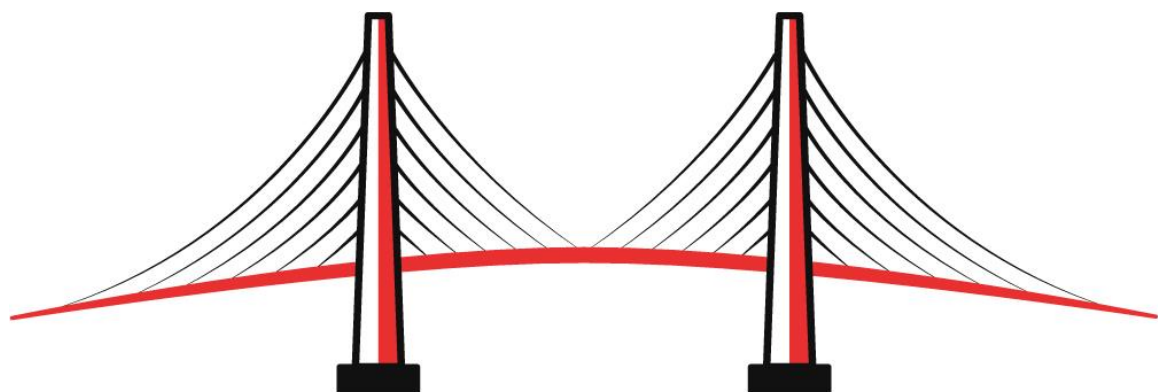




TAMPA BAY PILOTS ASSOCIATION
SERVING TAMPA BAY SINCE 1886

PORT INFORMATION

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INF-1.0 PILOTAGE INFORMATION

1.1 The History of the Tampa Bay Pilots

From the earliest records of civilization, man has traveled the waters and has relied upon the expertise of pilots to assure safe passage. Pilots aid seaman approaching or leaving the seacoast, navigating harbors and when docking and undocking.

Pilots are an important aspect of the history of Tampa Bay. One of the earliest pilots, identified as Anton De Alaminos, explored both the Atlantic and Gulf Coast of Florida. He established the existence of the Gulf Stream and is credited with the discovery of Tampa Bay.

The pilots who followed played a vital role in the settling and growth of Tampa and the entire bay area. The "Tampa Bay Pilots Association", founded in 1886, originally waited for ships at the Egmont lighthouse. The height of the lighthouse allowed the pilots to see approaching ships from great distances. Later, the pilots moved their operation to the current site. For more than a century, Tampa Bay Pilots have met vessels from the pilot station on Egmont Key.

The profession of piloting remains relatively unchanged. Today, "The Tampa Bay Pilots" offer the same critical judgment and unsurpassed familiarity with the land, sea and the ever-changing elements as have pilots since the dawn of history. As the pilots continue their second century of service to Tampa Bay, our commitment to excellence and dedication to service remains our top priority.

1.2 TBPA Contact Information:

www.tampabaypilots.com

1825 Sahlman Drive
Tampa, FL 33605-6081

Executive Director
Terry Fluke
terryfluke@tampabaypilots.com
(813) 247-3737, Option #4
(727) 252-3132

Pilot Dispatch Telephone: (813) 247-3737, Option #2
dispatch@tampabaypilots.com
Pilot Dispatch Fax: (813) 247-4425
Pilot Station Telephone: (727) 741-7110

1.3 Ordering A Pilot

a) Arrivals:

- i) Contact Pilot Dispatch 24 hours before arrival with following information International Gross Tonnage, LOA, Beam, Deep Draft, name of local agent.
- ii) Call pilot station on VHF Ch. 16 four (4) hours prior to arrival and one (1) hour prior to arrival at the Tampa Sea Buoy.
- iii) Pilot station stands by on VHF Ch. 16, 13, 12 and 10. Additional instructions will be given upon radio contact.
- iv) If instructed to anchor, please keep 24-hour radio watch on VHF Ch. 12 and Ch. 13.
- v) If proceeding inbound in Egmont Channel, maintain radio watch on VHF Ch. 12 and Ch. 13.

b) Sailing or Shifting:

- i) Alongside: Call Pilot Dispatch via telephone or VHF Ch. 10. A minimum of 4 hours is required prior to the requested pilot boarding time.

c) From Gadsden Anchorage:

- i) Call Pilot Dispatch via telephone or VHF Ch. 10. A minimum of 4 hours is required prior to the requested pilot boarding time for movements from Gadsden Anchorage.

