

ASSOCIATED BRITISH PORTS – SOUTHAMPTON**COMPETENT HARBOUR AUTHORITY PILOTAGE AREA****PILOTAGE DIRECTIONS**

The following Pilotage Directions (Directions 1 to 3) will apply to vessels bound to or from the Port of Southampton or transiting The Solent when navigating in the Associated British Ports Competent Harbour Authority's (CHA) pilotage area.

ABP Southampton CHA (a competent Harbour Authority within the meaning of the Pilotage Act 1987) in exercise of its powers under 5.7 of that Act directs that pilotage in the Southampton CHA area shall be compulsory for the following vessels:

1 Compulsory Pilotage

Pilotage in the ABP Southampton CHA area is compulsory for the following vessels:

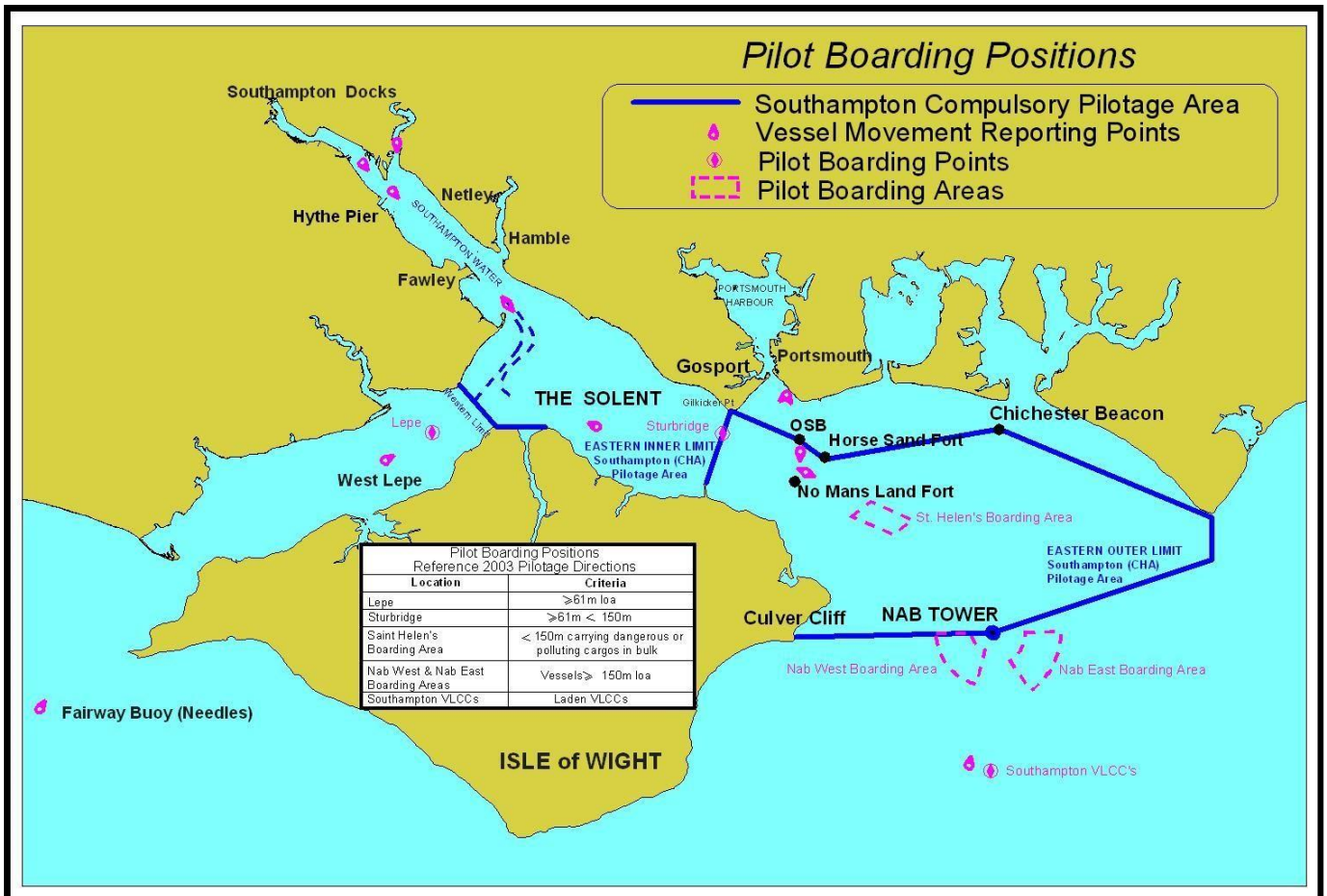
All vessels ≥ 61 m LOA and

Vessels carrying more than 12 passengers ≥ 20 m in length

2 Bona fide deck officers with sufficiently high levels of skill & experience, of all vessels subject to compulsory pilotage within limits defined in the schedules may apply for and be issued with Pilotage Exemption Certificates for the area, or specified parts of the area, subject to their fitness and qualification both by examination and experience in the appropriate parts of the area.

