

GOVERNMENT OF RAS AL KHAIMAH RAK PORTS

PASSAGE PLANNING GUIDE



RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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| | | | |



GENERAL INTRODUCTION

This 'Passage Planning Guide' has been developed primarily for the benefit of Masters and Bridge Team transiting any of the RAK Ports compulsory pilotage areas. Vessel owners, charterers and agents may also find the document useful. The information contained within the guide are intended to constantly improve communications and efficiency of navigation prior to and during port passage. RAK Ports encourages the dissemination and exchange of information provided in this guide.

DISCLAIMER

The information contained in this guide, including the passage plans, is guidance material only. The passage plans are merely a recommendation of the preferred route to be taken by vessels when navigating in the indicated areas. Masters and Bridge Team should use these passage plans to support their own passage planning, the principles of navigation and the usual practices of seamanship. Furthermore, they should exercise their own discretion and be prepared to depart from the passage plan when circumstances dictate. Passage plans for a vessel must be verified by the vessel Master and confirmed with the Pilot prior to the commencement of the pilotage. RAK Ports' Pilot may vary from the routes prescribed in the passage plan at his discretion but will do so with the consultation of the Master/bridge team.

Chart extracts on the passage plans contained in this guide are reproduced by permission of the UKHO.

RAK Ports and RAK Ports' Pilots are not in any way responsible for the accuracy, adequacy, suitability or completeness of any information or passage plans and will not be responsible for, nor liable upon any claim arising out of or in connection with, any person's use or reliance on any passage plan or deviation thereof.

CONTACT INFORMATION

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Saqr Port

Telephone: +971 (0)7 205 6000

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PO Box 5130, Ras Al Khamah, UAE

Harbour Master's Office

The Group Harbour Master's Office is located in the Marine department at Saqr Port, and co-ordinates the statutory compliance for navigational safety across all RAK Ports. All operational marine matters are dealt with by respective ports.

For general enquiries, please call on: +971 (07)7 205 6164.

Port Control should be contacted for all urgent matters pertaining to marine operations:

- Saqr Port (Control Tower): VHF Ch.16/14 - Tel.: +971 (0)7 205 61 61 – Email: spatower@rakports.ae
- RMC/Stevin Rock (Control Tower): VHF Ch.16/69 - Tel.: +971 (0)7 205 61 62 – Email: rmctower@rakports.ae
- Ras Al Khaimah Port (Control Tower): VHF Ch.16/71 - Tel.: +971 (0)7 202 98 07 – Email: khrtower@rakports.ae
- Al Jazeera Port (Control Tower): VHF Ch.16/68 - Tel.: +971 (0)7 244 66 27– Email: ajzpt@rakports.ae
- Al Jeer Port – Contact Control Tower at Saqr Port & Al Jeer Port Office at: Tel.: +971 (0)7 268 23 33

WEBSITE OF THE PORT

www.rakports.ae

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RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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| Retention | @ Office | @ Archives |
|-----------|-----------|------------|
| | 0-2 years | 3-5 years |



Distribution

The 'Passage Planning Guide' 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. Chief Executive Officer
2. Chief Operating Officer
3. Group Harbour Master
4. All Port Managers
5. Deputy Harbour Master
6. Marine Services Manager
7. Security Manager
8. HSEQ Manager
9. Marine 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, Group 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 |
|--|
| International Ship & Port Facility Security Code (ISPS) |
| International Safety Management Code (ISM) |
| The UK Port Marine Safety Code (PMSC) |
| Guide to Good Practice on Port Marine Operations |
| IMO Resolution A.893 (21) - Guidelines for Voyage Planning |
| STCW Convention, Section A-VIII/2, Part 2 |
| SOLAS |
| RAK Ports Regulations |
| RAK Ports Marine Publications |

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

**ACRONYM**

| | |
|---------|---|
| AIS | Automatic Identification System |
| ARPA | Automatic Radar Plotting Aid |
| BRM | Bridge Resource Management |
| COLREGs | The International Regulations for Preventing Collision at Sea |
| DUKC | Dynamic Under Keel Clearance (System) |
| DWBT | Saqr Port's Deep-Water Bulk Terminal |
| ECDIS | Electronic Chart Display and Information System |
| GPS | Global Positioning System |
| IMO | International Maritime Organisation |
| IMPA | International Maritime Pilots' Association |
| MPX | Master-Pilot Information Exchange |
| MRF | Marine Report Form |
| OOW | Officer of the Watch |
| PBG | Pilot Boarding Ground |
| PEC | Pilotage Exception Certificate |
| PMSC | UK Port Marine Safety Code |
| POLREP | Marine Pollution Report Form |
| RMC | RAK Maritime City FZA |
| SOLAS | International Convention for the Safety of Life at Sea, 1974 SRS Ship Reporting System |
| SRH | Stevin Rock Harbour |
| STCW | International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 |
| UKC | Under Keel Clearance |
| UKHO | The United Kingdom Hydrographic Office |
| VHF | Very High Frequency |