1.4 Pilot Boarding/Disembarking Instructions

- a) Pilot ladder should be rigged 2 meters (6 feet) above the water.
- b) Boarding speed will be a safe speed as directed, depending upon weather conditions.
- c) Tug/barge units are required to rig pilot ladders. These vessels may require boarding inside Egmont Key if a pilot ladder cannot be rigged on the barge.
- d) No tag lines should be rigged near the ladder for boarding or disembarking.
- e) Pilot boarding is normally done in Egmont Channel, at buoys 9 & 10.
- f) Some weather conditions may require alternative boarding arrangements, such as making a lee North of Egmont Channel or boarding inside of Egmont Key. The pilot boat will provide specific boarding instructions to inbound vessels.
- g) See INF-4.1

1.4 Pilot Boats

- | | | |
|--------------|---------|-----------------------------------|
| a) Tampa | 53' LOA | Black hull & white superstructure |
| b) Manatee | 53' LOA | Black hull & grey superstructure |
| c) Fort Dade | 54' LOA | Black hull & white superstructure |
| d) Ybor | 30' LOA | Black hull & white superstructure |

INF-2.0 PORT INFORMATION

2.1 Lighthouse and Bridge

- a) Egmont Key Lighthouse: 85 feet above MLLW, is shown from a white tower on the North end of Egmont Key. The light flashes every 15 seconds and has a nominal range of 18 nautical miles.
- b) Sunshine Skyway Bridge: The bridge crosses lower Tampa Bay, connecting Maximo Point with Tierra Ceia Island. The bridge has a vertical clearance of 183.6' (56.0m) at the channel boundary at MHW, with a central span clearance of 875 feet at the extreme width of the protective islands at the bay bottom. The total causeway length, including the bridge span, is 9.4 nautical miles.

2.2 Anchorages

- a) Fairway Anchorages: The fairway anchorage is established North of the Tampa Safety Fairway leading to Egmont Channel.
- b) Egmont Anchorage: There is an emergency anchorage South of Mullet Key (East of Egmont Key Lighthouse) in natural depths of 30 to 35 feet.
- c) Gadsden Anchorage: Vessels no greater than 675 feet LOA, or to 685 with a tug, and 27 foot draft may anchor South of Gadsden Point Cut. Natural depths in the area range from 29 feet to 35 feet.
- d) Explosives and Quarantine Anchorages: East of Mullet Key, South of Interbay Peninsula and North of the junction of Weedon Island Channel and K-Cut Channel in Old Tampa Bay. The use of the Explosive and Quarantine anchorages are restricted as outlined in 33 CFR 110.193.
- e) East Bay Anchorage: There is a 72-hour emergency anchorage in East Bay. This anchorage is available only with advanced notice to the Tampa Port Authority.

2.3 VHF Frequencies & Stations

- a) Channel 13: is used for Bridge to Bridge Communication
- b) Channel 12: Vessel Traffic Services

Station	Call Sign	VHF Frequencies
Captain of the Port Sector St. Petersburg		16 / 21 / 22A
Tampa Bay Pilot Office	KAW-763	10 / 12
Tampa Bay Pilot Station	KAW-767	10 / 12 / 13 / 16
Vessel Traffic Service - "Tampa Traffic"	WHX-362	12 / 13 / 16
Marine Towing	WQA-331	10 / 14 / 16 / 77
E.N Bisso & Son Towing	WQGS-425	10 / 14 / 16 / 77

2.4 Time Zone

- a) Eastern Standard Time is kept in Tampa Bay from 0200 on the first Sunday in November to 0200 on the second Sunday in March. **ZD -5**
- b) Daylight Saving Time is kept in Tampa Bay from 0200 on the second Sunday in March to 0200 on the first Sunday in November. **ZD -4**

2.5 Bunkers

All grades and types of bunkers are available via barge & truck. Martin Gas, Port Consolidated and Vane Brothers are the primary providers of bunkering services. Arrangements can be made through local agents.

