



GOVERNMENT OF RAS AL KHAIMAH RAK PORTS

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PILOTAGE SERVICE



RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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The controlled current version is available on the website <https://www.rakports.ae/marine/Pilotage-Service.pdf>*

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GENERAL INTRODUCTION

The 'Pilotage Service' will apply to vessels bound to or from Saqr Port, RAK Maritime City (includes Stevin Rock Harbour), Ras Al Khaimah Port and Al Jazeera Port. RAK Ports provides service of pilotage to ensure the Safety of Vessel Movements and Protection of the Marine Environment from ship-sources pollution. Safe navigation in the port area is maintained through an ongoing process of risk evaluation and mitigation of which pilotage is an integral component.

RAK Ports promotes safe navigation within the port limits by providing Pilotage by RAK Ports Pilots or PEC holders in the Compulsory Pilotage Areas, also at Anchorages for float-off, STS (Ship-to-Ship) double banking and cast-off and other operations where piloting is essential.

NAVIGATION AND PILOTAGE

In order to maintain and enhance safety of navigation within the Port, it is important that Masters, Deck Officers and ships staff are aware of the information given in this document. It is therefore, vital that owners/agents ensure that all such relevant information is promptly distributed to vessels and PEC holders.

PILOTAGE EXEMPTION CERTIFICATE (PEC)

The Port Authority may grant a bone fide Master or a First Mate an exemption from pilotage within a designated RAK Ports Pilotage Area for a specific ship. The grant of a PEC will be by examination and the PEC will normally remain in force for one year.

For further information, please refer to:

- 'PEC Regulations' at: <http://www.rakports.ae/marine/PEC-Regulations.pdf>

MASTERS RESPONSIBILITIES

The Master is responsible for the safe navigation of their vessel. The master must show due regard to Maritime Rules, Pilotage Directions, Towage Guidelines, RAK Ports Regulations and Marine Guidelines together with the practice of good seamanship.

Masters of ships using the services of a Pilot within the Compulsory Pilotage Areas must remain on the bridge during the act of pilotage and ensure that a member of the crew who is capable of understanding and executing the Pilot's advice is on the bridge to do so.



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WEBSITE OF THE PORT

www.rakports.ae

WEBSITE OF THIS DOCUMENT

<http://www.rakports.ae/marine/Pilotage-Service.pdf>

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DISTRIBUTION

The ‘Pilotage Service’ for RAK Ports will be distributed as follows:

One copy will be posted on the company website and the following will be notified when there are any changes or amendments:

1. Harbour Master
2. General Manager
3. HSEQ Manager
4. All Ports’ Marine and Operations Managers
5. Deputy Harbour Master
6. Pilots

One PDF copy shall be filed in the Integrated Management System as an internal Document.

AMENDMENTS

Proposed amendments are to be sent to the document owner, Harbour Master, who will maintain a record of changes in accordance with the Control of Documents and Records Procedure.

DOCUMENTS AND RECORDS

The definition of documents and records is defined below:

- **Documents:** Documents may be in any form or type of medium such as paper, magnetic, electronic, photos and templates. They are designed to capture information on activities or results.
- **Records:** Records provide evidence that activities have been performed or results have been achieved. They always record the past.

REFERENCE DOCUMENTS
Document Title
IMO Resolutions and Guidelines
SOLAS Conventions
Port Maine Safety Code (PMSC)
RAK Ports Regulations
RAK Ports Pilotage Directions and PEC Regulations
International Maritime Pilots’ Association (IMPA) Guidance

