to prevent icing of the house windows, the radar and radio aerials and the platform for transfer and disembarkation of a pilot;

b) radars having the smallest possible skip area, two radars — main and stand-by — being recommended for ships;

c) special searchlights with anti-fog light filters.

NOTE — For boats, sub-clause 6.2 may be considered as optional.

6.3 Pilot craft of group A shall have ice strengthening the category of which is determined by the competent authorities, based on the ice situation characteristic of the operation area of the craft.

The necessity of ice strengthening for group B craft is determined by the competent authorities.

6.4 Group A pilot boats shall be fitted with engines capable of easy starting at sub-zero temperatures.

6.5 In view of their frequent anchoring, the anchor gear elements of pilot ships shall have an increased strength due to the fact that the chain diameter should be 10 % higher than that required by the regulations of classification societies for other ships of the same dimensions.

6.6 The design of mechanized pilot hoists which may be installed in ships and launches shall ensure their efficient and safe usage in conditions of vibration, rolling and pitching and hydrometeorological factors acceptable for the operation of the ship or the launch in this area.

The hoist shall be located as near the mid-section as possible, where the pitch amplitude is a minimum, and in such a manner that the platform (cabin) with the pilot is continuously in the field of vision of the navigator on watch.

6.7 To provide a view of the side of the ship served, from the house of the pilot ship, launch or the boat when transferring a pilot, the house deckhead shall be fitted with scuttles of an appropriate design.

6.8 To transmit commands and signals, ships and launches shall be fitted with loudspeakers providing sufficiently audibility forward, aft and along the sides.

6.9 The composition of life-saving appliances shall be determined on the assumption that all the pilots simultaneously aboard the ship or lauch are members of the crew.

6.10 Pilot ships and lauches shall have a high manoeuvrability. For this purpose, it is recommended that they be equipped with two-shaft propulsion plants with variable pitch propellers, diesel-electric plants capable of dead slow speed, steering nozzles or activated rudder propellers.

6.11 To permit mooring to high freeboard ships, launches and boats shall be fitted with fairleads of such a design as to permit deflection of the mooring rope in a direction close to vertical. The places of installation of fairleads shall be selected so that the tension of the mooring rope does not create a heeling moment dangerous for stability.

6.12 To ensure the pilot's safety during transfer and disembarkation at sea, the foredeck of launches shall be as free from equipment as possible, and shall have a non-skid coating.

The hand-rail fitted on the deck of the boat at the area of disembarkation of a pilot shall be as close to the centre-plane as possible. When fitted along the sides, the hand-rail shall be kept sufficiently away from the sides to ensure the safety of the pilot when the boat is alist, and be within the extended reach of the pilot whilst he still holds the boarding ladder with his other hand.

The foredeck area of the launch and the boat shall be sufficient for disembarkation of the pilot from an accommodation ladder or from the hoist platform.

6.13 For safe movement of the pilot along the side of the launch, a passage not less than 600 mm wide shall be provided on deck (on both sides) with a hand-rail on the superstructure wall.

6.14 The equipment of spaces for the crew and pilots shall comply with the requirements of the competent authorities for the equipment of ships continuously operating in the relevant climatic zone.

6.15 All craft shall be fitted with flexible (inflatable) or other fenders of an approved type and side fenders which efficiently cushion the blows against the hull of the merchant ship.

6.16 The place from which the transfer of the pilot is carried out shall be illuminated in such as manner that the light does not dazzle the pilot, the helmsman of the ship receiving the pilot or the members of the crew operating the hoisting/lowering device. (For boats, this item is optional.)

6.17 In addition to the general lights prescribed by the rules for navigation in this area and the special lights specified by the International Regulations for Preventing Collisions at sea (RPCS-72), pilot craft shall carry unified signal lights (shapes by day) indicating : "Make lee side, watch us".

In all cases, irrespective of the number of pilots aboard, the craft shall carry by day the flag "H" of the International Signals Code meaning : "I have a pilot on board".

6.18 All pilot craft which are periodically or continuously employed in pilotage by leading shall carry the lights indicated in 6.17 and additional (special) lights according to the unified scheme so that their light is seen within the same sector as that of the stern light.

7 Designation

The hull and superstructure of all pilot craft shall have special painting distinguishing them from other types of ship, and the unified inscriptions of the international pattern specified in ISO 6217.

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