



# GOVERNMENT OF RAS AL KHAIMAH RAK PORTS

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# PILOTAGE DIRECTIONS



RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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



Document Owner: Harbour Master, RAK Ports

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## GENERAL INTRODUCTION

This document sets out RAK Ports Pilotage Directions that designates Compulsory Pilotage and Exemptions to Compulsory Pilotage for certain vessels navigating within the Port. It is therefore the duty of the Master of a vessel to comply with these Directions.

## APPLICATION

The 'Pilotage Directions' 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 when navigating in the RAK Ports Compulsory Pilotage Areas.

## CONTACT PORT

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[www.rakports.ae](http://www.rakports.ae)

## WEBSITE OF THIS DOCUMENT

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

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**DISTRIBUTION**

The ‘Pilotage Directions’ 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.

<b>REFERENCE DOCUMENTS</b>
<b>Document Title</b>
IMO Resolutions and Guidelines
SOLAS Conventions
Port Marine Safety Code (PMSC)
RAK Ports Regulations
RAK Ports Marine Guidelines

## SECTION ONE

### Introduction

#### Commencement

1. These Pilotage Directions shall come into force on 1<sup>st</sup> October 2017.

#### Short title

2. These Pilotage Directions may be cited as 'RAK Ports Pilotage Directions 2017' and is prepared by the Harbour Master of RAK Ports, in accordance with Article (5) of RAK Ports Regulations.

#### Changes to Pilotage Directions

3. These directions may be varied from time to time at the discretion of Harbour Master. He may also issue special directions to vary specific pilotage navigational requirements in the interest of safety.

#### Special Circumstances

4. Deviation from these Directions may, in special circumstances, be allowed but only following a pre-approved formal risk assessment of the intended deviation.

#### Responsibilities of Master

5. Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct of his ship.
6. Masters of ships using the services of a Pilot within the Compulsory Pilotage Area 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.
7. Master must bring to the attention of the Pilot and Port Control any defects that may affect the safe handling and navigation of their vessel.
8. Master must facilitate and ensure the safe boarding and landing of the Pilot in accordance with IMO recommendations.

#### Penalty Provisions

9. In accordance with RAK Ports Regulations, a Master may be prosecuted and fined for not complying with these Pilotage Directions.

### Definitions and interpretations

10. In these Directions the following words and phrases have the following meanings (and cognate expressions shall be construed accordingly):

- a. **“Length overall (LOA)”** means the maximum length of a vessel, including overhanging structure, cargo or equipment, and if a tug and tow, the combination of the tug and the object(s) towed but not the length of the towing medium.
- b. **“Tug and barge or composite unit”** the term “composite unit” denotes a combination of one or more towing power-driven vessels (tugs) and one or more vessels being towed, either in a line-up behind or alongside, which have either no propulsion machinery at all or no operational propulsion machinery, or which are restricted in their ability to manoeuvre. Power-driven pleasure craft towing other pleasure craft shall not be deemed “power-driven vessels when towing” in terms of the International Regulations for Preventing Collisions at Sea, 1972, as amended.
- c. **“Pilotage Exemption Certificate (PEC)”** means a certificate issued by RAK Ports to a vessel to a bona fide master or first mate exempting a vessel from compulsory pilotage.
- d. **“Unusual vessel”** means vessel of unusual size or construction or with unusual manoeuvring characteristics, or with restricted vision.
- e. **“Barge”** includes dumb vessels, including but not limited to: barge, lighters, crane barges, engineering barges, pontoons, dredge barges but exclude any power-driven vessels.
- f. **“Dangerous Goods”** means goods classified in the IMDG Code or in any other IMO publication referred to in these Directions as dangerous for carriage by sea, and any other substance or goods the properties of which might be dangerous if that substance or those goods were carried by sea, and includes empty receptacles, residues in empty tanks or cargo holds which have been used previously for the carriage of dangerous goods unless such receptacles, empty tanks or cargo holds have been cleaned and dried, purged, gas freed or ventilated as appropriate or in the case of radioactive materials have been both cleaned and adequately closed; but the expression shall not include goods forming part of the equipment or stores of the ship in which they are carried.

- g. “**COLREGS**” means the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended.
- h. “**STCW**” means The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers 1978, as amended.
- i. “**Marine Pollutants in Bulk**” means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions “in Bulk” means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included.
- j. “**Harbour Master**” means a person appointed by RAK Ports to be a Harbour Master and includes the deputies and assistants of a person so appointed.
- k. “**Master**” means a ship officer who is competent and licensed to command and duly assigned by the ship owner to account for a ship.
- l. “**Pilot**” means a person authorised under Article (2) of the RAK Ports Regulations to guide ships and be Master’s advisor within the Port areas.
- m. “**Ship**” means any craft howsoever propelled used or capable of being used as a means of transportation on the water, includes tugs with tows, where the LOA is measured between the bow of the towing vessel to stern of the last vessel towed.

## SECTION TWO

# Pilotage Directions 2017

### Competent Harbour Authority (CHA)

1. By the virtue of RAK Ports Regulations, Saqr Port Authority, a Competent Harbour Authority (CHA) exploits its statutory powers relating to the provision of pilotage in the waters of port that consist of Saqr Port, RAK Maritime City and Stevin Rock Harbour, these Directions also incorporate Ras Al Khaimah Port and Al Jazeera Port waters.
2. Al Jazeera and Ras Al Khaimah Ports have statutory powers relating to the provisions of pilotage in their waters.
3. For the purpose of Pilotage Directions, the above powers are exercisable at the discretion of Harbour Master.