SECTION ONE

RAK Ports Pilotage Service

Overview

1. RAK Ports pilots board vessels to guide the master for safe arrival and departure. The pilots possess particular local knowledge and have the necessary ship-handling skills to guide the master to navigate within the port limits. This ensures the protection of port and infrastructure, preservation of the environment, and perpetuation of trade.
2. All pilots receive ongoing training and are subject to strict quality standards. A new Pilot undergoes a long training period with senior pilots, and during this time he attains impeccable knowledge about the local waters including depths, current, tidal pattern, navigational hazards, beacon and buoy characteristic, berth construction and features, operational procedures and guidelines etc., and then is assessed and tested at ever increasing levels until that Pilot is fully qualified for any size and/or type of vessel.
3. Pilotage shall be compulsory for all vessels entering, leaving or transiting within the Compulsory Pilotage Areas, with the exceptions of vessels as specified in the “RAK Ports Pilotage Directions”.
4. Pilotage includes channel navigation, berthing, un-berthing and internal shifting. Pilot transfers are carried out normally by pilot boat or port tug.
5. A ship which is navigating in a compulsory pilotage area and in conditions in which pilotage is compulsory for it by virtue of the RAK Ports Pilotage Directions be:
 - a. Under the pilotage of a RAK Ports Pilot.
 - b. Under the pilotage of the ‘bona fide’ Master or First Mate in possession of a current Pilotage Exemption Certificate in respect of that area and that ship.
6. Requests for pilotage shall be addressed to relevant Port Control. Saqr Port, RAK Maritime City (includes Stevin Rock Harbour), Ras Al Khaimah Port and Al Jazeera Port are Compulsory Pilotage Areas and Al Jeer Port is a non-compulsory pilotage area.
7. Pilotage is provided for vessels calling Stevin Rock Harbour by Saqr Port as and when needed.
8. Please see ‘Pilotage Directions’ for an overview of pilotage requirements:
<http://www.rakports.ae/marine/Pilotage-Directions.pdf>

Arrival Procedure

9. Notification of ETA shall be given 48 hours in advance by Marine Agent to relevant Port Control using **Berthing Request Form**. Please see: <http://www.rakports.ae/marine/General-Information.pdf>
10. The order of vessels will largely be determined by operational requirements and assessing all factors of navigational safety.

Boarding Information

11. Arriving Vessels

- a. Pilotage Service for arriving vessel shall be subject to Berth Allocation.
- b. Berth allocation and scheduling Pilotage Service shall be at the sole discretion of the Port Authority.
- c. The pilot boat or tug as appropriate normally departs before the prearranged boarding time.
- d. Arriving vessels will be boarded at the Pilot station as per the Pilot's instructions and this will be dependent on weather conditions at the time.
- e. Certain weather conditions make boarding untenable, therefore, when this happens, the vessel will be given as much notice as possible to return to appropriate anchorage to await more favourable conditions.
- f. Boarding speed should be as given by Pilot or Pilot Vessel Coxswain.
- g. The inward transit will be discussed between the Master and the Pilot upon boarding.
- h. It is very important that the ship follows the boarding instructions given by the pilot or coxswain.

12. Departing and Shifting Vessels

Vessels/Marine Agent requesting pilot to depart from a berth or an internal move, shall book pilot with relevant Port Control as following:

- Saqr Port - At least 1 hour prior to departure.
- RAK Maritime City – At least 2 hours prior to departure.
- Stevin Rock Harbour – At least 2 hours prior to departure.
- Ras Al Khaimah Port – At least 12 hours prior to departure.
- Al Jazeera Port – At least 2 hours prior to departure.

RAK Ports Pilot boarding Grounds (PBG)

13. The following PBGs are located and utilised as:
 - a. **Saqr Port** - 26° 01.0 N, 056° 02.55 E – approximately one-mile north of Fairway Buoy.

- b. **RAK Maritime City** - 25° 58.547 N, 056° 01.735 E – approximately one-mile north west of breakwater.
 - c. **Ras Al Khaimah Port** - 25° 50.500 N, 055° 55.904 E – approximately one-mile north of Fairway Buoy.
 - d. **Al Jazeera Port** - 25° 44.670 N, 055° 47.399 E – approximately half-mile south west of Fairway Buoy.
14. The pilotage boarding grounds information also shown on the charts, Western Approaches to the Strait of Hormuz (BA Chart 3174 – INT 7209).
 15. Masters are to exercise extreme caution in positioning their vessels while waiting on or disembarking their pilot and must make due allowance for wind and tide.
 16. Ships should avoid waiting in the designated pilot boarding and landing area. They should remain clear of the area until the time of their pilot boarding operation or until requested to move into the area by the Port Control.

Pilot Boarding Radio Frequency

17. All radio communications with regards to pilotage operation will be carried out over following VHF radio channels:
 - Saqr Port - Channel 09
 - RAK Maritime City - Channel 09 or 14
 - Stevin Rock Harbour – Channel 72 or 14
 - Ras Al Khaimah Port - Channel 71
 - Al Jazeera Port - Channel 13
18. Vessels expecting a pilot are to maintain a listening watch on relevant VHF radio channel.

