

Medway



Pilotage Directions

Medway Pilotage Directions and Supplementary Regulations 2011

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Port of Sheerness Limited

Medway Pilotage Directions and Supplementary Regulations 2011

Introduction

Port of Sheerness Limited as the Competent Harbour Authority for Peel Ports Medway, and as party to a joint arrangement with the Port of London Authority in respect of part of the Thames Estuary pursuant to the Pilotage Act 1987 and in exercise of their powers under Section 7 of the said Act hereby give Pilotage Directions to Masters of vessels in the Medway Pilotage District and specify Rules for the granting of Pilotage Exemption Certificates for Masters and First Mates .

In order to maintain and enhance safety of navigation within the Port, it is important that Masters and watch keepers are aware of current Medway Ports Byelaws, Directions and Notices to Mariners.

It is therefore vital that owners/agents ensure that all such relevant information and publications are promptly distributed to vessels and PEC holders.

It is the duty of the Master of a vessel to which a Pilotage Direction applies to comply with that Direction. Failure by the Master of a vessel to comply with a Direction constitutes an offence, and renders that person liable to prosecution. However, it is a defence for the Master of a vessel to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or that he had a reasonable excuse for his act or failure to act.

These Pilotage Directions shall come into force on 25th July 2011 on which date the Port of Sheerness Limited Pilotage Directions dated 2006 will be cancelled.

PILOTAGE DIRECTIONS

1. Definitions

In these Directions and supplementary regulations the following terms shall have the meanings respectively set against them: -

- 1.1 “The Act” means the Pilotage Act 1987 and any statutory amendment or re-enactment thereof;
- 1.2 “Harbourmaster” means a person appointed by POS to be a Harbourmaster and includes the deputies and assistants of a person so appointed and Officers in charge at Medway VTS;
- 1.3 “ETA” and “ETD” respectively mean Estimated Time of Arrival and Estimated Time of Departure;
- 1.4 “Length of Object Towed” means the Length overall of each object towed, but disregarding the length of the towing medium;
- 1.5 “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;
- 1.6 “LNG” means liquefied natural gas;
- 1.7 “Master” includes every person (except a Pilot) having command or charge of a ship and, in relation to a fishing vessel, means the skipper;
- 1.8 “Medway Pilotage District” means the River Medway and its Approaches from the Medway Buoy to Rochester Bridge and includes the Swale and Chatham Dock no.3 Basin;
- 1.9 “Operating Draught” means the maximum draught of a vessel during its current passage, or movement within the London or Medway Pilotage Districts;
- 1.10 “Passenger Vessel” has the same meaning as the Merchant Shipping (Survey and Certification) Regulations 1995;
- 1.11 “PEC” means a Pilotage Exemption Certificate granted under Section 8 of the Pilotage Act 1987;
- 1.12 “Pilot” means a pilot authorised by POS, under Section 3 of the Pilotage Act 1787, to act as a pilot within the Medway Pilotage District;
- 1.13 “Port” means the port and the Medway Approach area as defined in the Medway Ports Authority Act 1973 and any statutory amendment or re-enactment thereof;
- 1.14 “POS” means Port of Sheerness Limited, which is a wholly-owned subsidiary of Peel Ports Operations Limited;

- 1.15 “Restricted Visibility” means all circumstances when visibility is less than 0.5 nautical miles;
- 1.16 “Trip” means the navigation of a vessel from a berth within the Port to the seaward limit of the Medway Approach area as defined in the Medway Ports Authority Act 1973 or vice versa;
- 1.17 “Tug and Tow” means a tug towing another vessel or vessels astern, alongside or pushing another vessel or vessels ahead;
- 1.18 “Medway VTS” means the Vessel Traffic Service Centre at Garrison Point Sheerness - Call Sign ‘Medway VTS’ - a point through which the Harbourmaster’s instructions and advice are issued to Masters of vessels by VHF Radio and to which vessels report;
- 1.19 “PMSC” means the Port Marine Safety Code.

In these Directions and supplementary regulations the singular shall include the plural and vice versa unless the context otherwise requires.

