

## **Arrival information**

### **Pilot ladder**

Vessels intending to embark a pilot are to declare to VTS that the pilot ladder(s) is rigged in strict accordance with SOLAS Regulation V/23, IMO Resolution A.1045(27), IMO/IMPA Wheelhouse Poster and ISO standard 799.

The ladder is to be rigged on the lee side to the sea and swell when approaching the pilot boarding place, 1.0m above the water or as advised by VTS or pilot.

No pilot ladder retrieval lines are to be attached to the Pilot ladder below the lowest spreader. The retrieval line should be secured on board the vessel towards the bow.

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 not less than 5 metres above the waterline and, together with the pilot ladder be secured to the ship's side. The pilot ladder must extend at least 2 meters above the platform of the accommodation ladder.

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.