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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SECTION ONE

INTRODUCTION

Purpose

This guide is to assist the masters and bridge navigation teams to prepare and execute a safe and effective passage plan for safe arrival and departure of vessels within the Compulsory Pilotage Areas at RAK Ports. The document contains general information, general guidelines, Master-Pilot Information Exchange (MPX) form and generic passage plans.

The generic passage plans are designed to achieve consistency across vessels by ensuring that vessels arrive at the pilot boarding ground (PBG) or depart from the berth, in a state that is standardised, predictable and well informed. In doing so, the pilot can embark with confidence at the 'starting position' for the pilotage. Masters are encouraged to keep a copy of this guide on the bridge for quick reference and ensure it is available for the initial Master/Pilot exchange.

Objectives

The object of this guide, as required by the Port Marine Safety Code, is to ensure that:

- All parties know relevant details of any particular port passage in advance.
- There is a clear, shared understanding of potential hazards, margins of safety, and the vessel's characteristics.
- Intentions and required actions are agreed for the conduct of the port passage – including the use of tugs and their availability – and any significant deviation should it become necessary.

Amendments

Where there is a requirement to formally amend the information and/or passage plans, it will be done so under a formal review. Any agreed changes will be effectively communicated to the stakeholders in advance of implementation.

Responsibilities

The Group Harbour Master is responsible for ensuring reviews are conducted to reflect best port pilotage practices.

The Deputy Harbour Master is responsible for monitoring the effectiveness of the routes, taking the view of the pilots and PEC Holders and providing feedback to the Group Harbour Master.

RAK Ports Pilots are responsible for using these routes as part of their passage plan and MPX. Whenever circumstances require a deviation from these routes, the Pilot will advise the Master.

Vessel's Master is responsible for ensuring the appropriate plan for the intended passage is correctly loaded onto the ship's ECDIS.

SECTION TWO

GENERAL INFORMATION

Compulsory Pilotage Area

Pilotage is compulsory (as described in the RAK Ports Pilotage Directions), for Saqr Port, RAK Maritime City FZA, Ras Al Khaimah (Khor) Port and Al Jazeera Port.

The Group Harbour Master publishes Pilotage Directions on the RAK Ports website: <https://rakports.ae/wp-content/uploads/2019/12/Pilotage-Directions.pdf>

RAK Ports Pilots

RAK Ports pilots are professionals providing an efficient pilotage service within the Compulsory Pilotage Areas. The Pilots will transit vessels according to their local knowledge and expertise and amend courses and speeds as required.

However, it must be stressed that the responsibilities of vessel's navigational team and the OOW do not transfer to the Pilot. The Master and officers in charge of a navigational watch are responsible for the safe navigation of their vessels at all times, including when a Pilot is on board. After boarding the vessel, in addition to being advised by the Master of the manoeuvring characteristics and basic details of the vessel for its present condition, the Pilot should be clearly consulted on the passage plan to be followed. The general aim of the Master should be to ensure that the expertise of the Pilot is fully supported by the vessel's bridge team.

Attention is drawn to the following extract from IMO Resolution A.285 (VIII):

"Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligation for the safety of the vessel. He should co-operate closely with the pilot and maintain an accurate check on the vessel's position and movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists, he should notify the master immediately and take whatever action is necessary before the master arrives."

Pilot Boarding Ground (PBG)

Pilot will board at the PBG (see passage plans). The PBGs allow sufficient time for the Pilot to move from the top of the Pilot ladder to the Bridge to conduct the MPX prior to closing on the Fairway Buoy.

Charts and Publications

RAK Ports expects vessels calling the compulsory pilotage areas to have been furnished with official, up to date BA charts 3174 and 3404 and 2858, as well all other required documentation for proper planning of a passage into, and out of, the port. 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, as required by SOLAS Chapter V Reg 34, prior to entering and leaving the port.

Tide Tables

RAK Ports Tide Tables for the current year, including hourly predictions, are available on the Marine section of RAK Ports website.

Under-keel Clearances

Adequate Under Keel Clearance (UKC) must be maintained at all times and for all vessels.