3 Pilotage Exemption Certificates may be revoked if considered justified. In this event, the holder would have a right to appeal to the Competent Harbour Authority.

Schedule No. 1**Geographical Limits of ABP Southampton Pilotage Area
and Pilot Boarding Places**



1.1 ABP Southampton Pilotage Area Limits

- a This will include the whole Statutory Harbour Area within the limits of and jurisdiction of Associated British Ports Southampton.
- b To a line joining Egypt Point to Old Castle Point which will form the southern limit of the pilotage area.
- c From the south eastern limit of the Port of Southampton (western limit of the Dockyard Port of Portsmouth) including that part of the East Solent to:
 - i Eastern outer limit from a position at Culver Cliff on the Isle of Wight, Latitude 50deg 40'N, Longitude 01deg 05.5'W bounded by a line joining the Nab Tower thence to a position 1.1 miles due south of Selsey Bill, thence on a line due north to a position 0.1 miles due south of Selsey Bill, thence to Chichester Beacon (50deg 45'.9N 0deg 56'.4W), thence to Horse Sand Fort, thence to the Outer Spit Buoy thence to Fort Gilkicker.

- ii Eastern inner limit on a line joining Fort Gilkicker at Gilkicker Point to the seaward end of Ryde Pier on the Isle of Wight.

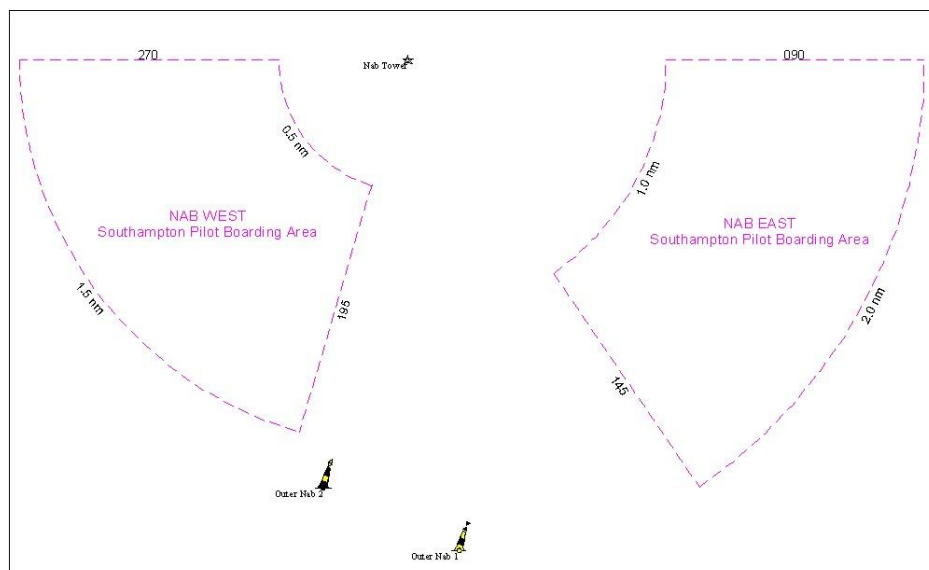
1.2 Pilot Boarding Places.

a Eastern outer limit

The pilot boarding places are located as follows:

- i) For laden VLCCs (i.e. those requiring escort towage) and large deep draught container vessels (refer to Schedule 4) the pilot boarding place will be 4 nautical miles due south of the Nab Tower.
- ii) For all other vessels $\geq 150\text{m}$ LOA the pilot-boarding place will be either;

*NAB WEST Pilot Boarding Area is an area between 0.5nm and 1.5nm from the Nab Tower, in a sector bounded by bearings of 270° and 195° from the Nab Tower or
NAB EAST Pilot Boarding Area is an area between 1.0nm and 2.0nm from the Nab Tower, in a sector bounded by bearings of 090° and 145° from the Nab Tower.*



b St. Helen's Boarding Area

For vessels $< 150\text{m}$ LOA when carrying DANGEROUS or POLLUTING GOODS in bulk the pilot boarding place will be in the vicinity of St Helens Buoy.