2.6 Cooperative Vessel Traffic Service

- a) The Cooperative Vessel Traffic Service (CVTS) is a partnership between the U.S. Coast Guard and the Tampa Port Authority. The operational portion of the CVTS, the Vessel Traffic Center (VTC), located at the Tampa Port Authority Security Operations Center is manned 24 hours a day by Coast Guard and Port Authority personnel.
- b) The CVTS primary function is to coordinate safe and efficient vessel movement and to prevent marine accidents and waterway incidents in Tampa Bay and the associated loss of life and damage to property and the environment. This is accomplished by coordinating vessel movements through the collection, verification, organization and dissemination of information.
- c) Contact Info:
 - i) Telephone 813-241-1886 or 813-242-1600
 - ii) Fax 813-241-1810.
 - iii) VHF-FM channels 16, 13 and 12; works on channel 12.
 - iv) Voice calls are "Tampa Traffic" or "WHX-362".
- d) Required Reports to the CVTS:
 - i) Vessel should contact the CVTS prior to entering Tampa Bay, shifting or departing dock.
 - ii) When contacting the CVTS you should be prepared to provide the following information:
 - 1) Vessel name, call sign, location, and intentions
 - 2) Vessel beam and draft
 - 3) Telephone number and/or VHF-FM channel you are standing by on
 - 4) Inbound: ETA Berth or Anchorage
 - 5) Outbound or Shifting: ETD Berth or Anchorage
 - 6) Outbound or Shifting: ETA Sunshine Skyway Bridge
 - 7) All clear time
 - iii) When you call in you should receive the following information from the CVTS:
 - 1) Name, beam, draft, and destination of vessels you may expect

- to encounter during your time of transit
- 2) Their telephone number and/or standby on VHF-FM channel

2.7 Seafarer's Facilities

a) Seafarers Ministry

1309 Shoreline Ave, Tampa FL 33605

Phone (813) 247-5237

tampaportministries.com

The Ministry provides an average of 1800 Christmas boxes per year to seafarers. A Chaplain is available to board ships or at the center. Services include free clothing, telephones, refreshments, bibles, magazines, city tours and transportation.

b) Port Manatee Anchor House

13285 Eastern Ave, Palmetto (Port Manatee)

Phone (941) 722-0764

Email tim@anchorhousemission.com

anchorhousemission.com

The Anchor Houses' Mission for Jesus Christ is to meet the spiritual, social, physical and emotional needs of international seafarers, truckers, and dock workers at Port Manatee.

c) USF College of Nursing Seafarer's Clinic

1309 Shoreline Ave., Tampa, FL 33605

Phone 813-396-0550

Patient care available at the clinic includes routine primary care (well visits and physicals), care for common acute and chronic health issues, point-of-care tests (blood glucose, pregnancy, rapid strep, etc.), DOT physicals, and immunizations.