The Group Harbour Master publishes 'Ruling Depth & Under Keel Clearances' document for all ports and approach channels across RAK Ports:

<https://rakports.ae/wp-content/uploads/2021/06/RDUKC.pdf>

DUKC® System

RAK Ports operates a Dynamic Under Keel Clearance (DUKC®) system, aiding in the safe transit of vessels in and out of port. The system is used to accurately predict a particular vessel's UKC based on the vessel's dimensions and stability, the prevailing environmental conditions, predicted vessel speeds and a detailed profile of the harbour and the approach channel.

Vessels require utilising DUKC System, should notify the Port Control, in advance, complying with the DUKC System Guidelines, as part of the planning process before any passage can be agreed.

Refer to: https://rakports.ae/wp-content/uploads/2020/11/DUKC_System.pdf

Use of Tugs

Prevailing weather and sea conditions (wind strength and directions, swell height and currents and directions, and visibility etc.) as well as, the vessel's dimensions and manoeuvring characteristics, under keel clearance, and berth features will dictate whether the assistance of one/two or more tugs is required.

Transit with Two Pilots

When two pilots are assigned to a vessel (generally for large vessels or ships which have unusual handling and manoeuvring characteristics), they will share the work according to the specific characteristics anticipated from the pilotage mission.

Berthing and Unberthing Manoeuvres

At an appropriate time during the passage, the Pilot will inform the bridge team about the planned manoeuvre, the number and position of tugs, the handling sequence for mooring lines and any other procedures specifically required under the existing conditions.



Equipment and Machinery

Radars: At least one functional stabilized radar must be accessible at all times for the pilot to use.

Radio: The pilot will initiate VHF radio communications with the vessel prior to/while boarding the vessel.

Steering: The helmsman steering the vessel must be competent and well rested.

Steering Pumps: All watchkeeping officers and helmsmen must be fully conversant with backup steering systems available and changeover procedures in an emergency.

Main Engine: Must be ready for manoeuvring at all times without notice.

Anchors (Planned and Emergency): Must be ready for deployment at all times. A crew member must be equipped with a radio and ready to instantaneously release the anchor(s) if necessary.

Mooring Equipment: Must be in good working order and to the specifications required for channel transit.

Additional Procedures

Reach Agreement On:

- Manoeuvres for narrows, bends, turns, etc.;
- Courses/headings, distance off danger areas etc.;
- Tide and current conditions not acceptable;
- Minimum acceptable visibility at any point;
- Tug securing lines;
- Push/pull power of tugs;
- Communications procedure between vessel and tugs and placement of tugs alongside;
- Crew standby requirement – number available and stations.

SECTION THREE

GENERAL GUIDELINES

Passage Planning

Passage Plan should be completed by any vessel that falls within the Pilotage Directions that are required to take a Pilot or carry a PEC holder. Such vessel's port passage should be planned in adequate detail to/from her berth and with contingency plans such as abort positions when navigating in the Compulsory Pilotage Areas. This should be prepared in accordance with International Chamber of Shipping Guidelines and in conjunction with IMO Resolution A.893(21).

Passage plans should be read and understood by all persons in charge of a vessel and those who may helm a vessel. The Plan should be shared between the Pilot and the Vessel's Master.

The generic passage plans contained within this guide are not to be used for navigation. The courses and charts listed in this document provide an appropriate 'starting point' to achieve safe passage. Masters should ensure that all navigational references have been properly consulted, that initial tidal and UKC calculations have been made and that all charts in use are corrected and up to date. Equally, full permits for any electronic charts and ECDIS systems should be available. Any deficiencies in this process should be immediately highlighted to the Pilot upon boarding.

The following items should be taken into account in passage planning:

- Anchorages and pilotage area;
- Underwater obstacles such as oil/gas pipelines;
- Latest Notice to Mariners, navigational warnings and chart/list of lights corrections;
- Prevailing tides, currents, weather and sea conditions to be expected;
- Available width of channel;
- Water depth and under keel clearance;
- Ship/vessel conditions such as draft, aircraft, trim, defects, and manoeuvring performance;
- Shallow water effect;
- Appropriate speed;
- Abort and contingencies;
- Tug engagement and rendezvousing area;
- Assisting tugs positioning (to be positioned appropriately, in consultation with tugs);
- Pilotage requirement;
- Overhangs and protrusions;
- Reporting, VHF Channel, and communication procedure;
- Shipping traffic pattern;
- Previous voyage experience;
- Passage plan must be available onboard and should be discussed with pilots / assisting tugs at an appropriate time and location, i.e. prior to commencement of operations;
- Changes or deviation made to the plan should be clearly marked, recorded, and communicated to relevant parties involved in good time for safe operation.