NOTE: Vessels having carried dangerous or polluting goods, which are neither gas free nor inerted will be subject to the same conditions as specified above.

A vessel of 150m LOA or less which would normally embark/disembark its pilot at St. Helens or North Sturbridge Buoys, will, when its draught in relation to the available depth of water is such that it will require the use of the Nab Deep Water Channel, board or disembark its pilot in the vicinity of the Nab Tower.

c Eastern inner limit

For vessels ≥ 61 m and < 150 m LOA and for vessels ≥ 20 m LOA when carrying more than 12 passengers, the pilot boarding place will be in the vicinity of North Sturbridge Buoy.

d Western limit

For vessels subject to compulsory pilotage using the West Solent, the pilot boarding place is in the vicinity of the West Lepe Buoy.

1.3 Voluntary / Optional Pilotage – East Solent from Nab Tower to the Eastern Inner Limit and vice-versa

A facility is available by prior arrangement to engage a pilot on a voluntary / optional basis for vessels < 150 m LOA to / from the Eastern Inner limit to embark / disembark a pilot at the Nab Tower.

1.4 Vessels under Tow

For the purpose of these Directions the overall length of a tug and tow shall be interpreted to be the distance from the forward end of the towing vessel to the stern of the last vessel towed.

1.5 Restricted Visibility and Traffic Congestion.

In the event of visibility falling below 1 nautical mile or traffic congestion occurring in the vicinity of the North Sturbridge buoy then the boarding position for vessels referred to in 1.2c above will be temporarily relocated to the pilot boarding area described in 1.2b.

Call sign 'Southampton Pilots' will confirm pilot boarding arrangements when contact is made with the vessel on VHF Channel 9.

1.6 Non-Availability of Pilots.

Vessels for which pilotage is compulsory under the requirements of these Directions but for which no pilot is immediately available, shall not navigate within the Southampton Pilotage Area without having first obtained the permission of the Harbour Master.

Permission will only be given for a vessel at risk to move to the nearest place of safety as directed by Southampton VTS.

Schedule No. 2

Standards and Criteria for the Issue of Pilotage Exemption Certificates

2.1 Application for a Pilotage Exemption Certificate

A bona fide deck officer with sufficiently high levels of skill, experience, local knowledge and standing within the ship's onboard command structure serving onboard a vessel to which these directions apply (see Direction 1) may apply for and be issued with a Pilotage Exemption Certificate for the area, or specified parts of the pilotage area, subject to their fitness and qualifications both by experience and examination.

A deck officer in relation to a ship includes the Master and First Mate.

2.2 Experience

The bona fide deck officer of a ship applying for a Pilotage Exemption Certificate shall satisfy the CHA as to their experience in the pilotage area by completing the number of acts of pilotage and assessment / familiarisation acts, within the last 12 months as follows:

- i All vessels ≥ 20 m LOA carrying more than 12 passengers plying within the limits of the pilotage area, 24 acts of pilotage (12 round trips) minimum of which 2 acts (1 inward and 1 outward passage) will be onboard assessment acts. A minimum of 4 acts should be completed during the hours of darkness.
- ii All vessels ≥ 61 m LOA and < 150 m and all vessels carrying LPG/LNG in bulk (i.e. in tanks which form part of the permanent structure of the vessel). 12 acts of pilotage (6 round trips) minimum of which 2 acts (1 inward and 1 outward passage) will be an onboard assessment acts. A minimum of 4 acts to be completed during the hours of darkness.
- iii All vessels ≥ 150 m LOA in addition to the requirement of (ii) above a familiarisation trip on a vessel > 220 m and on a harbour tug engaged with a vessel ≥ 150 m

2.3 Conditions related to the examination, issue and renewal of a Pilotage Exemption Certificate.

- a i) Examinations shall be held in such places and at such times as the CHA may direct. If a candidate fails the examination, a re-examination will not normally be scheduled within

one month. If a candidate twice fails to pass the examination, any further examination shall be deferred for a period of at least 3 months from the date of the second examination.

Practical onboard assessments of the candidate will be required in addition to the examination as follows:

Assessment trips may be undertaken with either:
an authorised Southampton pilot or an authorised PEC holder for
the vessel for which the PEC is sought.