2. Compulsory Pilotage

- 2.1 Pilotage shall be compulsory for all vessels or tugs and tows exceeding 50 metres Length overall and for any vessel of less than 50 metres Length overall and which is not included within the exemptions set out in Section 2.2 navigating within the Medway Pilotage District, with the exception of UK Warships.
- 2.2 Any vessel which has a Length overall of less than 50 metres shall be exempt from compulsory Pilotage provided that this exemption shall not apply to any such vessel:
- a. the navigation of which is in the opinion of the Harbourmaster affected by a defect in or damage to the vessel or her equipment or inadequacy of the Master or crew or
 - a. which is carrying more than 12 passengers or
 - b. which is carrying or intending to carry any dangerous substance as specified in Schedule 3 of The Dangerous Substances in Harbour Areas Regulations 1987, unless the Harbourmaster decides in respect of any particular vessel that the circumstances do not require such vessel to be subject to compulsory Pilotage.

The appropriate Port of London Authority Pilotage Direction shall apply to all vessels bound to and from the Port whilst within the London Pilotage District.

Further information on Pilotage requirements for Tugs and Tows can be found in annex B.

3. Compulsory Pilotage Areas

References in these Regulations to the following Areas shall have the meanings respectively set against them.

- Area 1 Between the seaward limit of the London Pilotage District and Medway Buoy via Princes Channel
- Area 2 Between the seaward limit of the London Pilotage District and the Medway Buoy via the East Swin Channel / Barrow Deep and Black Deep
- Area 2.1 Between the seaward limit of the London Pilotage District and Medway Buoy via the Fisherman's Gat, the Knock John Channel and the Knob Channel
- Area 3 Medway Buoy to Grovehurst and vice versa excluding the East Swale
- Area 4 Medway Buoy to Rochester and vice versa, including Chatham Basin No 3 and excluding Stangate, Otterham and Rainham Creeks

A PEC may be restricted to nominated berths and to that part of an Area 0.5nm above and /or below a nominated berth or river location.

4. Boarding and Landing Points for Vessels bound to or from the Port

- 4.1 Boarding and landing of Pilots will be carried out by launches operating from Ramsgate for the NE Spit, Harwich for the Sunk, and Sheerness for the Warp and the Medway Approach Channel Anchorages.
- 4.2 Pilot boats commonly have a black hull, orange upperworks and the word "PILOTS" on the side of the wheelhouse and fly a pilot flag by day and by night display signals required by Rule 29 of the International Rules for the Prevention of Collisions at Sea.

4.3 NE Spit

The recognised boarding and landing station for vessels bound to or from the Port shall be at the NE Spit in the general vicinity of NE Spit Buoy and the Elbow Buoy; the charted location being Latitude 51.25'N Longitude 01 30'E.

4.4 NE Spit Deep Water

Vessels requiring more depth of water than the NE Spit boarding and landing station may use the NE Spit Deep Water, located at Latitude 51° 51.4N Longitude 001°40.6E.

4.5 Sunk

Vessels requiring the deeper draught routing offered by the Sunk DW route and the Trinity DW route may use the Sunk, Latitude 51°29.00N Longitude 001°40.6E.

4.6 Warp

Vessels which are exempt from compulsory Pilotage in the Areas 1, 2 and 2.1 will normally ship and land their Pilots by launch from Sheerness at the Warp Pilot Station.

4.7 Deep Draught Vessels

Vessels of 12.3 metres or more operating draught are required to employ the services of a Deep Draught Pilot when navigating between the seaward limit of the London Pilotage District and their designated berths within the Port.

4.8 Medway Approach Channel Anchorages

Vessels at anchor in the Great Nore, Little Nore, and Small Ships Anchorages will normally ship and land their Pilots by launch from Sheerness.

4.9 Boarding and Landing a Pilot

MARINERS WILL APPRECIATE THE NEED TO PROVIDE A SATISFACTORY LEE WHEN BOARDING OR LANDING A PILOT AND MAY BE REQUESTED BY THE PILOT LAUNCH TO CHANGE SPEED AND COURSE TO ENABLE THIS OPERATION TO BE CARRIED OUT SAFELY.

4.10 Adverse Weather Conditions

When a pilot launch is unable to operate in its normal location due to adverse weather conditions, or any other unforeseen circumstances, information on the service available will be broadcast by the appropriate pilot station on VHF Radio, and Pilotage Information Messages will be broadcast by Coast Radio Stations. Subject to permission being granted by the Duty Port Controller at London VTS, nominated inward vessels may proceed to the Warp boarding station under the control of London VTS. Similarly, nominated outward vessels may land their Pilots in the same area and proceed under the same controlled conditions.

5. Use of a second Pilot

The circumstances in which a Pilot in charge of a vessel is to be accompanied by a second Pilot shall be determined by the Harbourmaster; taking into account the size, characteristics or circumstances of the vessel, its equipment, cargo or crew, or the meteorological or tidal conditions. Inward bound LNG vessels will require the use of a second Pilot.