Equipment checklist

- The following equipment should be in good working order:
- VHF radios - tuned to the correct channels,
- Navigation lights serviceable and alternate means tested including steering light,
- Gyro compass and repeaters synchronised.
- Radar and ARPA equipment tuned and working,
- GPS datums set correctly on all systems,
- Sound signalling equipment available and tested,
- Echo sounder tested, calibrated and tuned,
- AIS working with correct voyage data entered,
- Ship whistle tested,
- Steering gear shall be fully functional with all motors/ pumps operable.
- All sources of power including alternative/emergency sources must be tested and available as required whilst in a coastal pilotage area.

Note: It should be clearly understood that a passage plan is only a basic indication of how to proceed and both the Master and the Pilot should be prepared to depart from it when circumstances so require. Execution of the finalised passage should be carried out taking into account the factors listed above. The Master/Pilot should take into account any special circumstances which may arise, such as changes in weather, which may require the plan to be reviewed or altered.

Master-Pilot Information Exchange (MPX)

The safe and timely movement of vessels with a Pilot embarked will be greatly enhanced when there is adequate Master-Pilot Information Exchange (MPX) and Pre-passage Briefing. Immediately upon boarding, the Pilot shall proceed to the bridge to meet the Master and commence the MPX. The vessel should have completed all the necessary planning requirements, checks, and considered all issues as discussed above in the 'passage planning'. During the MPX the Pilot will complete the 'Master-Pilot Information Exchange Form'.

Pilots should be informed of each significant factor, which may affect his proposed manoeuvring plan. Vessel manoeuvring characteristics should be shown to the Pilot and he should ensure he understands any special condition which may affect him.

During the Pre-passage Briefing the Pilot may, where appropriate, include such items as:

- Planned route - location of berth or anchorage - side to;
- Emergency anchorages en-route;
- Expected traffic;
- Tide - current - weather forecast and any limitations;
- Navigational aid status including current Notice to Mariners;
- Special requirements and use of anchors;
- Position to meet or release tugs, embark or disembark Pilot;

- Intended manoeuvre to approach or leave berth.

Pilot card: The Master is required to provide the Pilot with information about the handling characteristics of his vessel using a standard format International Pilot Card.

Master's Responsibility:

The master retains overall responsibility for the vessel and her operation, for having a competent watch on duty and seeing that they perform their work efficiently, for being sure a proper lookout is maintained, and for compliance with all regulations and statutes including the Rule of the Road (COLREGs). The Master's authority is never completely in abeyance even while a Pilot has immediate charge of the vessel's navigation.

Notes for the Pilot:

- Intended manoeuvring plan must be discussed and updated as necessary with changes in conditions.
- The Pilot shall ensure tug numbering and communication protocols are explained fully.
- The Pilot is to ensure all navigation hazards (e.g., no-go area) are clearly discussed with the Master.

Pilot ladder

The pilot ladder must be rigged with two manropes, in accordance with SOLAS requirements and IMPA. recommendations, and be 1.5 metres above the waterline. Masters should pay close attention to pilot ladder rigging arrangements before embarking a Pilot. The vessel will be contacted by the pilot boat on VHF channel, whereby course and speed will be agreed between the ship Master and the pilot boat; in general, the vessel's speed should be approximately 4-5 knots and the swell should be placed on the vessel's quarter opposite to the pilot ladder in order to provide a good lee; the direction and force of the wind is secondary to the swell in the provision of this lee.

RAK Ports Pilots expect pilot ladders to be fully compliant with international standards and will not board if the ladder is unsound. Pilots will report non-compliances to the Harbour Master, which could lead to closer Port State Control (PSC) inspection arrangements.

Detailed information on Pilot boarding can be found on "Pilotage Service" – <https://rakports.ae/wp-content/uploads/2019/12/Pilotage-Service.pdf>

Bridge Resource Management (BRM)

RAK Ports endorses the concept of the Bridge Team in the light of BRM principles, with a particular emphasis on concise and closed loop communication as articulated in various contemporary publications and regulations and as identified in the RAK Ports Marine Safety Notice MSN 2/2017.

RAK Ports Pilots expect Masters and watch keepers to participate fully in the navigation of their vessel during pilotage. The Master and deck officers must continue to monitor the safe passage

of the vessel, critically appraise the pilot's advice and incorporate the Pilot into the bridge team in a mutually supportive manner to ensure the efficient and safe navigation of the vessel.