Boarding/Landing Arrangements

19. Engine Tests

All vessels are required to briefly test their thrusters (if equipped) and engines astern before the intended pilot boarding time.

20. Pilot Embarkation

- a. Pilot transfer instructions will be advised to the ship prior to the pilot boarding by Port Control. The instructions may include pilot boarding time and boarding position. Desired course and speed to conduct the transfer (this is best done by the pilot or coxswain).

- b. Ships are to be at the pilot boarding ground at the notified time of pilot boarding. Vessels shall reduce speed and make lee to accommodate the safe embarking and disembarking of the pilot.
- c. A vessel manoeuvring to embark a pilot should maintain a speed of about seven knots and steer a course which puts the prevailing swell on the opposite quarter to the side on which the boarding arrangement is rigged.
- d. Masters are reminded of their statutory obligations under the International Pilot Ladder Regulations. Pilot ladder and associated equipment must comply with SOLAS standards and the requirements of International Maritime Pilots' Association. A clean and efficient pilot ladder fitted with spreaders and man ropes shall be made available for the pilot to embark or disembark. At night the ladder needs to be illuminated with efficient and safe light.
- e. The Pilot carefully assesses the environmental conditions and subsequently determines what heading and speed the vessel to be boarded should follow. This ensures the best lee for a safe transfer is provided. This information by way of a clear instruction is then communicated to the ship's Master via VHF radio.
- f. Once the pilot boat is alongside the vessel, if the ladder is rigged in accordance with strict international regulations, the Pilot will commence climbing up the ladder to the deck of the vessel.

21. Pilot Disembarkation

- a. For those vessels departing the port, the Pilot hands back the conduct of the vessel to the Master together with all relevant information, which includes course and speed, proximity of other vessels and/or navigational hazards plus any applicable port rules or regulations.
- b. As with boarding, communication should be established between the vessel and Port Control to make arrangements in advance. Before leaving the bridge, the Pilot should inform the Master of the traffic situation, any navigational dangers and the need to keep a lee until the Pilot is safely disembarked and the pilot boat clear of the ship's side.
- c. Before leaving bridge, the Pilot should inform the mater that no adverse helm or engine movements should be made until the pilot boat is clear of the ship.
- d. The Master must also give the pilot assurance that the pilot ladder is properly secured.
- e. Before stepping onto the ladder the Pilot will check that it is properly rigged and that the pilot boat crew is at the bottom of the ladder, having ensured that it is at the correct height.

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22. Supervision of Pilot ladders

- a. The rigging of pilot ladders for the embarkation/disembarkation of pilots shall be supervised by a responsible ship's officer, and shall be so effected that the ladder is well clear of any overboard discharge and that each step of the ladder rests firmly against the side of the ship.
- b. Pilot boarding / disembarking shall also be supervised by a responsible ship's officer.

23. Accommodation and Pilot ladder (combination)

- a. The pilot ladders are required to be at a height of 1.5m above the vessel's water line with two manropes and a heaving line standing by; the requirement and side on which it should be rigged will be advised by Port Control or Pilot. At night, a forward facing light is required to illuminate the ladder in full compliance with IMO Res A667 (16).
- b. The ladder should be rigged and secured at the ship's side or side door as near mid-ships as practical, and on the parallel body of the ship, clear of all overboard discharges. The ladder should sit flush against the ship's side and a list is unavoidable, the ladder should be rigged on the side opposite to the list, whilst always taking into account the need to make a sufficient lee.
- c. Whenever the height of the deck above the water level exceeds 30 ft (9.0 metres), the accommodation ladder shall also be used in conjunction with the pilot ladder and shall be lowered to above 22 ft (7.0 metres) above the water level with the pilot ladder immediately adjacent to the bottom of the accommodation ladder.
- d. When rigging an accommodation ladder it must lead aft to the pilot ladder and be rigged sufficiently high to allow the pilot boat to lie alongside the pilot ladder without any risk of the pilot boat coming into contact with the accommodation ladder due to any swell.
- e. Pilot ladders are required to be rigged in accordance with IMO Regulation 23 in respect of pilot transfer arrangements.
- f. See diagram attached an ANNEX to this document, which illustrates pilot boarding arrangements recommended by IMO and IMPA. These are minimum standards expected of all vessels calling RAK Ports and wishing to embark pilot.