6. Responsibilities of Masters

Masters of vessels using the services of a Pilot within the Port shall ensure that a member of the crew who is capable of understanding and executing the Pilot's orders and advice and who is also competent to take charge of the vessel, is immediately available to do so.

SUPPLEMENTARY REGULATIONS TO THE PILOTAGE DIRECTIONS

1. Rules regulating the issue of a Pilotage Exemption Certificate (PEC)

- 1.1 A PEC will be issued to a Master or bona fide First Mate of any vessel for areas 1 to 4 inclusive providing that the following conditions are satisfied:-
- a. The applicant must hold a Certificate of Competency recognised by POS for the class of vessel to which the PEC is intended to relate.
 - b. The appropriate medical certificate relevant with the applicant's Certificate of Competency must be produced before a PEC can be granted. The medical certificate should be in English, or substantiated by a letter of translation by the vessel's owner/manager or agent.
 - c. The applicant must have knowledge of the English Language which is sufficient in the opinion of POS to enable the applicant to safely navigate the said vessel in the Port and be capable of communicating effectively by VHF Radio.
 - d. Applications for PECs must be lodged with POS before the commencement of any qualifying trips. The applicant will be supplied with a PEC Application Pack and will be assigned a tripping number by POS.
 - e. Applicants must complete the requisite number of trips for the area (or areas) applied for, within a 12 month period, before undertaking the assessment and if relevant an examination. (Table 1.4 refers)
 - f. Applicants must report each qualifying trip to Medway VTS immediately before the passage. Details of the trip should also be recorded in their tripping record, as supplied by POS. These details should be witnessed and countersigned by the Pilot. A qualifying trip will not be recorded if prior notification is not given to Medway VTS.
 - g. All qualifying and assessment trips must be completed with the applicant being present on the navigating bridge of the vessel throughout the duration of any passage which is to be claimed as a qualifying trip. During each trip the applicant must have understudied the Pilot, and had effective responsibility for conduct of the vessel under the direct supervision of the Pilot. All qualifying and assessment trips must be pre-arranged with POS.
 - h. Where an applicant consecutively fails 3 assessments POS will require a period of qualifying trips to be completed before a further assessment may be undertaken. In addition simulator training may be offered. (Details available upon request)
 - i. Applicants may undertake simulator training on the POS ship simulator in addition to the normal requirements for a vessel of that size. Applicants employed on the following vessels must undertake simulator training on the POS ship simulator in addition to the normal requirements for a vessel of that size: LNG vessels and vessels over 160m Length overall. (Details available upon request)

- j. If the applicant has not completed the required trips in respect of the whole of the area applied for then the PEC shall be endorsed to show that part of the area for which the PEC is valid. If a Master or First Mate wishes to transit any part of the area for which the PEC is invalid a Pilot must be embarked at the appropriate boarding and landing station.
- k. During each assessment trip the Pilot will be required to provide a report on the suitability of the Master or First Mate concerned and the vessel for a PEC. Any deficiency or negative aspect referred to in such reports may result in extra tripping being required.
- 1.2 Applicants from the following vessels will in addition need to pass an oral examination prior to the issue of a PEC:
- All Vessels and Tugs and Tows of 100 metres LOA and above
 - All Vessels of 50 metres LOA and above which are passenger vessels or vessels carrying or intending to carry any dangerous substance as specified in Schedule 3 of The Dangerous Substances in Harbour Areas Regulations 1987.
- 1.3 POS reserves the right to require any vessel to carry a Pilot if by virtue of the condition of the vessel or the hazardous nature of its cargo, the vessel in the opinion of POS requires additional navigation assistance.