A continuous check on the ship's position/movements, including visual confirmation of Helm/Engine/Thruster orders, must be maintained. It is essential that every member of the bridge team understands the part they are to play in ensuring that the agreed passage plan is safely, effectively and fully executed. Should the Master or OOW have any concerns about any part of the manoeuvre, they are to bring this to the attention of the Pilot who will respond to their concerns. The Master must ensure that sufficient resources are available to comply with the above requirements. The vessel's bridge is to be properly manned as required by regulation 11/1 of the STCW Convention.

Human Error / Performance:

It is essential that the Pilot, Master and bridge team work together to ensure that errors are detected early and corrected before the vessel is put into any danger. It is vitally important that every member of the bridge team and crew is free to voice any concerns, or raise any errors which may be detected, in a timely manner.

Alternative Routes

The courses specified in the passage plans are generally considered safe and most appropriate for all transits. However, due to the many variables experienced during a pilotage including weather, traffic, and ship handling limitations, the Pilot may deviate from the planned track providing there is clear rationale, and the deviation is communicated appropriately to all relevant parties. In such situation, it is prudent for the Pilot, in conjunction with the Master, to deviate from the plan or navigate through alternative routes for the safety of navigation.

Abort Procedure

The appropriate action to be taken in the event of the passage being aborted will be decided by the Master/Pilot. The Master at all times retains full responsibility for the safe navigation of the vessel and the safety of the crew. Notwithstanding that a decision to abort may be taken by the Master/Pilot at any stage of the vessel's passage the abort procedure should be put into operation if insufficient depth of water is available.

Any unplanned deviation from the agreed passage plan must be fully briefed to the Bridge Team as well as assisting tugs and the Pilot should make every opportunity to return to the passage plan should it be safe.

Communications

Master/bridge team and Pilots are reminded that good communication and teamwork are essential for safe vessel operations. The language between the Pilot and bridge watchkeeping personnel should be always conducted in English language.

Use of standard marine communication phrases: To facilitate communications, every member of the bridge team should follow the IMO 'Standard Marine Communication Phrases' (SMCP) as required by Table A-II/1 of the STCW code. Closed-loop communications should always be used to eliminate any doubt or ambiguity.

Transit Speed

The vessel's transit speed is determined by the Pilot in accordance with meteorological conditions or other specific considerations. It must be adapted to the prevailing circumstances, taking into account, among other things, the COLREGs, notices to mariners, interaction, requests for temporary speed reductions aimed at the safety of persons or for the protection of infrastructure, structures, and equipment.

Defects and Reporting

Prior to the Pilot boarding, the Master should confirm that the main engine, steering, radio and bridge equipment are all in good working order. Any defects which may affect the safe transit of the vessel should be reported to the Port Control in advance and to the pilot when boarding. Engines should be tested in the astern mode.

Masters are reminded of their requirement to report general incidents, near miss, engine failures and marine incidents using MRF and pollution incidents using POLREP, both forms are available at Marine section of RAK Ports website.

Suspension of pilotage in heavy weather (or poor visibility)

When the prevailing weather conditions or poor visibility preclude safe embarkation and/or disembarkation of vessels/safe navigation, the pilotage may be temporarily suspended for specific vessels or specific area within the Compulsory Pilotage areas.

Alongside and Unberthing

Under no circumstance should any mooring including shore mooring unless agreed with the Pilot. Singling up should only commence when tugs are in attendance. The master is responsible for the safe and secure mooring of his vessel during their stay at the berth.

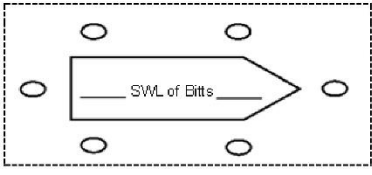
Fishing Vessels

Fishing boats can be seen in the vicinity of Compulsory Pilotage Areas during the fishing season, during the hours of darkness. Great caution should be exercised when passing areas where fishing boats are found. It is imperative that a proper and effective lookout be kept at all times for such boats as well as other boats/vessels. Any small vessels sighted within close proximity of the vessel's intended track are to be brought to the attention of the Pilot.