INF-3.0 FEDERAL REGULATION

3.1 Navigation Advisory Forecast - 33 CFR 165.753

- a) The following is a regulated navigation area (RNA): All the navigable waters of Tampa Bay, Hillsborough Bay and Old Tampa Bay, including all navigable waterways tributary thereto. Also included are the waters of Egmont Channel, Gulf of Mexico from Tampa Bay to the sea buoy, Tampa Lighted Whistle Buoy T, LLNR 18465.
- b) The Master, Pilot or Person In Charge of any vessel of 50 meters or greater shall give a Navigation Advisory Broadcast in accordance with 47 CFR 80.331 on VHF channel 13 at the following broadcast reporting points:
 - i) Prior to getting underway from any berth or anchorage.
 - ii) Prior to entering Egmont Channel from seaward.
 - iii) Prior to passing Egmont Key in any direction.
 - iv) Prior to transiting the Skyway Bridge in either direction.
 - v) Prior to transiting the intersection of Tampa Bay Cut F Channel, Tampa Bay Cut G Channel, and Gadsden Point Cut Channel.
 - vi) Prior to anchoring or approaching the berth for docking.
 - vii) Prior to tending hawser.
 - viii) Prior to passing Point Pinellas Channel Light #1 in either direction.
- c) Each navigational advisory required shall be made in the English Language and will contain the following information:
 - i) The words "Hello all vessels, a Navigational Advisory follows";
 - ii) Name of vessel;
 - iii) If engaged in towing, the nature of the tow;
 - iv) Direction of movement;
 - v) Present location;
 - vi) The nature of any hazardous conditions as defined by 33 CFR 160.203.

3.2 Hurricane Safety Zones - 33 CFR 165.781

- a) Regulated areas. The following areas are established as a safety zone during the specified conditions:
 - i) All waters within the Sector St. Petersburg Captain of the Port zone encompassing all navigable waters or tributaries between or within Fenholloway River through Chokoloskee Pass, Florida.
- b) Definition.
 - i) Designated Representative means Coast Guard Patrol Commanders including Coast Guard coxswains, petty officers and other officers operating Coast Guard vessels, and federal, state, and local officers designated by or assisting the COTP, in the enforcement of regulated navigation areas, safety zones, and security zones.
 - ii) Hurricane Port Condition WHISKEY means condition set when

weather advisories indicate sustained gale force winds (39-54 mph/34-47 knots) from a tropical or hurricane force storm are predicted to make landfall at the port within 72 hours.

- iii) Hurricane Port Condition X-RAY means condition set when weather advisories indicate sustained gale force winds (39-54 mph/34-47 knots) from a tropical or hurricane force storm are predicted to make landfall at the port within 48 hours.
- iv) Hurricane Port Condition YANKEE means condition set when weather advisories indicate that sustained gale force winds (39-54 mph/34-47 knots) from a tropical or hurricane force storm are predicted to make landfall at the port within 24 hours.
- v) Hurricane Port Condition ZULU means condition set when weather advisories indicate that sustained gale force winds (39-54 mph/34-47 knots) from a tropical or hurricane force storm are predicted to make landfall at the port within 12 hours

c) Regulations:

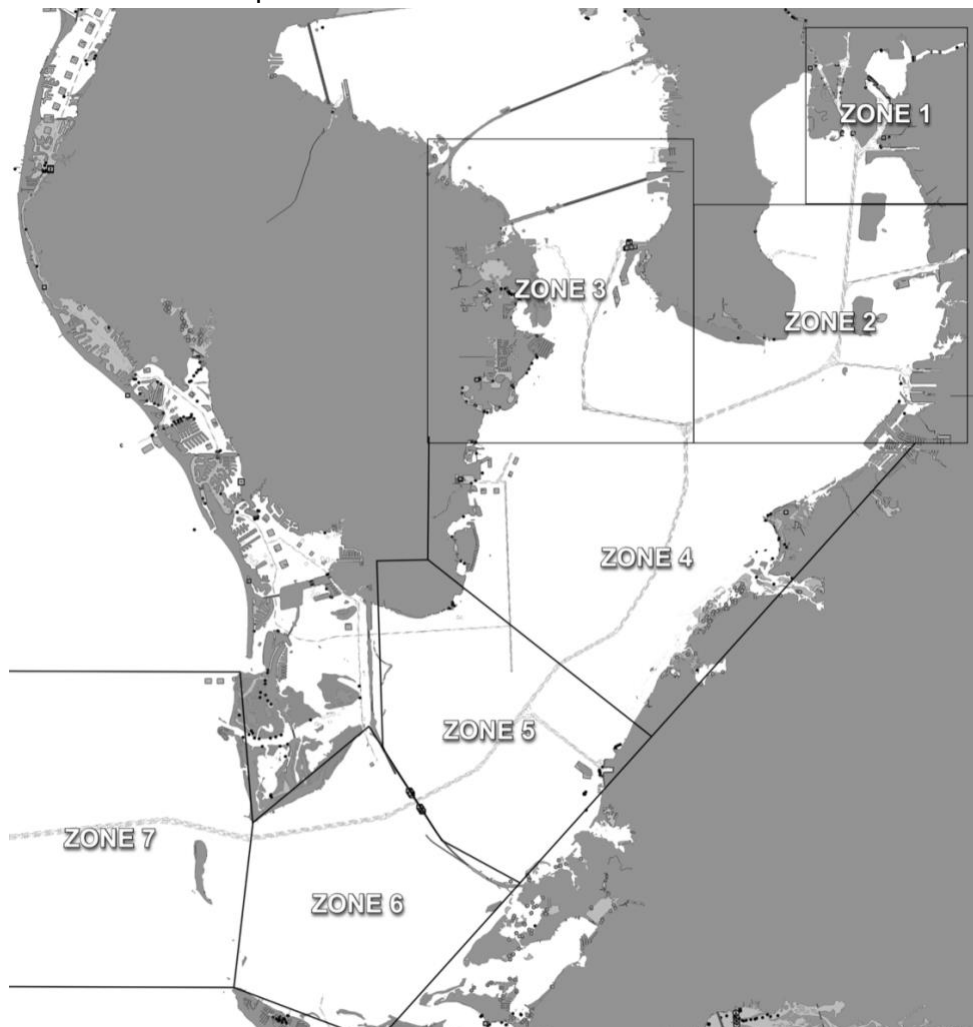
- i) Hurricane Port Condition WHISKEY: All vessel and port facilities must exercise due diligence in preparation for potential storm impacts. Slow-moving vessels may be ordered to depart to ensure safe avoidance of the incoming storm upon the anticipation of the setting of Port Condition X-RAY. The PHWAG will make recommendations to the Captain of the Port to identify vessels that may need to be diverted to ensure the safety of the port. Ports and waterfront facilities shall begin removing all debris and securing potential flying hazards. Container stacking plans shall be implemented. Waterfront facilities that, are unable to reduce container stacking height to no more than four high, must submit a container stacking protocol to the Captain of the Port (COTP).
- ii) Hurricane Port Condition X-RAY: All vessels and port facilities shall ensure that potential flying debris is removed or secured. Hazardous materials/pollution hazards must be secured in a safe manner and away from waterfront areas. Facilities shall continue to implement container stacking protocol. Containers must not exceed four tiers, unless previously approved by the COTP. Containers carrying hazardous materials may not be stacked above the second tier. All oceangoing commercial vessels greater than 500-gross tons must prepare to depart ports and anchorages within Tampa Bay. These vessels shall depart immediately upon the setting of Port Condition YANKEE. During this condition slow-moving vessels may be ordered to depart to ensure safe avoidance of the incoming storm. A COTP Order will be issued to vessels asked to depart early. COTP orders requiring vessel departure will be considered on a case-by-case basis. Vessels that are unable to depart the port must contact the COTP to request and receive permission to remain

in port. Proof of facility owner/operator approval is required. Vessels with COTP's permission to remain in port must implement their pre-approved mooring arrangement. Terminal operators shall prepare to terminate all cargo operations. The COTP may require additional precautions to ensure the safety of the ports and waterways. Coast Guard Port Assessment Teams will be deployed to validate implementation of Port Condition X-RAY. The COTP will convene the Port Heavy Weather Advisory Group (PHWAG) as deemed necessary.