24. SOLAS requirements from 1 July 2012

- a. Ships constructed after the 1 July 2012 must comply with the new equipment and arrangement requirements of SOLAS Regulation V/23.
- b. Equipment and arrangements replaced on or after the 1 July 2012 on existing ships, shall, so far is reasonable and practicable, comply with the requirements of this regulation.
- c. These requirements include the securing of an accommodation ladder to the ship's side, when used in conjunction with the pilot ladder, and the prohibited use of mechanical pilot hoists.

25. Non-compliant arrangements

- a. Vessels with obstructed, non-compliant or alternate arrangements are to advise the Port via the Agent not less than 72 hours prior to arrival.
- b. Due to such configurations, these will be assessed on a case-by-case basis and may be boarded during daylight hours only.

26. Defective ladder

Pilots have the right to decline to board vessels offering defective ladders, which can result in a full Port State Control (PSC) inspection with the risk of delay and financial penalties.

27. Adverse weather Conditions

- a. In adverse weather conditions, pilot may board a ship or land in more sheltered waters in accordance with advice notified at the time.
- b. Boarding of pilots will not be undertaken, if the operation is deemed by the duty pilot to be unsafe.

Passage Planning

28. The need to plan for any passage is crucial in minimising the operational risks to as low as reasonably practicable (ALARP). In order to conform with various regulatory requirements plus industry standards and practices, a detailed plan for the proposed passage is a requirement for all vessels.
29. RAK Ports Pilot are committed to ensuring pilotage conduct, operations are safely executed and carried out in accordance with the highest industry standards and expectations, and accordingly uses the Master - Pilot Information Exchange as a practical affirmation of this commitment – see below, “Master – Pilot Information Exchange”.

Master – Pilot Information Exchange

30. RAK Ports Pilot are specifically trained to handle any size or type of vessel, utilising his thorough working knowledge of the port and it's environs. By exchanging information about the proposed passage and berthing with the Master, and in turn taking on board the manoeuvring characteristics of the vessel, the Pilot takes into account to safely manoeuvre and navigate that vessel in or out of port.
31. It is important that, when a ship embarks a pilot and before the act of pilotage commences, the master, bridge personnel and the pilot are aware of their respective roles in the safe passage of the ship.
32. The master and the pilot must exchange information regarding navigation procedures, local conditions and rules and the ship's characteristics. This information exchange shall be initiated immediately prior to the commencement of the act of pilotage and be a continuous process for the duration of the pilotage.
33. Safe and timely movement of ships with a Pilot embarked will be greatly enhanced when there is adequate Master / Pilot Exchange of Information and Pre-passage Briefing which include:
- a. Planned route - location of berth or anchorage
 - b. Anticipated tidal information including tide times, tidal heights and tidal streams;
 - c. Minimum UKC allowance for ship motion - estimated squat;
 - d. Berthing arrangements, the number, characteristics and use of tugs or any other port service facilities;
 - e. Expected traffic;
 - f. Information on mooring arrangements;
 - g. Navigational aid status including current Notice to Mariners;
 - h. Confirmation that the English language will be used for all communication during the pilotage;
 - i. Intended manoeuvre to approach or leave berth;
 - j. Special requirements and use of anchors;
 - k. Position to meet or release tugs, embark or disembark pilot;
34. The master is not relieved of the obligation and responsibility to consult the current and relevant nautical publications such as nautical charts, sailing directions, tide tables etc, as required by SOLAS Chapter V Reg 34, prior to entering and leaving the port.

Safe passage and manoeuvre of vessel

35. An essential component of Pilotage Operations is the establishment of communication with the various support resources external to the vessel that the Pilot depends upon throughout the operation. These include port controllers, tug masters and mooring team.
36. The Pilot is responsible for managing and coordinating these resources, together with those on board the vessel to ensure the successful and safe execution of the entire operation. The Pilot achieves this by providing direct instruction to each party as required.
37. Additionally, the Pilot will expect to receive information from all parties at relevant and critical stage of the manoeuvre including proximity of any other vessels or navigational hazards, vessel speed, swinging and clearance distances, mooring and/or unmooring progress, tugs made fast or all clear just to name few.
38. Completion of the pilotage operation is determined by the vessel either being safely secured alongside the berth, anchored or having cleared the port on its way to its next destination.