The PEC candidate will be responsible for ensuring that the form (page 21) is completed by the assessor and is forwarded to the Harbour Office prior to the examination.

ii) The examination will be conducted by the Harbour Master, Deputy Harbour Master or Pilotage Manager and an authorised Southampton pilot.

- b Candidates for a Pilotage Exemption Certificate shall be required to produce satisfactory written evidence of medical fitness, including eyesight, by a qualified medical practitioner registered in the United Kingdom or in the country in which the vessel is registered dated within 2 years of the application.
- c Candidates require a satisfactory knowledge of the International Regulations for Preventing Collisions at Sea, local regulations, Southampton Harbour Bye-Laws, Local Notices to Mariners and marine emergency procedures in force with respect to that part of the pilotage area for which a Pilotage Exemption Certificate is sought.
- d Candidates must have visited the Operations Room of Southampton VTS Centre within the preceding 3 months prior to the examination and be familiar with the VTS procedures within the pilotage area. They must ensure the form (page 21) is signed by the Duty VTS Officer.
- e Candidates must have a satisfactory working knowledge of the English language.

- f Candidates must be fully conversant with the latest legislation relating to Dangerous Substances in Harbour Area Regulations .
- g Certificates shall be uniquely numbered and shall include the name and description of each vessel and class or type of vessel that the certificate holder is authorised to pilot in the pilotage area.
- h Certificate holders shall not allow any other person to have possession, or make improper use of the certificate.
- i Certificate holders shall conform strictly to all local pilotage requirements.
- j Certificates shall be renewable annually and application should be made at least 1 month in advance of the expiry date.
- k Certificates shall not be renewed unless holders can satisfy the CHA of their continuing knowledge of pilotage requirements within the area and have completed 6 inward and outward trips within the previous year.
- l On application for renewal, candidates will be required to produce updated written medical and eyesight evidence at intervals specified in accordance with the normal requirements for marine officers in the country in which their vessel is registered.
- m Certificates shall not be renewed unless the holder has visited the VTS Centre within the preceding the 2 years and submits a signed certificate to that effect (page 21).
- n Certificates shall be renewed after holders reach the age of 65 years, except in exceptional circumstances relative to craft plying within the limits of the pilotage area subject to a valid medical certificate.

2.4 Duties of a PEC Holder

The following duties apply to all certificate holders:

2.4.1 Submit monthly returns on the 'Monthly Return Showing Acts of Self-Pilotage' form and return to the Harbour Office.

2.4.2 Ensure the appropriate flag is flown on the vessel when the certificate holder is acting as pilot for the vessel in the area of jurisdiction.

2.4.3 Report on navigation changes in the CHA's pilotage district:

Pilotage Exemption Certificate holders who observe any significant alterations in the depths or the position of the navigable channels, or that any sea marks of the Local Lighthouse or General Lighthouse Authority are out of place or do not conform with, or display their charted characteristic, shall forthwith be required to report the fact without delay to the CHA.

2.4.4 Reporting collisions, groundings, close quarter situations and any other concerns relating to safety of navigation.

A bona fide deck officer holding a Pilotage Exemption Certificate whose vessel has touched the ground or has been in collision or a close quarter situation with any other ship or any fixed or floating object in the waters for which he holds such a certificate, shall report the occurrence in writing on the form prescribed to the CHA within 14 days of the occurrence. Additionally, in accordance with the Port's Safety Management System, PEC holders are required to report to the CHA any concerns they may have regarding safety of navigation in the pilotage district by completing a 'Potential Risk Report'. This form is attached to these directions.

2.4.5 CHA Investigations / Inquiry following an incident

Pilotage Exemption Certificate holders shall attend the Harbour Office at the order or summons of the CHA to answer any complaint or charge which may be made against them for the alleged misconduct, or in respect of any marine casualty which may have occurred whilst they were in charge of their vessel in that part of the pilotage area for which they are certificated.

2.4.6 Pilotage Exemption Certificate disciplinary code

If, following an appropriate inquiry by the Competent Harbour Authority (CHA), the PEC holder is found to be responsible for a marine casualty or serious incident or has contravened the

Southampton CHA pilotage regulations, the CHA may suspend or revoke the certificate subject to informing the PEC holder in writing of their intention to do so.