- iii) Hurricane Port Condition YANKEE: Affected ports are closed to inbound vessel traffic. All oceangoing commercial vessels greater than 500-gross tons must have departed from Tampa Bay. Appropriate container stacking protocol must be completed. Terminal operators must terminate all cargo operations not associated with storm preparations: cargo operations associated with storm preparations include moving cargo within or off the port for securing purposes, crane and other port/facility equipment preparations, and similar activities, but do not include moving cargo onto the port or vessel loading/discharging operations unless specifically authorized by the COTP. All facilities shall continue to operate in accordance with approved Facility Security Plans and comply with the requirements of the Maritime Transportation Security Act (MTSA). Drawbridges may be closed to vessel traffic as early as eight hours prior to the arrival of tropical storm force winds. Coast Guard Port Assessment Teams will conduct Port Condition YANKEE validation. The COTP will convene the Port Heavy Weather Advisory Group (PHWAG), as deemed necessary.
- iv) Hurricane Port Condition ZULU: All port waterfront operations are suspended, except final preparations that are expressly permitted by the COTP necessary to ensure the safety of the ports and facilities. Coast Guard Port Assessment Teams will conduct final port assessments.
- v) Emergency Restrictions for Other Disasters: Any natural or other disasters that are anticipated to affect the Sector St. Petersburg Captain of the Port zone will result in the prohibition of commercial vessel traffic transiting or remaining in the port and/or facility operations.

3.3 Restricted Visibility Safety Zone - 33 CFR 165.782

- a) Regulated areas. The following areas are established as safety zones during the specified conditions: (see *CFR for specific Lat/Long Coordinates, and the chartlet below for approximate zone Descriptions*)
- b) Definition.
 - i) Designated Representative means Coast Guard Patrol Commanders including Coast Guard coxswains, petty officers and other officers operating Coast Guard vessels, and federal, state, and local officers designated by or assisting the COTP, in the enforcement of regulated navigation areas, safety zones, and security zones.
- c) Regulations:
 - i) Vessels should not commence an inbound, shift, or outbound transit during periods where visibility is less than one nautical mile due to fog or inclement weather.
 - ii) The COTP may open or close Tampa Bay or specific zones to vessel traffic described in the regulated areas section of this chapter.



INF-4.0 Diagrams

4.1 Pilot Ladder Arrangements

REQUIRED PILOT TRANSFER ARRANGEMENTS

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: www.impahq.org

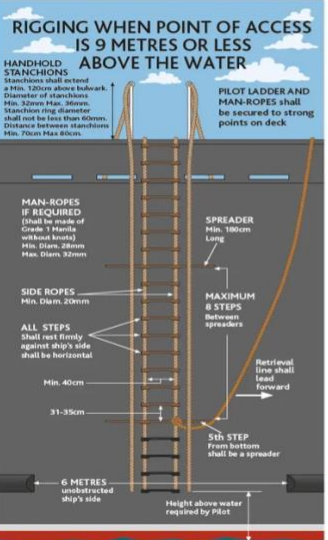


INTERNATIONAL
MARITIME
ORGANIZATION



Scan for more
information

RIGGING WHEN POINT OF ACCESS IS 9 METRES OR LESS ABOVE THE WATER



Handhold Stanchions: Shall extend a Min. 120cm above bulwark. Diameter of stanchions Min. 32mm Max. 38mm. Stanchion ring diameter shall not be less than 40mm. Distance between stanchions Min. 70cm Max. 80cm.

Man-Ropes if Required: (Shall be made of Grade 1 Manila without knots) Min. Diam. 28mm Max. Diam. 32mm.

Side Ropes: Min. Diam. 20mm.

All Steps: Shall rest firmly against ship's side shall be horizontal.

Min. 40cm

31-35cm

6 METRES unobstructed ship's side

Height above water required by Pilot

Retrieval line shall lead forward

5th STEP from bottom shall be a spreader

MAXIMUM 8 STEPS Between spreaders

SPREADER Min. 180cm Long

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER WINCH REEL

Handhold Stanchions: Shall extend 120cm above deck. Diameter of Stanchions Min. 32mm Max. 38mm. Distance between Stanchions Min. 70cm Max. 80cm.

