

Subject: CIRCULAR. 2016-22

Concentrated inspection campaign (CIC) by Riyadh MOU on Pilot Transfer Arrangement beginning 1 September 2016 and end on 30 November 2016.

Number: 32/95/0056

Date: 03.09.2016

موضوع: بخشنامه ۲۲-۲۰۱۶

کمیته بازرسیهای متمرکز (CIC) توسط Riyadh MOU در خصوص ترتیب مقدمات جابجایی راهنما (PILOT).

از اول سپتامبر تا ۳۰ نوامبر ۲۰۱۶

شماره: ۳۲/۹۵/۰۰۵۶

تاریخ: ۱۳۹۵/۶/۱۳



All respectful ICS' Customers and Surveyors

With gratitude,

According to received information from Concentrated Inspection Campaign(CIC), by Riyadh MOU on Pilot Transfer Arrangement, beginning and ending date has been attached hereby, for your kind information.

The circular related to the above mentioned subject is accessible through the following address on ICS Network (ICS-WAN):

\\server\ICS Organization\Convention and Legislation Department\Publications\circ\ 2016-22

Also this Electronic File will be sent via email to all respectful ICS Surveyors/ customers

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Manager of convention and legislation

Department

ICS

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بر اساس دریافت اطلاعات از کمیته بازرسیهای متمرکز (CIC)، در خصوص بازرسی مقدمات و تجهیزات مربوط به جابجایی راهنما (PILOT)، تاریخ اجرا و اتمام آن بیوست جهت اطلاع حضورتان ایفاد می گردد.

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در خصوص ترتیب مقدمات جابجایی راهنما (PILOT)،

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- A concentrated inspection campaign (CIC) on Pilot Transfer Arrangements will be initiated by the member Authorities of the Riyadh Memorandum of Understanding on Port State Control.

- The inspection campaign will be held for three (3) months, commencing from 1st September 2016 and ending on 30th November 2016.

- The purpose of the CIC is to ensure that ships comply with the requirements of Pilot Transfer Arrangements detailed in IMO Resolution A.1045 (27) as amended by IMO Resolution A.1108 (29) and to ensure that the ship master and crew are familiar with the pilot transfer arrangement. The copy of questionnaire developed by Riyadh MOU is attached for reference.

- Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period, to detaining the ship until serious deficiencies have been rectified.

- Accordingly all Owners / managers and Masters are advised to ensure that;

i- A pilot ladder placed on a vessel with keel laid after 1 July 2012 or equipment in its entirety or for individual components of the system delivered after 1 July 2012, is certified by the manufacturer as complying with the requirements of SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27) as amended.

ii- A record is maintained on board providing the date the pilot ladder is placed into service and any repairs carried out.

iii- The pilot ladder is regularly inspected and record of inspections is maintained to ensure that the pilot ladder is safe to use.

iv- Shipside doors used for pilot transfer must open inwards in accordance with SOLAS Regulation V/23, paragraph 5.

v- The use of mechanical pilot hoists is prohibited on all ships in accordance with the requirements of SOLAS Regulation V/23, paragraph 6.

vi- The side ropes of the pilot ladder should be made of manila or other material of equivalent strength, durability, elongation characteristics and grip and should consist of two uncovered ropes not less than 18 mm in diameter on each side and should be continuous, with no joints and have a breaking strength of at least 24 KN per side rope.

vii- Permanent marking is provided at regular intervals (e.g. 1m) throughout the length of the ladder in order to facilitate the rigging of the ladder to the required height.

viii- The steps of the ladders should be made of hardwood, in one piece and non-slippery.

ix- The steps should not be less than 115 mm wide, 25 mm in depth and should be not less than 400 mm between the side ropes.

x- The steps should be equally spaced not less than 310 mm or more than 350 mm apart and they should be secured in such a manner that each will remain horizontal.

xi- No pilot ladder should have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder.

xii- Safe, convenient and unobstructed passage is provided for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder, and the ship's deck. Where such passage is by means of:

• A gateway in the rails or bulwark, adequate handholds shall be provided;

• A bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

i-The securing strong points, shackles and securing ropes are in good shape.

ii-Where Accommodation ladders is used in conjunction with pilot ladders (ships with freeboard of more than 9 metres).

• The length of the accommodation ladder should be sufficient to ensure that its angle of slope does not exceed 45 deg and the accommodation ladder should be at least 600 mm in width.

• The lower platform of the accommodation ladder should be in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5 m above sea level.

• The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 m above the lower platform. The horizontal distance between the pilot ladder and the lower platform should be between 0.1 and 0.2 m.

i- Embarkation/disembarkation area is illuminated for transfer arrangement over side and on the deck.

ii-The rigging of the pilot transfer arrangements and embarkation of a pilot is supervised by a responsible officer and associated safety equipment such as life jackets, harness, life lines and life buoys is in place to assure the safety of personnel.