**Ship-owners/ship managers**

All ship-owners, ship managers and persons in-charge of vessels calling at RAK Ports are required to bring this document to the attention of vessel masters, to prepare a local Passage Plan prior to pilot boarding. This will ensure that the Vessel Master and the Bridge Team have sufficient time and appropriate information to be prepared for arrival and departure, and to refine the intended passage plan during MPX

Master - Pilot Information Exchange Form:

| | | | | | | | | |
|--|--------------------------------------|--|--|--|--|--|--|---------------------------------------|
| CALL PORT | Saqr Port | <input type="checkbox"/> BULK TERMINAL | <input type="checkbox"/> INNER HARBOUR | <input type="checkbox"/> RAK Maritime City | <input type="checkbox"/> Stevin Rock Harbour | <input type="checkbox"/> Ras Al Khaimah Port | <input type="checkbox"/> Al Jazeera Port | <input type="checkbox"/> Al Jeer Port |
| PORT CONTROL LISTENS: | Saqr Port | RMC | | Stevin Rock | | Ras Al Khaimah Port | | Al Jazeera Port |
| | VHF Ch. 14, 09 & 16 | VHF Ch. 69 & 16 | | VHF Ch. 72 | | VHF Ch. 71 & 16 | | VHF Ch. 68 & 16 |
| MOVEMENT INFORMATION | Date/Time (POB): | To/From Berth No: | Berth Depth (m) | Side Alongside | Laden/ Ballast | Cargo On-board | | |
| VESSEL INFORMATION | Vessel Name: | IMO No. | Draft (m) | Fwd: Aft: | LOA (m) | Beam (m) | Gross Tonnage | Freeboard |
| | Anchors (length of cables available) | Port anchor: Stbd anchor: | Manoeuvring | Full speed: Half Speed: | Slow speed: Min steering speed: | Propeller direction | <input type="checkbox"/> Left <input type="checkbox"/> Right | Number of Propellers |
| | | | | | | | | Number of thrusters |
| | | | | | | | | Fwd: Aft: |
| The equipment listed below was tested at ___ hrs on ___ / ___ / ___ and is in good working order: | | | | | | | | |
| ITEM | | | | YES | NO | | | |
| 1. Main engine tested Ahead/Astern | | | | | | | | |
| 2. Steering gear tested | | | | | | | | |
| 3. Are all steering gear motor running? | | | | | | | | |
| 4. Demonstrate non-follow up steering | | | | | | | | |
| 5. Are both anchors ready for emergency use? | | | | | | | | |
| 6. Bridge to Fore and Aft communication | | | | | | | | |
| 7. Whistle | | | | | | | | |
| 8. Gyro compass | | | | | | | | |
| 9. Engine Revolution indicator & Rudder indicator | | | | | | | | |
| 10. All bridge equipment test and ok | | | | | | | | |
| 11. Master and OOW to monitor helm and vessel's position | | | | | | | | |
| 12. Other vessel movements discussed | | | | | | | | |
| 13. Bow-Stern Thruster | | | | | | | | |
| 14. Prepare gangway | | | | | | | | |
| 15. Can the ship achieve the full range of engine movements at any time? Are there any restrictions to the rudder? | | | | | | | | |
| 16. Any other conditions or defects which could affect pilotage? | | | | | | | | |
| If any of the above listed equipment/items are not in good working order, give details: | | | | | | | | |
| TIDAL INFORMATION | | WEATHER | | PILOT'S CHECKLIST | | | | |
| HW/LW | Time | Height | Wind direction | BRM Procedure | | <input type="checkbox"/> | | |
| | | | Wind speed | Pilot Card | | <input type="checkbox"/> | | |
| | | | Sea state | Mooring Plan | | <input type="checkbox"/> | | |
| | | | Swell height | UKC Information | | <input type="checkbox"/> | | |
| | | | Current Dir. & Speed | ABORT POINT AGREED? | | <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| | | | Visibility | | | | | |
| UNDER KEEL CLEARANCES | | | | | | | | |
| <input type="checkbox"/> Underway: _____ <input type="checkbox"/> Alongside: _____ | | | | | | | | |
| TUGS | | | | | | | | |
| <input type="checkbox"/> Osprey <input type="checkbox"/> Kestrel <input type="checkbox"/> Falcon <input type="checkbox"/> Sha'm <input type="checkbox"/> Durrah <input type="checkbox"/> Hawk <input type="checkbox"/> Hobby <input type="checkbox"/> Hulaylah <input type="checkbox"/> Masafi <input type="checkbox"/> Ghalilah <input type="checkbox"/> Other(s): _____ | | | | | | | | |
| <ul style="list-style-type: none"> Crew to stand clear tug's lines under tension. Ships crews are reminded to lower tugs lines in a controlled manner, tug lines should NOT be dropped. Please turn out accommodation ladder before arrival at the berth to allow for positioning of vessels Officers at fore and aft to call out clearing distances Before using engines at the berth, Master to check with Pilot that ropes are clear of propeller. | | | | | | | | |
|  | | | | | | | | |
| MASTER-PILOT EXCHANGE INFORMATION | | | | | | | | |
| NOTES: The bridge team shall constantly monitor the progress of the manoeuvre, including vessel's speed and position, according to the discussed plan. Any deviation or cause for concern must be brought to the pilot's attention immediately. The presence of a pilot does not relieve the bridge team of their duties and obligation for the safety of the ship. | | | | | | | | |
| RAK Ports and RAK Ports Pilots endorse the concepts of Bridge Team and Bridge Resource Management identified in the RAK Ports' Marine Safety Notice - MSN 2: https://rakports.ae/wp-content/uploads/2019/12/marine-safety-notice-no-2-2017.pdf | | | | | | | | |
| MASTER AND PILOT AGREE TO THE PASSAGE PLAN | | | | | | | | |
| Master's Name: | | | Capt. _____ | | | Pilot's Name: | | |
| Master's Signature: | | | _____ | | | Pilot's Signature: | | |
| | | | | | | | | |