All Pilot Ladder Winch Reels: shall have a means of prevention from being accidentally operated.

Minimum Clearance 220cm

NO OBSTRUCTIONS Min. 91.5cm

Witches shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the point ladder winch reel, at a distance of not less than 91.5 cm measured horizontally from the ship's side towards.

Side opening

Minimum Clearance 220cm

The platform shall be a minimum of 50cm above water level

Minimum 91.5cm

Handhold Stanchions: Shall extend 120cm above deck. Diam. of Stanchions Min. 32mm Max. 38mm.

Platform

75cm

MINIMUM 91.5cm

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER shall extend at least 2 metres above the platform (Secured to ship's side 1.5 metres above the platform using turnbuckle eyes, magnetic or pneumatic system)

The lower platform shall be rigged as requested by the pilot service, with a minimum height of 5m above the water up to a maximum height of 9m above the water.

Lower platform horizontal

Lower platform shall be rigged with both an inboard and outboard stanchion

Maximum 45° slope

Recommended freshboard mark

0.5m

2m

2m

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER WINCH REEL

Handhold Stanchions: Shall extend 120cm above deck. Diam. of Stanchions Min. 32mm Max. 38mm.

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Minimum Clearance 220cm

NO OBSTRUCTIONS Min. 91.5cm

Witches shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the point ladder winch reel, at a distance of not less than 91.5 cm measured horizontally from the ship's side towards.

Side opening

Minimum Clearance 220cm

The platform shall be a minimum of 50cm above water level

Minimum 91.5cm

Handhold Stanchions: Shall extend 120cm above deck. Diam. of Stanchions Min. 32mm Max. 38mm.

Platform

75cm

MINIMUM 91.5cm

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER shall extend at least 2 metres above the platform (Secured to ship's side 1.5 metres above the platform using turnbuckle eyes, magnetic or pneumatic system)

The lower platform shall be rigged as requested by the pilot service, with a minimum height of 5m above the water up to a maximum height of 9m above the water.

Lower platform horizontal

Lower platform shall be rigged with both an inboard and outboard stanchion

Maximum 45° slope

Recommended freshboard mark

0.5m

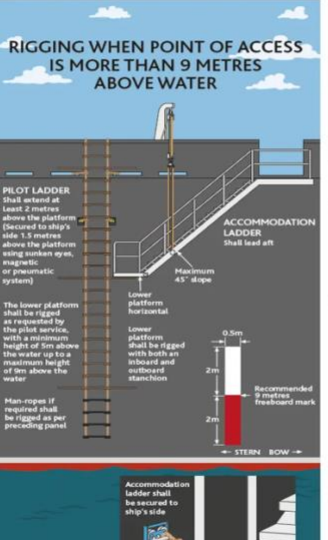
2m

2m

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

RIGGING WHEN POINT OF ACCESS IS MORE THAN 9 METRES ABOVE WATER



Handhold Stanchions: Shall extend a Min. 120cm above bulwark. Diameter of stanchions Min. 32mm Max. 38mm. Stanchion ring diameter shall not be less than 40mm. Distance between stanchions Min. 70cm Max. 80cm.

Man-Ropes if Required: (Shall be made of Grade 1 Manila without knots) Min. Diam. 28mm Max. Diam. 32mm.

Side Ropes: Min. Diam. 20mm.

All Steps: Shall rest firmly against ship's side shall be horizontal.

Min. 40cm

31-35cm

6 METRES unobstructed ship's side

Height above water required by Pilot

Retrieval line shall lead forward

5th STEP from bottom shall be a spreader

MAXIMUM 8 STEPS Between spreaders

SPREADER Min. 180cm Long

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER WINCH REEL

Handhold Stanchions: Shall extend 120cm above deck. Diameter of Stanchions Min. 32mm Max. 38mm. Distance between Stanchions Min. 70cm Max. 80cm.