Towage

39. With expanding project construction in the RAK Ports area, increasing numbers of construction and civil engineering vessels will transit the port waters. Appropriate lights and shapes must be exhibited at all times and exempt masters must await permission from Port Control before commencing any port transit.
40. All masters of towing vessels are required to contact Port Control before commencing the tow within the Port, or if entering the Port, at least four hours before entering port limits. The master must report the name of the vessel and the towed vessel, the intended route and final destination within the port.

Dead-ship/Unusual tow

41. Agent/Operator, when booking a pilot for a vessel which is a dead ship, are to confirm with Port Control that the vessel will have a Person In-charge onboard during the pilotage.
42. It is the responsibility of the agent/operator conducting the tow to ensure that crewing arrangements have been organised.
43. Where a RAK Ports marine pilot is assigned, then the Person In-charge is the person to whom the pilotage advice will be given whether onboard or quayside.

44. For more information, please refer to RAK Ports 'Towage Guidelines' at <http://www.rakports.ae/marine/Towage-Guidelines.pdf>

Master's declaration

45. The Master of a vessel who receives the services of a RAK Ports pilot is required to bring to the notice of the pilot any defects or matters peculiar to his ship, machinery or cargo which might affect its safe navigation.
46. The pilot shall raise any concerns he might have regarding the ship's seaworthiness, its crew or machinery with the Harbour Master.

Under Keel Clearances

47. The UKC to be complied with the requirements of the RAK Ports 'Ruling Depth & Under Keel Clearances. Please see: <http://www.rakports.ae/marine/RD&UKC.pdf>

Dead-ship movement

48. Whenever the ship's engine or steering fails to respond during berthing / unberthing /shifting, the movement will be treated as cold move (dead-ship) and charged as per tariff. All tugs mobilised for above purpose and other services rendered will be chargeable as per port tariff.
49. If vessel's engine fails during outward Pilotage and Dead-ship charges become applicable to such vessel, the vessel may be required to wait at anchorage until confirmation for payment of Dead-ship charges is received from the vessel's Marine Agents.

Pilot detention

50. In the event, a vessel not ready for berthing/sailing/shifting when pilot on-board, Pilot Detention charges apply as per tariff. Pilot Detention applicable for:
- When a pilot is called to the boarding ground and a vessel does not arrive at the time given or when the arrival is cancelled.
 - When a pilot is detained at a vessel waiting sailing/shifting from the time the pilot was arranged to be on-board.
51. Pilot detention charges will include detention fee, Pilotage operation, Pilot boat, Tug charges (if any), mooring charges (if any) and other services rendered, and will be levied when the RAK Ports Pilot reports to relevant Port control.

Refusal of Pilotage services

52. A pilot shall have the right to refuse pilotage when a ship to be piloted is considered to pose a danger to the safety of navigation, the safety of the environment, the

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safety of the pilot or the protection of assets. Any such refusal, together with the reason, should be immediately reported to the relevant Port Control and a Marine Report Form (MRF) to be completed by the pilot.

Limitation of liability

53. RAK Ports shall not be liable for delays arising from its failure to provide Pilotage service. This applies whether the failure and/or delay is the result of force majeure, including adverse weather, industrial action, a security incident, or any other cause whether within the control of the RAK Ports or not.

Reporting misconduct

54. Any incident involving misconduct or unsatisfactory performance of RAK Ports pilot or an employee can be forwarded to the Harbour Master/Port Authority.

55. Any employee of RAK Ports shall be answerable to the Port Authority for any act of misconduct whilst performing their duties.

SECTION TWO

Communications

General

1. Port Control is the first and primary point of contact for all marine traffic for vessels operating near and within ports. Masters and PEC holders must maintain a listening watch on relevant VHF channel approaching or within Ports limits.
2. Vessels arriving should, or their agent should, forward ETA at pilot station to Port Control and updating at least 4 hours prior to arrival.
3. The Port Control is operational 24 hours a day and equipped with a suite of VHF marine band radios.
4. Please refer to relevant section of 'General Port Marine Information', 'Port Control Procedures' and 'Port Control Services' to know more about communication procedures, VHF channel details and other relevant information of each port, at:
 - <http://www.rakports.ae/marine/General-Marine-Information.pdf>
 - <http://www.rakports.ae/marine/Portcontrol-Procedures.pdf>
 - <http://www.rakports.ae/marine/Portcontrol-Services.pdf>
5. Masters of vessels will be advised by relevant Port Control to proceed to Pilot Boarding Ground for the purpose of embarking a pilot. Vessel Masters must ensure they are in position at the pilot boarding ground at the advised time to receive their pilots.
6. During pilot transfer, operations instructions from either Port Control or Pilot must be fully complied with.
7. If for some reason a vessel is unable to make the assigned time, the vessel is to immediately notify Port Control advising of problem and revised ETA.
8. Vessels must not proceed further than the pilot boarding ground without the express direction or request from the pilot.
9. Vessels failing to provide an ETA or ETD, in the required time scale, may be delayed in the event of Pilot being engaged.
10. Berthing, sailing and shifting sequence will be subject to port requirements and vessel special characteristics.
11. All communication must be limited to brief, precise, polite and professional commands.