1.4 Summary of Qualifying Trips/Assessments and/or Examination Prior to the Issue of a PEC

Table 1.4

Vessel, Tugs and Tows	Areas	Required Qualifying Trips	Of which in Darkness	Assessment	Total No of Trips	Exam
Vessels Tugs and Tows between 50m and 89.99m LOA	Area 1 Area 2 Area 2.1 Area 3 Area 4	0 0 0 3 in 3 out 3 in 3 out	0 0 0 1 in 1 out 1 in 1 out	N N N 1 in 1 out 1 in 1 out	0 0 0 4 in 4 out 4 in 4 out	No for all areas
Vessels Tugs and Tows between 90m and 99.99m LOA	Area 1 Area 2 Area 2.1 Area 3 Area 4	3 in 3 out For all area	1 in 1 out For all area	1 in 1 out For all area	4 in 4 out For all area	No for all areas
Vessels Tugs and Tows of 100m LOA and above	Area 1 Area 2 Area 2.1 Area 3 Area 4	3 in 3 out 3 in 3 out 3 in 3 out 10 in 10 out 10 in 10 out	1 in 1 out 1 in 1 out 1 in 1 out 2 in 2 out 2 in 2 out	1 in 1 out for all areas	4 in 4 out 4 in 4 out 4 in 4 out 11 in 11 out 11 in 11 out	Yes for all areas
Vessels carrying more than 12 passengers	Area 1 Area 2 Area 2.1 Area 3 Area 4	As for the vessel's length	As for the vessel's length	As for the vessel's length	As for the vessel's length	Yes for all areas
Vessels carrying Dangerous Substances	Area 1 Area 2 Area 2.1 Area 3 Area 4	As for the vessel's length	As for the vessel's length	As for the vessel's length	As for the vessel's length	Yes for all areas

- * any vessels of less than 50 metres Length overall carrying more than 12 **passengers** will be required to complete the qualifying and assessment trips as for a vessel between 50m and 89.99m Length overall.
- * any vessels of less than 50 metres Length overall which is carrying or intending to carry any **dangerous substance** as specified in Schedule 3 of The Dangerous Substances in Harbour Areas Regulations 1987 will be required to complete the qualifying and assessment trips as for a vessel between 50m and 89.99m Length overall.

2. Rules regulating the safe use of a PEC

- 2.1 Random checks will be made by the Harbourmaster on exempt vessels and / or PEC holders to ensure that the vessels and / or PEC holders are in compliance with POS's navigational and Pilotage requirements.
- 2.2 A PEC holder may only use the PEC whilst acting in the capacity of a bona fide Master or First Mate.
- 2.3 PEC holders shall conduct all navigation of the vessel throughout the whole area for which the PEC is valid and must be present on the navigating bridge of the vessel, unless relieved by another PEC holder or Pilot.
- 2.4 Any change in PEC holders or conduct of the vessel's navigation should be reported to Medway VTS immediately.
- 2.5 PECs shall be used only in respect of those Areas or relevant part thereof for which they have been granted.
- 2.6 All PEC holders are required to keep themselves updated on any changes affecting navigation in the Port including changes to local byelaws, regulations and notices to mariners. PECs will be reviewed annually by POS to ensure the holder's continued experience in the Port before renewal of the PEC is granted.
- 2.7 In the event that within the Port a vessel is required to proceed outside the Area referred to in the PEC of the relevant PEC holder then a Pilot shall first be embarked on that vessel at the Pilot Boarding Station nominated by POS.
- 2.8 If there is any doubt regarding the PEC holder's competence or ability to comply with the Pilotage requirements or instructions of Medway VTS then that vessel may be required to take a Pilot.
- 2.9 A PEC may be suspended or revoked for non payment of the appropriate fee as published by POS from time to time.

3. Suspension or Revocation of a PEC

A PEC may be suspended or revoked by POS:

- a. In respect of a sub-standard vessel or a vessel without up to date navigational charts for the relevant area and up to date working equipment, or
- b. If a Master or first mate or Owner/Manager misuses the PEC or if a Master or first mate has been found guilty by a court of regulatory body of any incompetence or misconduct affecting his/her capability to pilot the vessel of which he/she is a master or first mate or any other vessel specified in the PEC.

4. Temporary suspension of a PEC

In the event of an incident involving a PEC holder, the holder shall complete and send to the Harbourmaster an Incident Report Form at the earliest opportunity and in any event within 24 hours of his/her arrival at the first port of call after the incident. Failure to report an incident or present the required report may result in the PEC being suspended or revoked.

5. Fees for the Issue, Examination and Renewal of Pilotage Exemption Certificates

Details of the Fees for the issue, examination and renewal of PECs can be found within POS's annual Schedule of Dues and Charges, available from the Marine Division, Port of Sheerness.

6. Pilotage Exemption Certificate Usage Charge

POS may charge for the use of PECs in accordance with Section 10(3) of the Act.

7. Additional Vessels

A PEC will be endorsed for additional vessels provided that they are comparable with the size, draught and type of the vessel named on the original PEC. A charge is made for this endorsement in accordance with POS published tariff applicable from time to time. Vessels with substantially different dimensions or manoeuvring characteristics may be considered for addition, subject to the PEC holder completing a number of familiarisation trips (to be advised by POS) on the required vessel/s.