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

Not for Navigational Use

Saqr Port Deepwater Terminal
Report to Saqr Port Tower
@ PBG (VHF-16 / 14)

Saqr Port Inner Terminal
Report to Saqr Port Tower
@ PBG (VHF-16 / 14)

DEVIATION

General:

The Pilot will always endeavour to remain within the transit corridor; however, operational reasons or unforeseen events may require moving the vessel outside the indicated routes. Such action will always be taken in consultation with the Master.

Deep-Water Bulk Terminal:

The Pilot, in conjunction with the Master, may deviate from the indicated route and manoeuvre the vessel, having shallow drafts of less than 14m, via the following alternative routes (depending on the circumstances - i.e., prevailing weather and sea conditions and vessel's own behaviour):

- Between buoy C1 & 3.
- Between buoy C2 & 4.

NOTES

Charts: The charts used on this passage plan are not to scale. Navigational charts and/or approved ECDIS should be referred to in all cases.

Courses: Courses are indicative and may vary due to a number of factors, but not limited to:

- Weather inbound, outbound, or deep draft.
- Prevailing weather conditions.
- Traffic movements and density.
- The vessel response under pilotage and factors beyond the control of the pilot.

Bridge Team: The Bridge Team should communicate in English and always utilise BRM techniques.

MPX: The MPX Form must be completed prior to commencement of the movement. The Pilot will detail the manoeuvring of the vessel to/from the berth, including mooring/unmooring arrangements and tug configurations as part of the MPX.

Effect of current: Vessels can experience effect of currents in the approach channel and at the harbour entrance. Appropriate action should be taken to counteract the effect of current, especially when vessel is approaching DWBT entrance buoy and while closing to the berth. Always make a generous allowance for the effect of current for a safe manoeuvre. Its effect on the vessel increases as the vessel's speed reduces.

Abort Points: Pilot will brief the Master on abort points as part of the MPX.

VHF: Saqr Port listens on VHF 14/16. RMC listens on VHF 69/16. SRH listens on VHF 72.

Engine Test: Engines to be tested prior to Pilot boarding and recorded in the ship's logbook and MPX form

Speed: Boarding Speed will be approx. 4-5knots. Vessel to maintain boarding speed until Pilot is on the bridge.

Anchors: Anchors must be ready for emergency use.

Tugs: Test communications with tugs and ensure they are all aligned with the planned manoeuvre. Crew to stand clear of tugs' lines under tension. When releasing tugs, crew are to slowly lower lines onto tug.

Mooring lines: Do not run mooring lines until pilot requests. Do not heave up any mooring lines until pilot requests.

Pilot Embarkation: Pilot ladder to be rigged to IMO standards on starboard / port side 1.5m above the waterline with 2-man ropes.

Pilot Disembarkation: The pilot disembarkation arrangement will be rigged as per SOLAS 2010 Chapter V Reg 23, as amended.



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SAQR PORT INNER, DEEPWATER RAK MARITIME CITY PASSAGE PLAN

Drawn by: RKS Date: 22 Aug 2022

Checked by: RKS Date: 22 Aug 2022

Approved by: HM Date: 22 Aug 2022

Drawing No. SP-INT-2022-012 Revision 0

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Drawing Scale: AS SHOWN Sheet 1 of 1

Not for Navigational Use

Ras Al Khaimah Port
Report to RAK Port Tower
@ PBG (VHF-71)

DEVIATION

The Pilot will always endeavour to remain within the transit corridor; however, operational reasons or unforeseen events may require moving the vessel outside the indicated routes. Such action will always be taken in consultation with the Master.

NOTES

Charts: The charts used on this passage plan are not to scale. Navigational charts and/or approved ECDIS should be referred to in all cases.