Communication when Conducting Pilotage from Shore-side

12. When conducting pilotage from shore-side, more robust pre-planning should be made prior to a vessel's arrival, ensuring radio-enabled communication is made easy to understand vessel status, assess the vessel navigation and manoeuvring equipment.
13. A Specific Checklist to shore-based pilotage that includes berthing details, tug information, radio frequencies, and communication protocols could be prepared.
14. A formal Master/Pilot Information Exchange (MPIX) would still be conducted before the vessel entering rendezvousing position involving the vessel master and master of assisting tug(s). Such information gathered must be passed to the pilot who is on the shore.
15. In addition to VHF radios, vessels must use all generally available navigation equipment such as ECDIS (Electronic Chart Display and Information System), AIS (Automatic Identification System) and Radar.
16. It is vital that Port Control establish direct communication with vessel, pilot and escorting/assisting tugs at all times regarding traffic monitoring and organisation.

Inappropriate use of mobile phones

17. Both nationally and internationally there is growing concern that the use of mobile phones at inappropriate times, is distracting Bridge Management Teams from their primary duties of navigating their vessel. RAK Ports "Marine Safety Notice MSN 2" emphasises the importance of Bridge Resource Management (BRM) especially under pilotage.
18. The United Kingdom's "Marine Guidance Note MGN 299" notes that such activity is liable to distract the attention of bridge personnel when full attention should be devoted to the safe and efficient navigation of the vessel. Please check below link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/440074/299.pdf
19. RAK Ports Pilots and Pilot exempt Masters to refrain from making or accepting mobile phone calls at critical phases of ship navigation.

SECTION THREE

Pilotage - Saqr Port

General

1. Saqr Port has a pilotage team available 24-hour, each day, all year round to help vessels safely navigate to their berth once they enter port waters.
2. Saqr Port provides Pilotage Service to vessels calling Saqr Port, RAK Maritime City and Stevin Rock. The Pilotage Service also undertakes pilotage requirements of Ras al Khaimah Port and Al Jazeera Port as when needed.
3. Saqr Port Pilot Boarding Ground (PBG) is located at 1 nautical mile north of Fairway Buoy in position: Latitude 26° 01.0 N, Longitude 056 ° 02.55E.
4. Fairway buoy is a red and white pillar buoy; in position Lat 26°00'.10N, Long 056°02'.20E.

Pilot boarding

5. Pilot may board from pilot boat 'Eagle' or port tug at pilot boarding ground or as directed by Saqr Port pilot.
6. The pilot boat **Eagle** is a 15m long launch, orange in colour and have the word 'PILOT' distinctively marked on the hulls.
7. Boarding speed should be as given by Pilot or Pilot Vessel Coxswain.
8. Vessels must not enter the channel unless the pilot or the Port Control gives instructions.
9. Pilotage operation is conducted on VHF channel 09.

Booking a Pilot

10. Booking pilot can only be accepted from:
 - a. Ships' Masters.
 - b. Ships' Marine Agent.
11. Pilots may be booked by:
 - a. Sending an email to Port Control at: spatower@rakports.ae
 - b. Calling on VHF radio channel 14.
 - c. Telephone call to Port Control: +971 7 205 6161, 205 6163
12. Pilotage Service can normally be provided at 1-hour notice.