8. Renewal of a PEC

- 8.1 PECs shall be renewed annually on application which should be made at least 1 month in advance of the expiry date of the relevant PEC.
- 8.2 The holder of a PEC should have completed at least 6 acts of Pilotage (3 inwards, 3 outwards) during the 12 months preceding the application in the area for which the PEC was granted, to qualify for renewal. A record of all relevant voyages undertaken should be logged with Medway VTS at the time of the voyage being undertaken. If a PEC holder permits this requirement to lapse the PEC will be revoked and re-qualification as prescribed in Section 1 will be required.
- 8.3 For vessels over 100 metres Length overall, the relevant PEC holder will be required to undertake a re-qualifying trip with a Pilot every two years, as a result of which extra tripping may be required before a PEC is renewed.
- 8.4 For vessels of 50 metres Length overall but less than 100 metres Length overall, the relevant PEC holder will be required to undertake a re-qualifying trip with a Pilot every five years, as a result of which extra tripping may be required before a PEC is renewed.

- 8.5 PEC holders of vessels of less than 50 metres Length overall which are carrying or intending to carry any dangerous substance as specified in Schedule 3 of The Dangerous Substances in Harbour Areas Regulations 1987 will be required to undertake a re-qualifying trip with a Pilot every five years, as a result of which extra tripping may be required before a PEC is renewed.
- 8.6 PEC holders of vessels of less than 50 metres Length overall carrying more than 12 passengers will be required to undertake a re-qualifying trip with a Pilot every five years, as a result of which extra tripping may be required before a PEC is renewed.
- 8.7 A PEC holder seeking renewal will be required to give written confirmation of his/her knowledge of any relevant changes affecting navigation in the areas concerned including changes to local byelaws, regulations and notices to mariners.
- 8.8 PECs will only be issued following written confirmation from the applicant's doctor of the continued satisfactory medical condition of the PEC holder.
- 8.9 A charge will be made for the renewal of a PEC in accordance with POS published tariff applicable from time to time.
- 8.10 For further explanation of section 8, annex A is appended.

9. Procedure for obtaining the services of a Pilot Inwards

- 9.1 Ships requiring the services of a Pilot at the NE Spit, Sunk or Warp Pilot Stations must make a provisional notification of arrival to Medway VTS, at Sheerness, 24 hours in advance of intended arrival time stating ETA at the appropriate Pilot Station, GT, Length overall, draught, destination (name of berth or anchorage) and previous port of call. This notification may be in the form of a provisional order and will not incur surcharge penalties.
- 9.2 Confirmation of the above information shall be given to Medway VTS not later than 8 hours in advance of intended arrival time.
- 9.3 Should a confirmed order for the services of a Pilot be cancelled within 3 hours of an ETA at the Warp, 4 hours at the NE Spit, and 6 hours at the Sunk Pilot Stations, then a charge will be made. Changes to an ETA shall be notified to Medway VTS. Thereafter, any further changes and a final confirmation of ETA shall be given when the vessel is within VHF contact with the appropriate Pilot Station.
- 9.4 Vessels engaged in short sea voyages may give notice of ETA at the time of departure from the previous port, where this notice is less than the notice referred to in Section 9.1.

10. Procedure for obtaining the services of a Pilot Outwards

- 10.1 Vessels requiring the services of a Pilot within the Port in order to depart from a berth, anchorage, wharf, jetty or buoy or move from one part of the river to harbour to another part, including moving from anchorage, wharf, jetty, or buoys in the river or in a harbour to a dry or wet dock or vice versa, shall notify Medway VTS 8 hours in advance of intended departure time, stating their ETD from the point of departure, GT, Length overall, draught, destination and landing point. This notification may be in the form of a provisional order and will not incur surcharge penalties.
- 10.2 Confirmation of the order shall be given to Medway VTS not later than 4 hours in advance of intended departure time, after which time a surcharge may be imposed. Thereafter, changes to the ETD must be notified to Medway VTS.
- 10.3 A vessel which, having arrived at her destination within the Port, expects to leave in less than the time required for notice to be given for the further services of a Pilot, will be exempted from payment of a surcharge if she orders her outward Pilot as soon as she is secure alongside.
- 10.4 Should the services of a Pilot be cancelled within 3 hours of the ETD, then a charge will be made.

