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# International Standard



# 6217

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## Shipbuilding — Inland navigation — Pilot craft — Identification painting and inscriptions

*Construction navale — Navigation intérieure — Engins flottants pilotes — Peintures et inscriptions distinctives*

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**Descriptors :** shipbuilding, inland navigation, pilot craft, ships, boats, painting, identification methods.

## 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 6217 was developed by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*, and was circulated to the member bodies in October 1981.

It has been approved by the member bodies of the following countries :

|                     |                |            |
|---------------------|----------------|------------|
| Austria             | India          | Poland     |
| Belgium             | Italy          | Portugal   |
| Bulgaria            | Japan          | Romania    |
| Czechoslovakia      | Korea, Rep. of | Spain      |
| Egypt, Arab Rep. of | Mexico         | USSR       |
| France              | Norway         | Yugoslavia |

The member body of the following country expressed disapproval of the document on technical grounds :

United Kingdom

# Shipbuilding — Inland navigation — Pilot craft — Identification painting and inscriptions

## 1 Scope

This International Standard provides unified colour diagrams of the outside painting and the identification marking of pilot craft to permit identification thereof in heavy weather, in order to improve the efficiency of pilot service and the safety of navigation.

## 2 Field of application

**2.1** This International Standard is applicable to pilot craft used in closed waters, estuaries and open roadsteads to bring and take off pilots to merchant ships.

**2.2** 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.

## 3 Reference

ISO 6216, *Shipbuilding — Inland navigation — Pilot craft — Classification and basic requirements*.

## 4 Definitions

For the purpose of this International Standard, the definitions given in ISO 6216 apply.

## 5 Painting

**5.1** Depending on the area of the pilot craft available for the identification marking, and in order to make the most effective use of the outside painting, two versions of their painting are specified.

- |                                                                                    |                                                                    |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| a) hull — yellow-orange<br>superstructure (house) —<br>white (see figures 1 and 2) | } for pilot craft with a<br>freeboard amidships of 1 m<br>and more |
| b) hull and superstructure<br>(house) — yellow-orange<br>(see figure 3)            | } for pilot craft with a<br>freeboard amidships less<br>than 1 m.  |

## 5.2 Requirements for colour

To paint the surfaces yellow-orange, paints of a light, saturated, pure yellow-orange tint shall be used. Red-orange tints are not permitted.

Colour standards are determined by national standards.

## 6 Identification inscriptions

**6.1** Pilot craft shall carry an identification inscription "PILOT" in black.

NOTE — The necessity of providing pilot boats with identification inscriptions is determined in each specific case by the competent authorities, depending on the possibility of its realization.

**6.2** The inscription "PILOT" on pilot craft with a freeboard of 1 m or more shall be made on both sides of the hull (see figures 1 and 2). The height of the letters shall be not less than half of the freeboard amidships. It is recommended that on pilot ships, this inscription also be made on the front bulkhead of the superstructure in letters not less than 250 mm high. The location of the inscription shall be determined in each case by the competent authorities.

**6.3** The inscription "PILOT" on pilot craft with a freeboard of less than 1 m shall be made on the house walls or on special boards on the superstructure on both sides (see figure 3). The height of the letters shall be not less than 250 mm.

For pilot boats the inscription may be made on the house roof. If there is not enough space to place the word "PILOT" on the house roof, it is recommended that a black circle with a letter "P" in white, the base which points to the bow of the boat, be used instead.

**6.4** The location of the inscriptions on the hull superstructure, and house, as well as the dimensions of letters and signs and the length of the inscriptions are determined by the competent authorities, based on the requirements for maximum visibility and legibility of the inscriptions from a distance.