SECTION FOUR

Pilotage – RAK Maritime City (Includes Stevin Rock Harbour)

General

1. Pilotage for RAK Maritime City and Stevin Rock is provided by Saqr Port. The service of a pilot is available as following:
 - a. Inward/Outward vessels - RAK Maritime City: During day light, 365 days.
 - b. Berthing of vessels including tug and barge composite units during darkness at Stevin Rock Harbour, will only be permitted on a case-by-case basis. In this instance, consideration is naturally given to the marine safety or overall port and/or berth efficiency particularly availability of proper lighting. However, all dead-ship movements are limited to daylight only.
2. Sailing of vessels during darkness from Stevin Rock Harbour will be permitted, RAK Maritime City pilot boarding ground is located at 1 nautical mile north-west of breakwater in position: Latitude 25° 58.547 N, Longitude 056 ° 01.735E.

Pilot Boarding

3. Pilot may board from pilot boat 'Eagle' or port tug at pilot boarding ground or as directed by RMC Control.
4. Vessels must not proceed further from the pilot boarding ground.
5. Pilotage operation is conducted on VHF channel 09 or 14 or 72 (Stevin Rock Harbour).

Booking a Pilot

6. Booking pilot can only be accepted from:
 - a. For vessels at RAK Maritime City
 - (1) Ships' Masters.
 - (2) Ships' Marine Agent.
 - (3) RAK Maritime City Tenant
 - b. For vessels at Stevin Rock Harbour
 - (4) Ships' Masters.
 - (5) Ships' Marine Agent.
 - (6) Stevin Rock Harbour Official
7. Pilots may be booked by:
 - a. Sending an email to Port Control at: rmctower@rakports.ae
 - b. Calling on VHF radio channel 69.
 - c. Telephone call to Port Control: +971 7 205 6162
8. Pilotage Service can normally be provided at 2-hour notice.

SECTION FIVE**Pilotage - Ras Al Khaimah Port****General**

1. Pilotage Service for Ras Al Khaimah Port is provided by Saqr Port and the service is available as following:
 - a. Inward/Outward vessels - During day light, 365 days.
 - b. Berthing and sailing of vessels including tug and barge composite units, occurring during darkness, will be approved on a case-by-case basis. In this instance, consideration is naturally given to the marine safety or overall port and/or berth efficiency particularly availability of proper lighting.
 - c. All dead-ship movements are limited to daylight only.
2. Ras Al Khaimah Port Pilot Boarding Ground is located at 1 nautical mile north of Fairway buoy in position: Latitude 25° 50.500 N, Longitude 055° 55.904 E.
3. Ras Al Khaimah Port Fairway buoy is located in position: Latitude 25° 50.503 N, Longitude 055° 55.918 E.

Pilot boarding

4. Pilot may board from pilot boat or tug at pilot boarding ground or as directed by Ras Al Khaimah Port Control.
5. Vessels must not enter the channel unless instructions given by the pilot or the Port Control.
6. Pilotage operation is conducted on VHF channel 71.

Booking a Pilot

7. Booking pilot can only be accepted from:
 - a. Ships' Masters.
 - b. Ships' Marine Agent.
8. Pilots may be booked by:
 - a. Sending an email to Port Control at: khrtower@rakports.ae
 - b. Calling on VHF radio channel 71.
 - c. Telephone call to Port Control: +971 7 228 1190
9. A vessel movement and pilotage request is to be booked with no later than 24 hours prior to arrival, shifting or departure. The final notice to be made within 12 hours of booked pilot boarding time.

Cancellation charge

10. A cancellation charge may apply where a pilotage booking is amended or cancelled within 2 hours of a booked pilot boarding time.

SECTION SIX**Pilotage – Al Jazeera Port****General**

1. Al Jazeera Port provides Pilotage Service for smaller vessels and combination of tug and barges, each day and all year round.
2. Berthing and sailing of vessels including tug and barge composite units, occurring during darkness, will be approved on a case-by-case basis. In this instance, consideration is naturally given to the marine safety or overall port and/or berth efficiency particularly availability of proper lighting.
3. Vessels heading for dry-docking will be accomplished only during daylight hours, and all dead-ship movements are also limited to daylight.
4. Al Jazeera Port pilot boarding ground is located at ½ nautical mile south-west of Fairway buoy in position: Latitude 25° 44.670 N, Longitude 055° 47.399 E.
5. Al Jazeera Port Port Fairway buoy is located in position: Latitude 25° 44.78 N, Longitude 055° 48.00 E.

Pilot boarding

6. Pilot may board from pilot boat or tug at pilot boarding ground or as directed by Al Jazeera Port Control.
7. Vessels must not enter the channel unless instructions given by the pilot or the Port Control.
8. Pilotage operation is conducted on VHF channel 13.