11. Variation of Pilotage orders

All orders for a Pilot must specify the time that the Pilot is required at the boarding point, whether inbound or departing from the Port. If the pilot service is unable to supply a Pilot, due to stress of weather or other unforeseen circumstances, appropriate allowance will be made. Owners or Masters who fail to provide the proper information in a timely manner may be liable to a surcharge and may cause delay to the vessel.

12. Vessels Requiring Pilots to Join or Disembark at Continental Ports

- 12.1 Owners/Agents wishing a Pilot to board the vessel at a continental port, or to remain on board to a continental port, must obtain the approval of the Manager Marine Division at POS, Tel: 01795 596331, not later than 24 hours before the service is required. The charges for this service will be quoted by POS. No arrangements may be made with individual Pilots.
- 12.2 Should the services of a Pilot be cancelled prior to the time required for the Pilot to join the vessel at a continental port, a cancellation fee will be made.

13. Vessels Anchoring

- 13.1 Vessels required to anchor before proceeding to their berth, shall confirm with the Duty Officer at Medway VTS by VHF Radio that the Pilot may remain on board until the vessel is required to get underway. No arrangements may be made with individual Pilots.

13.2 Under normal circumstances, when a vessel anchors for an extended period, the Pilot will disembark and be replaced by another Pilot when the ship proceeds.

14. Limitation of Liability

14.1 Delay: POS shall not be liable for delays arising from its failure to provide Pilotage services. This applies whether the failure and/or delay is the result of force majeure, including industrial action, adverse weather, a security incident, or any other cause whether within the control of the POS or not.

14.2 Act or Omission of the Pilot: Save as statutes imposing strict liability may otherwise provide, POS shall not be liable for loss or damage caused by the acts or omissions of its Pilots whether or not arising from negligence.

14.3 Act or Omission of POS: Save as statutes imposing strict liability may otherwise provide, POS shall not be liable for loss or damage caused by its acts or omissions in respect of the provision of Pilotage services.

15. Charges

Details of the charges and fees referred to in Pilotage Directions 2011 and these regulations are published in the current POS Schedule of Charges.

16. Communications and Contact Details

- 16.1 Medway VTS operates 24 hours a day and is the centre for all Pilot orders. It is equipped with VHF Radio, telephone, telex, facsimile equipment and e-mail.
- 16.2 Mariners are reminded that telephone calls, VHF Radio traffic, CCTV and radar images are recorded at Medway VTS.
- 16.3 A Long range ETA from vessels at sea may be passed through a United Kingdom Coast Radio Station by M/F or VHF Radio, telephone, telex, e-mail, or telegraph addressed to:-

Medway VTS

Call Sign:	Medway VTS
VHF Radio Channels	16, 74, 73, 22, & 09
Telephone:	Sheerness 01795 663025 Sheerness 01795 596506
Telex:	96435 MEDOPS G
Facsimile:	Sheerness 01795 666596
E-mail:	navigation@medwayports.com
Hours	24 hours
Medway Pilots	Sheerness 01795 662276

NE Spit Pilot Station

Call Sign:	NE Spit Pilots
VHF Radio Channels	09
Telephone	Thanet 01843 583786
Facsimile	Thanet 01843 359664
E-Mail	Station.Officer@estuarieservices.co.uk
Hours	24 hours

Sunk Pilot Station

Call Sign:	Sunk Pilots
VHF Radio Channels	09
Telephone	Harwich 01255 241320
Facsimile	Harwich 01255 507177
E-mail	harwichvts@hha.co.uk
Hours	24 hours

London VTS

Call Sign	London VTS
VHF Radio Channels	69
Telephone	Gravesend 01474 560311
Facsimile	Gravesend 01474 352996

POS reserves the right to amend from time to time all or part of these Directions, Rules and/or any charges it sees fit.

These Directions and Rules cancel Port of Sheerness Limited Pilotage Directions 2006.

