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Ships and marine technology — Pilot transfer arrangements — Ship hull securing equipment

Navires et technologie maritime — Dispositifs utilisés pour le transfert des pilotes — Équipement de fixation à la coque du navire

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Foreword

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This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Maritime safety*.

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Introduction

This document builds on the IMO requirements in SOLAS 74 Chapter V (Safety of Navigation) Regulation 23 (Pilot Transfer Arrangements), as amended,[1] and IMO Resolution MSC.576(110) Performance Standards for Pilot Transfer Arrangements.[2] In accordance with IMO performance standards, use of ship hull securing equipment (bowsing) for pilot ladder is mandatory for ships that employ pilots.

Since IMO instruments do not include specific requirements for prototype testing, holding performance, maintenance, storage and use of ship hull securing equipment (bowsing) used to rig pilot transfer arrangements, this document outlines specific requirements and recommendations for pilot boarding arrangements. These requirements are considered necessary to ensure that hull securing (bowsing) equipment is manufactured, maintained and stored to a standard that ensures the equipment supports safe and efficient transfer of pilots and other personnel using pilot transfer arrangements.

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Ships and marine technology — Pilot transfer arrangements — Ship hull securing equipment

1 Scope

This document specifies the performance, maintenance and inspection requirements, and usage recommendations for equipment (eye pads/rings, magnetic or pneumatic systems, etc.) used to secure (bowse) pilot ladders, accommodation ladders and man-ropes to a ship hull when a combination pilot ladder arrangement is used for pilot transfer.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 799-3, *Ships and marine technology — Pilot ladders — Part 3: Attachments and associated equipment*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

3.1
bowsing
practice of physically securing the side rope of pilot ladder, the lower platform of accommodation ladder and man-ropes to the ship's hull in such a way that it remains against the hull even if the ship rolls

3.2
user
ship’s master, officers and crew who operate the ship on a day-to-day basis

4 Testing

4.1 General

Prototypes of the bowsing equipment, including any fittings and critical components shall meet the requirements specified in 4.2. If any part of the bowsing equipment is permanently deformed as a result of testing, the cause shall be identified and any design changes shall be made. After a test failure or design change, the test shall be repeated until the requirements specified in 4.2 are achieved. The manufacturer shall have a quality assurance system to ensure that the bowsing equipment is produced to the same standard as the original prototype.

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