Courses: Courses are indicative and may vary due to a number of factors, but not limited to:

- Weather inbound, outbound, or deep draft.
- Prevailing weather conditions.
- Traffic movements and density.
- The vessel response under pilotage and factors beyond the control of the pilot.

Bridge Team: The Bridge Team should communicate in English and always utilise BRM techniques.

MPX: The MPX Form must be completed prior to commencement of the movement. The Pilot will detail the manoeuvring of the vessel to/from the berth, including mooring/unmooring arrangements and tug configurations as part of the MPX.

Abort Points: Pilot will brief the Master on abort points as part of the MPX.

VHF: Ras Al Khaimah Port listens on VHF 71/16.

Engine Test: Engines to be tested prior to Pilot boarding and recorded in the ship's logbook and MPX form

Speed: Boarding Speed will be approx. 4-5knots. Vessel to maintain boarding speed until Pilot is on the bridge.

Anchors: Anchors must be ready for emergency use.

Tugs: Test communications with tugs and ensure they are all aligned with the planned manoeuvre. Crew to stand clear of tugs' lines under tension. When releasing tugs, crew are to slowly lower lines onto tug.

Mooring lines: Do not run mooring lines until pilot requests. Do not heave up any mooring lines until pilot requests. Pilot to be responsible for communicating with shore personnel.

Pilot Embarkation: Pilot ladder to be rigged to IMO standards on starboard / port side 1.5m above the waterline with 2-man ropes.

Pilot Disembarkation: The pilot disembarkation arrangement will be rigged as per SOLAS 2010 Chapter V Reg 23, as amended.

See Plan

MA'RĪD



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RAS AL KHAIMAH PORT

PASSAGE PLAN

Drawn by: RKS Date: 22 Aug 2022

Checked by: RKS Date: 22 Aug 2022

Approved by: HM Date: 22 Aug 2022

Drawing No. SP-INT-2022-013 Revision 0

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Drawing Scale: AS SHOWN Sheet 1 of 1



Not for Navigational Use

Al Jazeera Port
Report to AJP Tower
@ PBG (VHF-13 / 68)

DEVIATION

The Pilot will always endeavour to remain within the transit corridor; however, operational reasons or unforeseen events may require moving the vessel outside the indicated routes. Such action will always be taken in consultation with the Master.

NOTES

Charts: The charts used on this passage plan are not to scale. Navigational charts and/or approved ECDIS should be referred to in all cases.

Courses: Courses are indicative and may vary due to a number of factors, but not limited to:

- Weather inbound, outbound, or deep draft.
- Prevailing weather conditions.
- Traffic movements and density.
- The vessel response under pilotage and factors beyond the control of the pilot.

Bridge Team: The Bridge Team should communicate in English and always utilise BRM techniques.

MPX: The MPX Form must be completed prior to commencement of the movement. The Pilot will detail the manoeuvring of the vessel to/from the berth, including mooring/unmooring arrangements and tug configurations as part of the MPX.

Effect of current: Vessels can experience effect of currents in the approach channel and at the harbour entrance. Appropriate action should be taken to counteract the effect of current. Always make a generous allowance for the effect of current for safe manoeuvre. Its effect on the vessel increases as the vessel's speed reduces.

Abort Points: Pilot will brief the Master on abort points as part of the MPX.

VHF: Al Jazeera Port listens on VHF 68/16.

Engine Test: Engines to be tested prior to Pilot boarding and recorded in the ship's logbook and MPX form

Speed: Boarding Speed will be approx. 4-5knots. Vessel to maintain boarding speed until Pilot is on the bridge.

Anchors: Anchors must be ready for emergency use.

Tugs: Test communications with tugs and ensure they are all aligned with the planned manoeuvre. Crew to stand clear of tugs' lines under tension. When releasing tugs, crew are to slowly lower lines onto tug.

Mooring lines: Do not run mooring lines until pilot requests. Do not heave up any mooring lines until pilot requests.

Pilot Embarkation: Pilot ladder to be rigged to IMO standards on starboard / port side 1.5m above the waterline with 2-man ropes.

Pilot Disembarkation: The pilot disembarkation arrangement will be rigged as per SOLAS 2010 Chapter V Reg 23, as amended.

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AL JAZEERA PORT

PASSAGE PLAN

Drawn by: RKS Date: 24 Aug 2022

Checked by: RKS Date: 24 Aug 2022

Approved by: HM Date: 24 Aug 2022

Drawing No. SP-INT-2022-014 Revision 0

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Drawing Scale: AS SHOWN Sheet 1 of 1

Magnetic Variation