ANNEX A

REQUIREMENTS FOR COMPLETION OF PILOTAGE EXEMPTION CERTIFICATE APPLICATION FORM

1. Applications for PECs on Production of Written Evidence of Experience

- 1.1 Owners or Managers of vessels under 100 metres Length overall regularly trading through one or more the Areas set out Section 4 of The Pilotage Directions and Rules for Pilotage Exemption Certificates for Masters and bona fide First Mates and Pilotage Rules for Tugs for the Medway Ports (“the Directions”) and subject to the conditions specified in the Directions, may apply on behalf of a Master or bona fide First Mate for a PEC by written application. The applications must include: -
- a) Name, Nationality and address of the applicant.
 - b) Name and address of owners/managers or owner’s representative in the United Kingdom.
 - c) Maximum size (length and draught) and type of ship for which the exemption is required.
 - d) Area(s) for which the PEC is required.
 - e) The extent of experience in each Area during the last 12 months. Previous experience should also be shown as this may be taken into account in certain circumstances.
 - f) Evidence of qualification e.g. MCA Certificate of Competency, MCA Certificate of Equivalency, MCA Boatmaster’s Number and Date of issue of certificate. A copy should be enclosed with the application form.
 - g) Evidence of medical fitness including eyesight, by a qualified medical practitioner, equivalent to that required under the Merchant Shipping (Medical Examination) Regulations 2002 or such other regulations that may apply from time to time.
 - h) Confirmation that the applicant is familiar with the latest International Regulations for Preventing Collisions at Sea, local regulations, River Byelaws, local Notices to Mariners, VTS Procedures, Medway and Swale Operational Guidelines, The Emergency Plans for the Port of London and Medway, IALA Maritime Buoyage System A, Dangerous Substances in Harbour Areas Regulations 1987 (where applicable).
 - i) Confirmation that the applicant’s knowledge of the English Language is sufficient in the interests of navigational safety.
- 1.2 All qualifying and assessment trips should be pre-advised to POS when ordering the service of a Pilot.

- 1.3 Applications for PECs should be completed and lodged with POS on completion of the prescribed number of qualifying trips and before requesting an assessment trip.
- 1.4 Applicants are expected to visit Medway VTS at Garrison Point prior to application in order to acquaint themselves with the operational procedures of the VTS.
- 1.5 A minimum of one working day will be required for administration purposes prior to the issue of a PEC following successful completion of the qualifying trips and/or assessment/examination.

2. Applications for a PEC by Examination

- 2.1 Applicants for a PEC by examination shall include in their application the information specified in paragraph 1.1 above.
- 2.2 Applicants for a PEC by examination should be thoroughly acquainted with the following subjects:
The application to Pilotage of: -
 - a) International Regulations for Preventing Collisions at Sea
 - b) I.A.L.A. Maritime Buoyage System A – General Principles and Rules
 - c) Bye-laws, Regulations and Directions for Navigation in the Port and its Approach Area
 - d) Communication Procedures
 - e) “M” Notices relating to Pilotage
 - f) Relevant Notices to Mariners
- 2.3 Applicants are expected to visit Medway VTS at Garrison Point prior to application in order to acquaint themselves with the operational procedures of the VTS.
- 2.4 Applicants should undertake a familiarity trip on a harbour tug and carry out a minimum of one actual/simulated towing operation with a vessel of the type applied for.

3. Experience and Knowledge

The applicant's experience will be determined by his/her ability to demonstrate detailed local knowledge pertinent to the Area(s) for which he/she is being examined with particular reference to: -

- a) Coastal Features
- b) Names of channels and fairways including those available in an emergency
- c) General direction of tidal streams
- d) Passage planning and critical areas of navigation
- e) Traffic movement and patterns including Traffic Separation Schemes
- f) Pilotage and Harbour Limits
- g) Names of Wharves, jetties and berths of special significance and a knowledge of berthing / un-berthing manoeuvres and limitations: -
 - i. In an emergency
 - ii. To meet the requirements of changes in trading pattern
- h) Towing procedures and signals

5. Pilotage in the Area

A detailed knowledge will be required of: -

- a) The names and characteristics of lights, their ranges and arcs of visibility
- b) Position and use of Radio and Radar Beacons together with Fog Signals used to navigate in the Area
- c) The names of Channel Reaches, Headlands, Points and Shoals in the Area
- d) The approximate width of various channels
- e) The bearing and distance from one buoy to another one each side of the Channel.
- f) The Fairway Courses and distances in the Area
- g) The depths of water throughout the area, particularly at the buoys and light vessels
- h) The set, rate, rise and duration of the tides and the use of Tide Tables
- i) Clearing marks for shoals and points visually day or night or by radar

- j) Significant radar patterns of aids to navigation and the use of parallel indexing
- k) The names of anchorages, their position, use and limitations
- l) Restricted areas and zones
- m) Ship handling characteristics of own vessel including squat and interaction with other vessels
- n) Limitations and restriction of other vessels requiring special consideration
- o) Operating with tugs, communications and procedures
- p) Special local signals such as tidal and traffic signals
- q) Local Emergency Plans and Procedures
- r) Dangerous Substances in Harbour Areas Regulations 1987
- s) Bye-laws requiring certificate holders to report accidents and hazardous and non hazardous incident
- t) Any other relevant information at the discretion of those examining the applicant