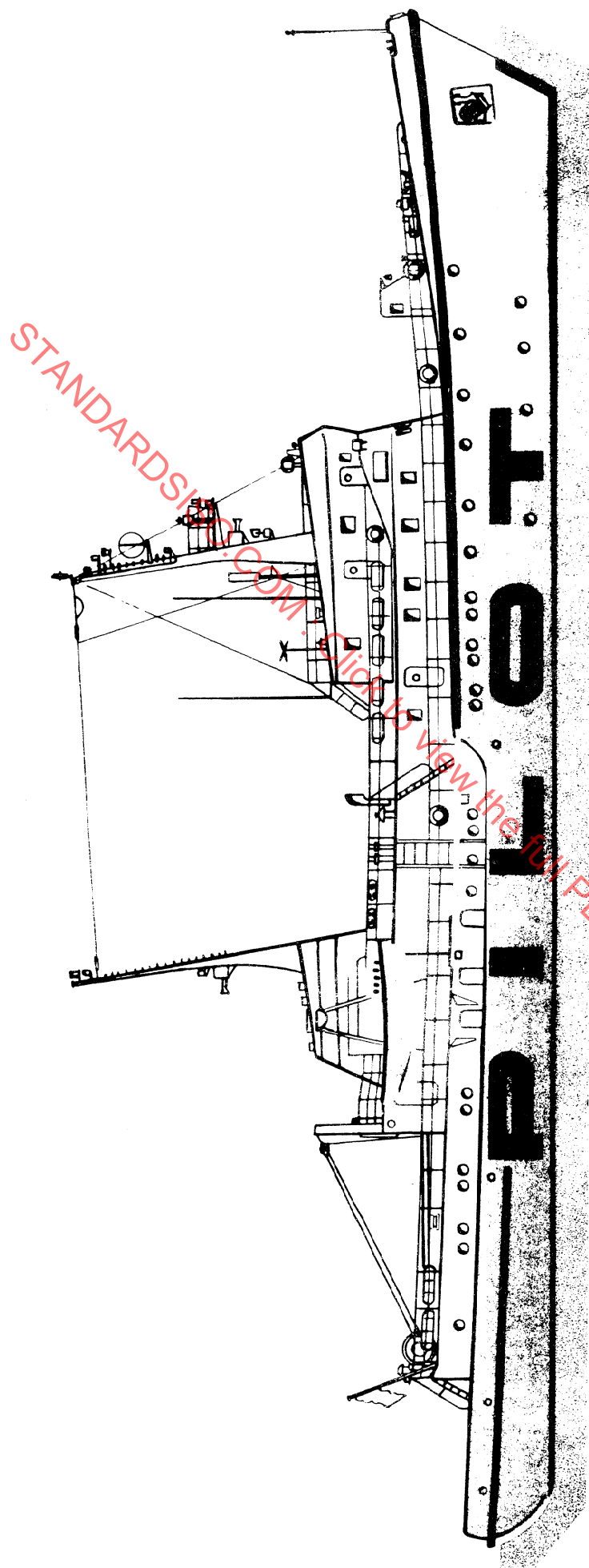


Figure 1 — Type III craft — Pilot ship

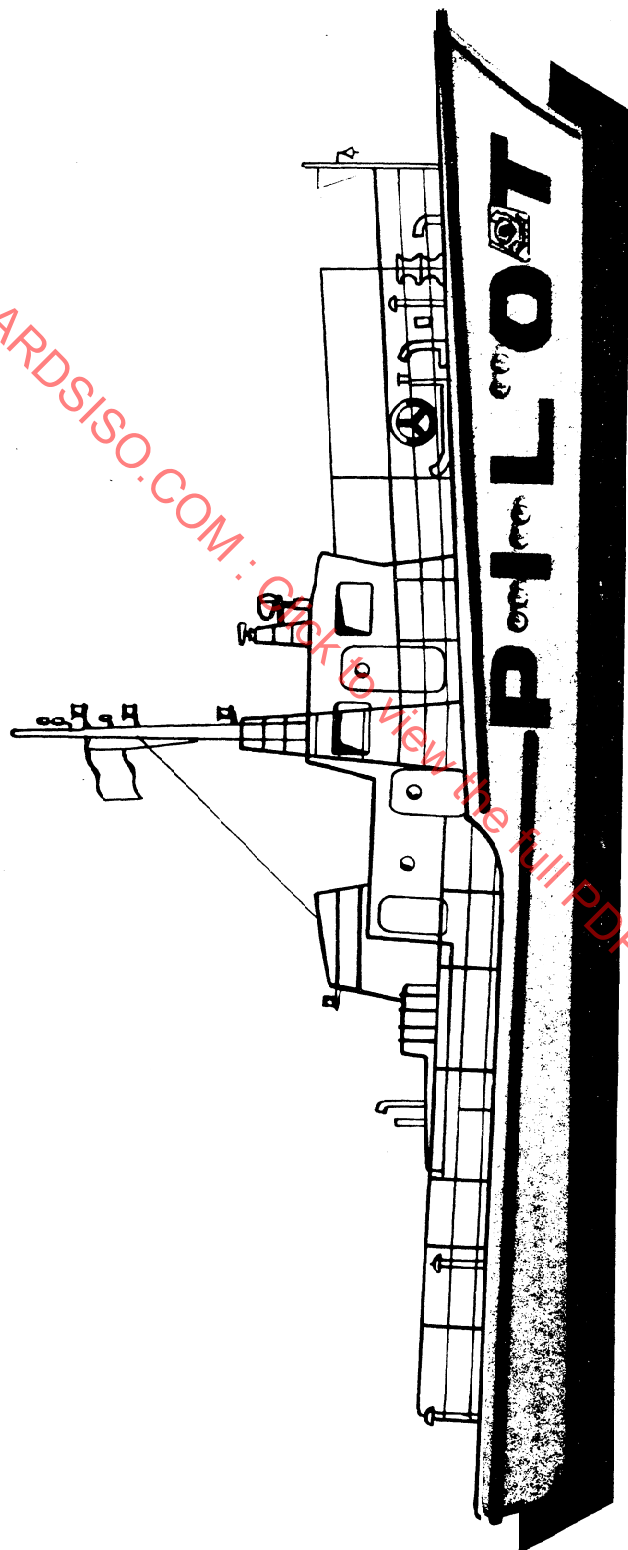


