

Subject

PSC Concentrated Inspection Campaign on Pilot Transfer Arrangement by Riyadh MoU

# **ClassNK**

## ***Technical Information***

No. TEC-1082

Date 23 August 2016

To whom it may concern

Six (6) countries (Bahrain, Kuwait, Qatar, Saudi Arabia, Oman and UAE) of the Riyadh MoU in the Gulf Region are planning the following PSC Concentrated Inspection Campaign (CIC);

Focus of CIC: Pilot Transfer Arrangement

CIC period: From 1 September 2016 to 30 November 2016

During the campaign period, not only condition of pilot transfer arrangement, but also crew familiarization, inspection/repair records etc. will be verified in more detail as described in Press Release by Riyadh MoU (Attachment 1).

For your reference, please note that application of requirements for pilot transfer arrangement varies by installation date of pilot transfer arrangement or construction date of ship as shown in Attachment 2.

For any questions about the above, please contact:

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Attachment:

1. Riyadh MoU Press Release for CIC on Pilot Transfer Arrangement
2. Table of Application of Requirements for Pilot Transfer Arrangement

NOTES:

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**RIYADH MEMORANDUM OF UNDERSTANDING**  
ON PORT STATE CONTROL



**مذكرة تفاهم الرياض**  
للتفتيش و الرقابة على السفن

9<sup>th</sup> August 2016

**Concentrated Inspection Campaign on Pilot Transfer Arrangement by Riyadh MoU on Port State Control**

**1<sup>st</sup> September 2016 – 30<sup>th</sup> November 2016**

Riyadh MoU is launching a Concentrated Inspection Campaign (CIC) based on Pilot Transfer Arrangement.

The purpose of this CIC is to ensure that ships comply with the requirements of Pilot Transfer Arrangement such as the condition of the ladder and ropes as well as to ensure that the ship master and crew are familiar with this arrangement.

Consequently, as from 1<sup>st</sup> September 2016, all vessels may be subject to an additional check by PSCO's.

The campaign period will be commenced from 1<sup>st</sup> September 2016 and it will be held for 3 months, ending on 30<sup>th</sup> November 2016.

In order to assist ships staff for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).

The ships must comply with all applicable International Conventions at all times.

Yours faithfully,

Eng. Mohamed Shaban Al Zadjali



Annex

**REPORT OF CIC ON PILOT TRANSFER ARRANGEMENT**

**1<sup>st</sup> September 2016 – 30<sup>th</sup> November 2016**

**Ships Name/IMO No.:**

**Port of Inspection:**

**Date of Inspection:**

#	Item	YES	NO	N/A
1	Is the pilot ladder certified by the manufacturer as complying with the requirements of SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27)?			
2	Is there a record kept on board with the date the pilot ladder is placed into service and any repairs carried out?			
3	Is there a regular inspection carried out and recorded to ensure that the pilot ladder is safe to use?			
4	Is there a permanent marking provided at regular intervals throughout the length of the ladder in order to facilitate the rigging of the ladder to the required height?			
5	Are there means provided to Access to the ship's deck to ensure safe, convenient and unobstructed passage for any person embarking on?			
6	Is there a mechanical pilot hoists used?			
7	Is there a lifebuoy equipped with a self-igniting light in pilot landing platform?			
8	Are there suitable bulwark ladders and stanchions provided?			
9	Are the steps of the ladders made of hardwood, in one piece and non-slippery?			
10	Are pilot ladder steps parallel and the last four steps made of rubber of sufficient strength?			
11	Are the shipside doors used for pilot transfer opening inwards?			
12	Is the ship detained as a result of this CIC?			

Table of Application of Requirements for Pilot Transfer Arrangement

	SOLAS V/23 (IMO Resolution MSC.308(88))	IMO Resolution A.1045(27)	ISO799:2004 or Equivalent Standards	SOLAS V/17 (SOLAS V/23 after 2002) (IMO Resolution MSC.22(59))	SOLAS V/17 (74SOLAS)
Installed on or after 1 July 2012	○	○	○	×	×
Installed on or after 1 July 2012 as a replacement of that provided before 1 July 2012	△(※)	△	△	○	×
Installed before 1 July 2012	×(※)	×	×	○	×
Ships constructed before 1 January 1994	×(※)	×	×	×	○

Remarks:

○ Applied      △ Applied in so far as is reasonable and practicable      × Not applied

※Para.5 "Shipside doors" and Para.6 "Mechanical pilot hoists" in SOLAS V/23 (IMO Resolution MSC.308(88)) apply to all ships.