6. Conduct of the Examination

The examining panel will consist of persons experienced in navigation and navigational procedures within the proposed Area(s) and will normally consist of: -

Harbour Master
Deputy Harbour Master
Marine Manager
A Senior Class 1 Medway Pilot
A PLA Harbour Master or his/her deputy

The examination will be conducted at a date, time and place determined by POS. A minimum of two weeks' notice is requested for the required examination. All the required qualifying trips, assessment trips and relevant application form must have been completed prior to an examination being arranged with POS.

The depth of questioning on a particular subject will depend on the type and size of the vessels for which a PEC is required.

ANNEX B

PILOTAGE / PEC REQUIREMENTS FOR TUGS WITHIN THE MEDWAY PILOTAGE DISTRICT

1. All tugs operating regularly in the Port must be licensed by POS. These licences are renewable annually.
2. All tugs used for towage purposes are to be safely manned. The Master must hold a current Pilot Exemption Certificate for the particular tug and the Area of operation.
3. For tug and tows where the combined Length overall of both tug and vessel(s) towed is less than 50 metres then one inward and one outward assessment trip for each area must be completed with a Pilot.
4. For tug and tows where the combined Length overall of both tug and vessel(s) is between 50 metres and 100 metres then a Pilot/PEC holder is required to be onboard on either the tug or vessel being towed. This type of PEC is gained by experience and completing the required qualifying/assessments trips.
5. For tugs and tows where the combined Length overall of both tug and vessel(s) being towed is in excess of 100 metres then either a Pilot, or a PEC holder who has gained the PEC by examination is required to be onboard one of the vessels.
6. The PEC holders for tugs operating in the Port will be required to undertake a re-qualifying trip with a Pilot every five years, as a result of which extra tripping may be required before a PEC is reissued.
7. For multiple tows i.e. where more than one vessel is towed, the configuration of the tow is to be in accordance with the Medway Ports River Byelaws 1991 No. 35 as follows: -
 1. This byelaw shall not apply in respect of a towing operation carried out over a distance of 1000 metres or less
 2. No master of a power driven vessel shall cause or permit his vessel to: -
 - a) Tow a vessel when pushing another vessel ahead
 - b) Push a vessel when towing another vessel alongside
 - c) Push ahead more than one vessel at a time, except where: -
 - i) the vessels being pushed are abreast of and made fast to one another and do not altogether exceed 24 metres in width; and
 - ii) Those vessels are made fast to the pushing vessel;
 - d) tow alongside more than one vessel at a time, except where the towing vessel and the vessel being towed do not exceed 24 metres in width;
 - e) tow any vessel alongside upstream of the Paper Mill at Snodland

3. No master of a power-driven vessel shall cause or permit his/her vessel to tow astern more than six vessels, other than dinghies, and when being towed astern, shall cause or permit: -
 - a) the distance between the stern of the towing vessel and the stern of the aftermost vessel in the tow to exceed 140 metres
 - b) the number of vessels towed abreast of one another to exceed three
 - c) the total of the widths of any vessels towed abreast of one another to exceed 24 metres
8. For tug and tow Pilotage requirements in the London Pilotage District tug owners are expected to comply with the relevant PLA Pilotage Directions.
9. Notwithstanding the above due consideration must be given to General Directions "General Notes (2)", as follows:

The Harbour Master may give a special direction to a vessel in the Port and to a vessel prior to entering the Port. Such a direction may be given for any of the following purposes: -

- a) requiring a vessel to comply with a requirement made in or under a general direction;
- b) regulating or requiring for the ease, convenience or safety of navigation the movement, mooring or un-mooring of a vessel;
- c) regulating for the safety of navigation the manner in which a vessel takes in or discharges cargo, fuel, water, or ships stores

A direction under this section may also be given, so far as required for safety of navigation, requiring or regulating the use of tugs in relation to a vessel.

A special direction may be given in any reasonable manner considered appropriate.

NB:

1. Towage to include working alongside and pushing.
2. For combined length calculations the lengths are LOA for in line towage. When towing alongside the combined length is that of the largest vessel. The deepest draught of either vessel will be used for Pilotage charging purposes.