
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

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

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

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	$D \leq 10$
II	Pilot launches	$10 < D \leq 250$
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 than

- 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.