

1. Anchoring on Arrival

Prior to arrival, vessels will be informed via their Agent of their allocated anchorage. On arrival vessels may at the master's discretion anchor in their allocated anchorage.

Holding ground is poor and during periods of strong winds and large swells vessels are likely to drag anchor. Masters should maintain a vigilant anchor watch and proceed to sea in a timely manner during poor weather / sea conditions.

2. VHF procedure

Due to COVID-19, limited VHF monitoring is conducted by the Port.

Ships are required to email their agents the date and time of the following occurrences and are not required to contact the Port on VHF to confirm the following:

- Entering or departing port waters;
- Prior to anchoring;
- Once anchored;
- Repositioning in assigned anchorage;
- Heaving anchor to meet Pilot or;
- Heaving anchor to depart anchorage to drift/slow steam due to poor weather / sea conditions.

The agents will then forward this information to the Port.

In the case of an emergency, ships are to use all available means, and initially try to contact "Geraldton Port" on VHF Channels 11 and 16. If nothing is received, ships are to then call the **24 hour Duty number on +61 (0) 8 9964 0505**. This number is only to be used in emergency situations.

GERALDTON PORT VHF CHANNELS:

Ch 11: Geraldton Harbour

Ch 06: Tug Working Channel

Ch 08: Secondary Tug Working Channel

Vessels should avoid using the above channels for ship to ship radio comms.

3. Pilot Boarding

Agent will notify vessel of boarding time and boarding position (as marked on AUS 81):

- Boarding Station A = 28° 46.5'S 114°30.5'E for Main Channel
- Boarding Station B = 28° 41.8'S 114°30.5'E for Northern Channel
- The Pilot will confirm boarding arrangements 1hr prior to boarding.
- Just prior to boarding the Pilot Vessel VHF Ch 11 will provide a course and speed for boarding.
- With prevailing weather and sea conditions vessels are normally turned away from the coast onto a W'ly heading and a speed of 6-10 knots (Ref Fig. 1.0). Where safe to do so Masters should maintain this course and speed until pilot arrives on the bridge.

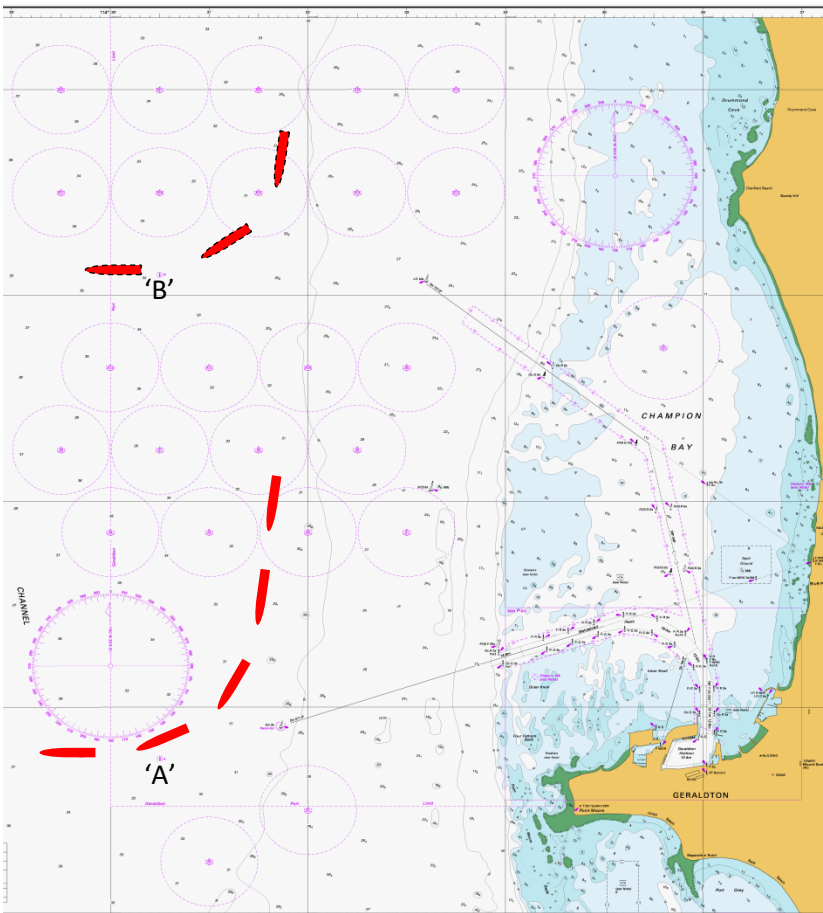


Fig 1.0

If there are changes to Pilot boarding times, ships will be notified via their agent and VHF channel 11 where possible. Otherwise ships must begin heaving their anchor in a timely manner and ensure that they are standing by PBG "A" for their assigned time.