### Application

4. These Pilotage Directions shall not apply to ships less than 20 meters in length overall or unless the ship is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREG and/or STCW.
5. All ships subject to Compulsory Pilotage, except where any ship is being navigated by a person holding a PEC valid for that ship and for the specific pilotage area, take on board a pilot before entering the Compulsory Pilotage Area.

### Compulsory Pilotage Area

6. In accordance with Article (5) and Schedule (2) of RAK Ports Regulations, the areas of compulsory pilotage consist of all waters starting from the fairway buoys, approaches and channels leading to the port and basins and channels alongside the quays and jetties of Saqr Port, RAK Maritime City (includes Stevin Rock Harbour), Ras Al Khaimah Port and Al Jazeera Port.

### Non-Compulsory Pilotage Area

7. Al Jeer Port (both approaches and berths) is a non-compulsory pilotage area. However, the Harbour Master may compel any vessel to take a pilot, if for any reason; it is deemed necessary in the interest of the protection of life, the marine environment or safety of navigation.

### **Pilotage Exemption Certificate (PEC)**

8. The Competent Harbour Authority (CHA), in accordance with RAK Ports Regulations, may issue Pilotage Exemption Certificates (PEC) to a master or a first mate of a particular ship or ships, or class of ships that regularly trade to RAK Ports and can demonstrate a competence equivalent to that of a pilot. For more information, please see RAK Ports 'PEC Regulations' at:

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

### **Privileges of a PEC**

9. A current PEC entitles its holder, when appointed in the capacity of Master or First Mate, to be in pilotage charge of those ships, or classes of ship named in the PEC, in the specified Compulsory Pilotage Area by the CHA.

### **Compulsory Pilotage**

#### **For all Ports except Al Jeer**

10. Pilotage shall be compulsory for all ships navigating anywhere within the Compulsory Pilotage Area in all circumstances (berthing, sailing, internal move) for the Port:
- a. All ships exceeding 50 metres Length overall.
  - b. All passenger ships and supply vessels carrying over 12 passengers on board (except local supply vessels operating regularly from RAK Ports and fitted with AIS, provided they will only enter, depart or navigate within the port limits after obtaining clearance from Port Control).
  - c. All ships engaged in towing or pushing where the composite length overall of the tug and tow or tug and vessel being pushed, is greater than 50 metres LOA.
  - d. All ships exceeding 20 metres LOA and carrying marine pollutant in bulk.
  - e. All ships exceeding 20 metres LOA and carrying dangerous goods/cargo, which includes bunker barges and vessels that are not gas free.
  - f. Vessels with defects will be dealt with on a case-by-case basis regardless of length over all.

#### **Al Jeer Port**

11. Al Jeer Port is a non-compulsory pilotage area as described above in "Non-Compulsory Pilotage Area".

**Exemptions to Compulsory Pilotage**

12. Vessels which under these Directions are not required to take a Pilot may still request the services of a Pilot. Such requests will be met as soon as possible subject to availability. Masters of vessels are encouraged to make use of this service.
13. The following ships are exempted the provisions of Pilotage Direction 2017:

**Saqr Port, Ras Al Khaimah Port & Al Jazeera Port**

- a. UAE Navy ships.
- b. Any ship specifically exempted by Harbour Master for particular reasons (eg: dredger/Anti-pollution/Civil engineering).
- c. Any ship under the command and control of a Master or First Mate holding a valid Pilotage Exemption Certificate.

**RAK Maritime City**

- a. UAE Navy ships.
- b. Any ship specifically exempted by Harbour Master for particular reasons (eg: dredger/Anti-pollution/Civil engineering).
- c. Any ship (excludes unusual vessel) which is moving within the area exclusively occupied and operated by the tenant within 50 metres from quayside of the Compulsory Pilotage Area.
- d. Any ship under the command and control of a Master or First Mate holding a valid Pilotage Exemption Certificate.

**Pilotage for tug and barge or composite unit at Saqr Port & Stevin Rock Harbour**

14. Owing to visibility restrictions, pilotage may be carried out from the quayside or a position other than on board the vessel, such as Port Control, to conduct the safe navigation of that vessel.
15. Tug and barge piloting in Saqr Port and Stevin Rock Harbour is split into two sections:
- a. Sea piloting:- which refers to guiding of the composite unit in fairways and harbour approaches;
    - Here the master and crew of the vessel will be guided by an experienced local tug master throughout the navigation until arriving in the harbour basin.
  - b. Harbour piloting:- which refers to guiding of the composite unit into the quayside;

- Here the master and crew of the vessel will be guided by Shore-Bosun (a sufficiently trained mooring supervisor) who will be standing on the quayside or a designated area, until safely moored or cast-off.
- c. As the crew of the vessel generally lack the local knowledge of the pilot, both 'Sea Piloting' and 'Harbour Piloting' are closely monitored and conducted under the supervision and responsibility of the Duty Pilot.
- d. Where the Master is not familiar with navigation within the Compulsory Pilotage Area or has any concerns whatsoever, he should request 'pilot boarding'.
- e. In the event of visibility falling less than 1 mile or traffic congestion occurring or likely to occur or in exceptional circumstances, pilot boarding on barge or composite unit will be required.

#### **Pilotage Service and Boarding Grounds (PBG)**

14. Please refer to 'RAK Ports Pilotage Service' for all information on Pilotage Service and Pilot Boarding Grounds at:

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