

YALOVA PILOT STATION

INFORMATION CARD

POSITION OF PILOT EMBERKATION / DISEMBERKATION	40° 42' 57" N 29° 21' 20" E	
SPEED OF PILOT EMBERKATION / DISEMBERKATION	5 to 8 knots (depends weather conditions)	
PILOT LADDER	Usually (due to prevailing wind direction) pilot ladder from starboard side and one meter above sea level. According to SOLAS V/23 Regulation.	
VHF CHANNEL	Yalova Pilot Station : 11 / 16 VTS-Sector Yalova : 18	
TELEPHONE NUMBER	Yalova Pilot Station : +90 226 461 20 77	
MOBILE NUMBER	Yalova Pilot Station : +90 552 307 20 77 (with Whatsapp)	
FAX NUMBER	Yalova Pilot Station : +90 226 461 20 70	
E-MAIL ADDRESS	operasyon@yalovapilotaj.com	
1st CALL TO PILOT STATION (For entering to Gulf of Izmit)	1 hour before pilot boarding position. All vessels are required to inform Yalova Pilot Station with present forward draft / aft draft and freeboard.	
2nd CALL TO PILOT STATION (For entering to Gulf of Izmit)	30 minutes before pilot boarding position	
CALL TO PILOT STATION (For departure or shifting)	1 hour before departure or shifting	
ANCHORAGE AREA NO:1 (General Cargo, Bulk Carrier, Ro-Ro, Passenger Ship, Tugboat, Heavy Load Carrier, Cable Layer, Fishing Vessel, Ferryboat, Container Vessel)	40° 42' 05" N – 029° 20' 07" E 40° 40' 53" N – 029° 20' 13" E 40° 40' 30" N – 029° 18' 24" E 40° 41' 30" N – 029° 18' 24" E	BA Chart 497
ANCHORAGE AREA NO:2 (Oil & Chemical Tanker, Asphalt Tanker, Product Tanker, Crude Oil Tanker, Bunker Barge, LPG, LNG)	40° 42' 36" N – 029° 21' 53" E 40° 41' 43" N – 029° 21' 47" E 40° 41' 00" N – 029° 20' 30" E 40° 40' 53" N – 029° 20' 13" E 40° 42' 05" N – 029° 20' 07" E	BA Chart 497

HARBOUR MASTER's STANDING ORDERS

- * In order to have pilotage & towage services vessels are required to be granted with berthing/unberthing/shifting/anchorage clearance from harbour master by application of vessels agents. Otherwise pilotage & towage services can not be executed.
- * Berthing/unberthing/shifting of vessels with inoperational engines (engine not in use) is executed with one pilot and minimum two tugs.
- * Berthing/unberthing/shifting within the shipyard is executed without benefit of bow/stern thruster discount.
- * For Aksa Terminal, berthing/unberthing/shifting of vessels carrying dangerous cargoes is executed without benefit of bow/stern thruster discount without taking gross tonnage into consideration.
- * For Aksa Terminal, berthing/unberthing/shifting is available day time only. Only unberthing is available at night time.
- * All vessels can drop anchor on arrival without pilot in designated anchorage areas.
- * All vessels are required to report drop anchor/heave up anchor/shifting within designated anchorage areas to VTS-Sector Yalova via channel 18
- * Vessels with inoperational engines (engine not in use) which are to be anchored off-shipyard area are escorted by a tug.