4. Pilot Boarding Arrangements

The boarding grounds off Geraldton are often subject to large swells and strong swells, as such for safe transfer it is imperative that equipment is maintained and rigged in accordance with IMO regulations (refer to Fig. 2.0 below).

Challenging conditions can be experienced at Geraldton (due to rolling); vessels in addition must:

- Rig ladder 1.5m above sea level.
- Rig manropes (Manila construction 28-32mm diameter), not secured to ladder, no monkey fists.
- Tripping line where used should be secured above 1st spreader.
- Have a heaving line standing by for transfer of Harbour Pilot Case which will be affected prior to Pilot embarkation.
- Lighting should be rigged aft of ladder to avoid blinding pilot boat coxswain.

When a combination arrangement is used vessels must:

- Ensure maximum angle of accommodation ladder is 45°.
- Accommodation ladder is securely fastened to ships side.
- Pilot Ladder firmly attached to ships side 1.5m above accommodation platform.
- The lower platform should be 6-7m above sea level

Masters are to ensure all equipment used for boarding arrangements is thoroughly examined prior to use.

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
 H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
 This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

- HANDHOLD STANCHIONS:** Min. Diam. 32mm, Min. 120cm Above Bulwark. Handholds: Min. 70cm, Max. 80cm.
- MAN-ROPEs (without knots):** Min. Diam. 28mm, Max. Diam. 32mm IF REQUIRED BY THE PILOT.
- SIDE ROPEs:** Min. Diam. 18mm.
- ALL STEPS:** Must rest firmly against ship's side.
- SPREADER:** Min. 180cm Long.
- MAXIMUM 9 STEPS:** Between spreaders.
- 5th STEP:** From bottom must be a spreader.
- 6 METRES:** unobstructed ship's side.
- Height Required by Pilot:** Indicated by a vertical line.

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

- PILOT LADDER:** Must extend at least 2 metres above lower platform. Ladder must be firmly attached to ship's side 1.5 metres above accommodation platform. Ladder must be secured to ship's side.
- ACCOMMODATION LADDER:** Secured to ship's side. Maximum 45° slope. Should lead aft.
- Lower platform:** horizontal. The lower platform shall be a minimum of 2 metres and no more than 9 metres above the sea.
- Recommended 9 metres freeboard mark:** Indicated by a red line.
- 0.5m:** Vertical distance from lower platform to freeboard mark.
- 2m:** Vertical distance from lower platform to top of ladder.
- Accommodation ladder should be secured to ship's side (Using eyedead magnetic or pneumatic system):** Indicated by a diagram of the ladder attachment.

NO! Warnings:

- No shackles, knots or splices.
- The steps must be equally spaced.
- The steps must be horizontal and checks under the steps must be tightly secured.
- Spreaders must not be lashed between steps.
- Side ropes must be equally spaced.
- The steps should not be painted, dirty or slippery.
- Loops and tripping lines present a tripping hazard and foul the Pilot Launch.

PILOT LADDER WINCH REEL

A

- Handholds: Min. 70cm, Max. 80cm.
- Minimum Clearance: 220cm.
- NO OBSTRUCTIONS.
- Min. 91.5cm.

B

- Minimum Clearance: 220cm.
- Handholds: Min. 70cm, Max. 80cm.
- Minimum: 91.5cm.
- All pilot ladder winch reels should have a means of prevention from being accidentally operated.
- The brake and lock must be operative on manually operated winches.
- Power winches must have an operative safety device to lock the winch in position.

C

- Side opening.
- Minimum Clearance: 220cm.
- Handholds: Min. 70cm, Max. 80cm.
- Minimum: 91.5cm.
- Ship's side doors used for transfer should not open outward.

Illustrations:

- Handhold stanchions rigidly secured to deck.
- Responsibility Officer in contact with bridge.
- Lifebuoy with self-igniting lights.
- Bulwark & Pilot ladder secured to deck strong points.

Fig. 2.0