All Pilot Ladder Winch Reels: shall have a means of prevention from being accidentally operated.

Minimum Clearance 220cm

NO OBSTRUCTIONS Min. 91.5cm

Witches shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the point ladder winch reel, at a distance of not less than 91.5 cm measured horizontally from the ship's side towards.

Side opening

Minimum Clearance 220cm

The platform shall be a minimum of 50cm above water level

Minimum 91.5cm

Handhold Stanchions: Shall extend 120cm above deck. Diam. of Stanchions Min. 32mm Max. 38mm.

Platform

75cm

MINIMUM 91.5cm

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER shall extend at least 2 metres above the platform (Secured to ship's side 1.5 metres above the platform using turnbuckle eyes, magnetic or pneumatic system)

The lower platform shall be rigged as requested by the pilot service, with a minimum height of 5m above the water up to a maximum height of 9m above the water.

Lower platform horizontal

Lower platform shall be rigged with both an inboard and outboard stanchion

Maximum 45° slope

Recommended freshboard mark

0.5m

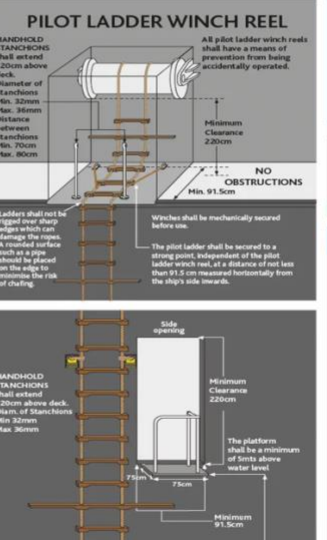
2m

2m

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER WINCH REEL



Handhold Stanchions: Shall extend 120cm above deck. Diameter of Stanchions Min. 32mm Max. 38mm. Distance between Stanchions Min. 70cm Max. 80cm.

All Pilot Ladder Winch Reels: shall have a means of prevention from being accidentally operated.

Minimum Clearance 220cm

NO OBSTRUCTIONS Min. 91.5cm

Witches shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the point ladder winch reel, at a distance of not less than 91.5 cm measured horizontally from the ship's side towards.

Side opening

Minimum Clearance 220cm

The platform shall be a minimum of 50cm above water level

Minimum 91.5cm

Handhold Stanchions: Shall extend 120cm above deck. Diam. of Stanchions Min. 32mm Max. 38mm.

Platform

75cm

MINIMUM 91.5cm

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

PILOT LADDER AND MAN-ROPE shall be secured to strong points on deck

PILOT LADDER shall extend at least 2 metres above the platform (Secured to ship's side 1.5 metres above the platform using turnbuckle eyes, magnetic or pneumatic system)

The lower platform shall be rigged as requested by the pilot service, with a minimum height of 5m above the water up to a maximum height of 9m above the water.

Lower platform horizontal

Lower platform shall be rigged with both an inboard and outboard stanchion

Maximum 45° slope

Recommended freshboard mark

0.5m

2m

2m

STERN BOW

Accommodation Ladder: shall be secured to ship's side (Using turnbuckle, eyes, magnetic or pneumatic system)

Duties of the Responsible Officer

1. Have knowledge of the correct use of Pilot Transfer Arrangements
2. Establish direct communication with bridge
3. Communicate with bridge during boarding process
4. Oversee / Check compliant rigging of the ladder
5. Test safety equipment in place and ready for use
6. Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route

All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

4.2 Port Facilities Map

a) Port Sutton



b) East Bay; Hillsborough D-Cut; Lower Sparkman



c) Upper Sparkman; Ybor Channel



d) Riverview



e) Big Bend; Port Redwing



f) Old Port Tampa



g) Seaport Manatee



h) Bayboro



i) Tampa Ship Repair

