

Engine test

Engines are to be tested astern before the Pilot boards if they have not been tested in the last 24 hours.

Pilot ladder

Pilot ladders are to be rigged in strict accordance with SOLAS Regulation V/23, IMO resolutions and IMPA recommendations. Pilot ladder to be rigged on the lee side to the swell when approaching the pilot boarding place, 1.0m / 1.5m above the water.

Two proper manropes without knots or monkey's fists must be provided.

No tripping lines are to be attached to the Pilot ladder below the lowest spreader.

Where the freeboard of the vessel exceeds 9m and the use of a combined accommodation ladder and pilot ladder is necessary, the lower platform of the accommodation ladder should be about 6m above the waterline and, together with the pilot ladder and manropes, be secured to the ship's side.

Pilot hoists are not acceptable as an alternative to a combination ladder and may only be used with the agreement of the Harbour Master.

Failure to comply may delay Pilot boarding.

Anchoring

Anchoring is at the discretion of the Master; however, it is highly recommended that Masters make contact with their local agent as anchorage dues may apply. Masters are to make contact with VTS prior to anchoring.

Tankers in ballast, waiting for a berth in a port should anchor in **Anchorage Area 3W** (West). Loaded tankers waiting for a berth in a port should anchor in **Anchorage Area 3E** (East) only.

Other ships waiting for a berth should use the **Waiting Area**. Ships having onboard IMDG Class 1 or Class 7 goods should have a safety domain of at least 1 nautical mile.

For further information, refer to Harbour Masters Directions.