Booking a Pilot

9. Booking pilot can only be accepted from:
 - c. Ships' Masters.
 - d. Ships' Marine Agent.
10. Pilots may be booked by:
 - d. Sending an email to Port Control at: ajzpt@rakports.ae
 - e. Calling on VHF radio channel 68.
 - f. Telephone call to Port Control: +971 7 244 6627.
11. Pilotage Service can normally be provided at 2-hour notice for small vessels. For a vessel more than 70 metres LOA, is to be booked with no later than 24 hours prior to arrival, shifting or departure. The final notice to be made within 12 hours of booked pilot boarding time.

Cancellation charge

12. A cancellation charge may apply where a pilotage booking is amended or cancelled within 3 hours of a booked pilot boarding time.

ANNEX

REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

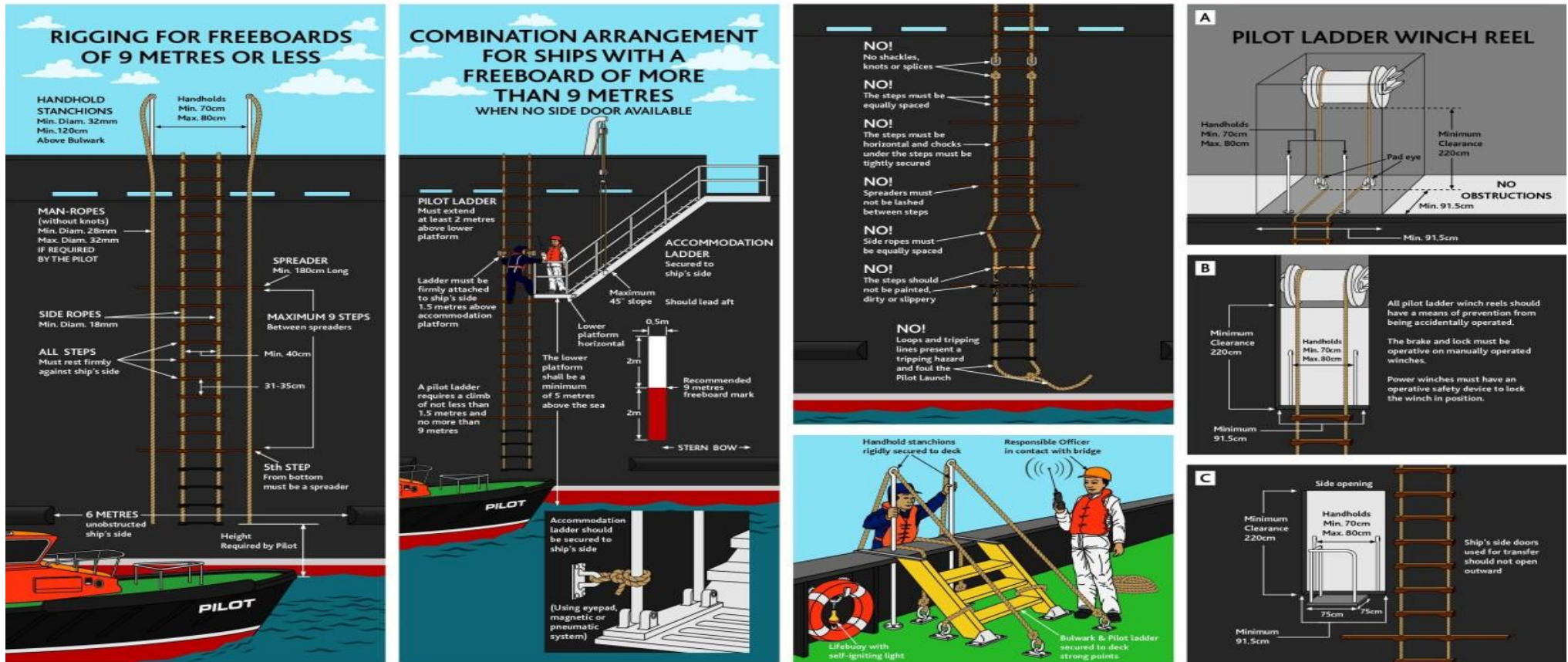


Diagram: This illustration is taken from IMO and IMPA Recommendation for Pilot Boarding Arrangements. This is an internationally recognised standard and is the minimum expected of vessels calling RAK Ports and requiring pilotage service.