Figure 2 — Type II craft — Pilot launch

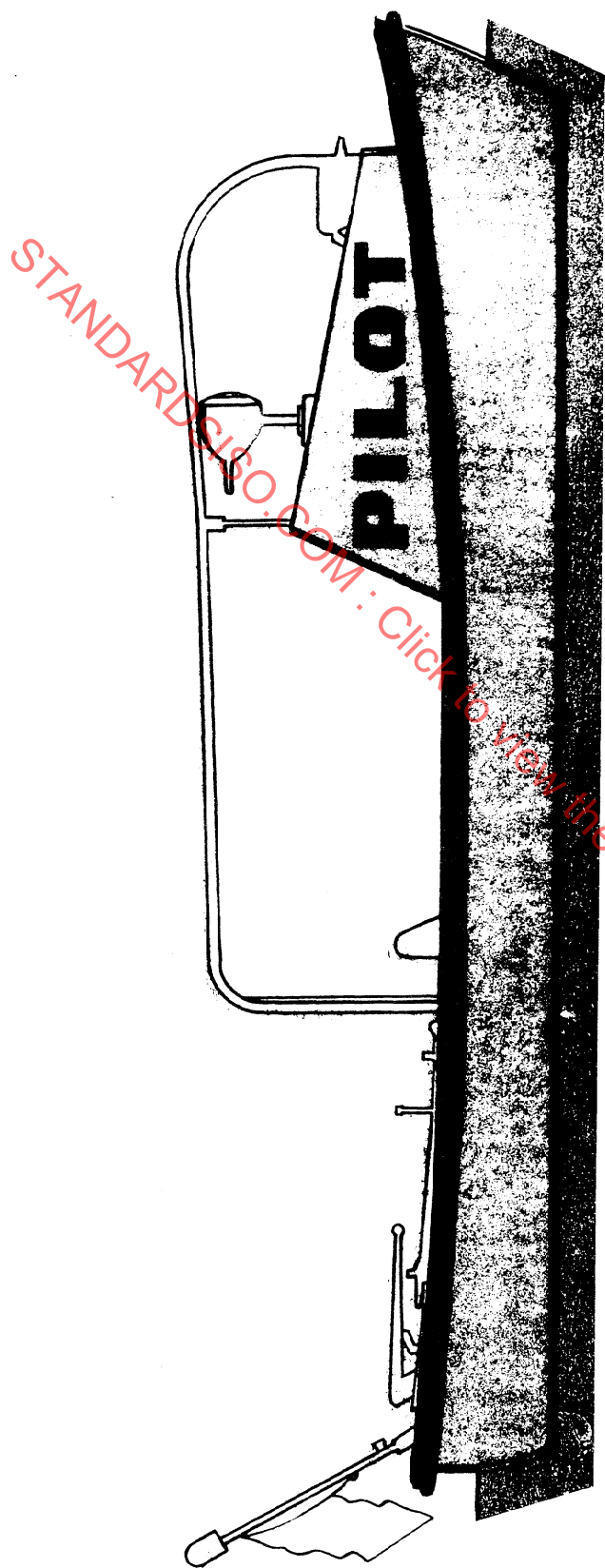


Figure 3 — Type I craft — Pilot boat