



TECHNICAL ALERT No. 16-37

Riyadh MoU 2016 Concentrated Inspection Campaign (CIC)

1. Introduction

- 1.1. The 2016 Concentrated Inspection Campaign (CIC) has been announced by Riyadh Port State Control (PSC) MoUs.
- 1.2. The Bahamas Maritime Authority (BMA) welcomes this initiative and urges Companies¹ operating Bahamian ships in the Riyadh MoU region to ensure that they are fully prepared for the CIC.

2. Concentrated Inspection Campaign on Pilot Transfer Arrangements

- 2.1. The Riyadh MoU Concentrated Inspection Campaign (CIC) will be implemented from 1 September 2016 to 30 November 2016.
- 2.2. The CIC is intended to ensure effective procedures and measures are in place to ensure compliance with SOLAS and related guidelines for on Pilot transfer arrangements on board ships.
- 2.3. The purpose of the campaign is to ensure that ships comply with the requirements for pilot transfer arrangements detailed in the Annex to IMO Resolution A.1045(27); for example, the condition of the ladder and ropes and the familiarity of the ship's master and crew with pilot transfer arrangements.
- 2.4. Port State Control Officers (PSCOs) will be guided by a questionnaire listing a number of items to be covered during the CIC. A copy of the questionnaire is attached at the Annex to this Technical Alert.

¹ The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Bahamas Merchant Shipping Act.

2.5. Where deficiencies are found, actions by the PSCO may range from recording a deficiency to be rectified within a certain time period to detention of the ship until the deficiencies have been rectified.

2.6. Further Information on the CIC is provided via a press release on the Riyadh MoU website:

www.riyadhmo.org

3. Validity

3.1. This alert is valid until 30 November 2016.

4. Revision History

4.1. Rev.0 (18 August 2016) – First issue



Annex

REPORT OF CIC ON PILOT TRANSFER ARRANGEMENT
1st September 2016 – 30th November 2016

Ships Name/IMO No.: Port of Inspection: Date of Inspection:
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#	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?			