2.5 Fees are charged for the following:-. The current fees can be found at:-

http://www.southamptonvts.co.uk/Pilotage/Pilot_Exemption_Certification/

- a Issue of a pilotage exemption certificate by written application for part of, or whole of the pilotage area.
- b Re-examination for a pilotage exemption certificate for additional parts in the area, or upon failure of a previous examination.
- c Renewal of a pilotage exemption certificate for part of, or the whole of the pilotage area.
 - d Amendments to pilotage exemption certificate.

2.6 Syllabus for Pilotage Exemption Certificate Examination

Applicants for a Pilotage Exemption Certificate are to make themselves thoroughly acquainted with the following subjects:

2.6.1 Limits of the Southampton CHA Pilotage area for which application is being made

- a The limits of the Southampton CHA Pilotage area defined in Schedule No.1
- b. Vessels exempt from compulsory pilotage in the area.
- c. Pilot boarding places – location and details of vessels using them.
- d. VTS reporting points for vessels inward and outward throughout and adjacent to the district.
- e. Duties of a certificate holder

2.6.2 General Navigation

The application to pilotage of:

- a International Regulations for Preventing Collisions at Sea.

- b International Association of Lighthouse Authorities (IALA) Maritime Buoyage System A general principles and rules.

- c Appropriate Port of Southampton Bye-Laws, Regulations and Directions for navigating in the pilotage area.

- d Communication procedures.

- e "M" Notices relating to pilotage.

- f Relevant Local Notices to Mariners affecting the CHA pilotage area.

Note: Candidates will be expected to have knowledge of the Bye-Laws and Local Notices to Mariners of adjacent authorities where relevant to their application.

2.6.3 Experience and local knowledge

The candidate's experience will be determined by his ability to demonstrate detailed local knowledge pertinent to the area for which he is being examined with particular reference to: a Coastal features.

- b Names of the channels and fairways including those available in an emergency.

- c The names of channel reaches, headlands, points and shoals in the area.

- d Clearing marks for shoals and points visually by day or night and by radar.

- e The approximate width of the various channels.

- f The bearing and distance from one buoy to another on each side of the channel.

- g The fairway courses and distances in the area.

- h The depths of water throughout the area, particularly at buoys and where the vessel might safely depart from the main fairways in the district.
- i The set, rate, rise and duration of the tides and the use of Tide Tables.
- j General direction of tidal streams and strongest rates and directions predicted at key locations.
- k Passage planning and critical areas of navigation.
 - l
 - i. Traffic movement and patterns including any holding or passing places for large vessels within the district. Knowledge of areas of recreational craft activity, yacht racing starting points will be expected.
 - ii. Typical passage times for large vessels on passage in the district. e.g. passage time for container vessels, tankers etc. between Nab Tower, Forts, Prince Consort, Hook Buoy and berths.
- m Statutory Harbour Authority limits for Southampton, Portsmouth and Cowes.
- n Names of wharves, jetties and berths of special significance and a knowledge of berthing / unberthing manoeuvres and limitations:
 - i in an emergency,
 - ii to meet the requirements of changes in trading pattern.
- o The names and characteristics of lights, their ranges and arcs of visibility. The names and characteristics of buoys, beacons, light vessels and other seamarks. Positions of radar beacons, together with fog signals used to navigate in the area.
- p Significant radar patterns of aids to navigation and the use of parallel indexing.
- q The names of the anchorages, their position, use and limitations.
- r Restricted areas and zones.

- s Ship handling characteristics of own vessel, squat and interaction with other vessels.
- t Limitations and restriction of other vessels requiring special consideration. (Knowledge of vessels designated clear channel status in the Thorn Channel).
- u Operations with tugs; communications and precautions. Type and capability of tugs based in the port. Demonstrate knowledge of the dangers associated with the tug operations in port, in particular bow tug operations.
Reference to be made to MAIB reports/ MGNs.
- v Local emergency plans and procedures (i.e. SOLFIRE, Southampton Oil Spill Contingency Plan, etc).
- w Fully conversant with the latest legislation relating to Dangerous Substances in Harbour Areas.
- x Any other relevant information at the discretion of the Examiners.

2.6.4 Language

All examinations will be conducted in the English language.

NOTE: Re-Examination

Re-examination after a first failure is at the discretion of the Examiners, but will not normally be within one month.

If an applicant twice fails to pass the examination, he will be put back for 3 months from the date of the second examination. After 3 months, examination to be at the discretion of the Examiners.

Schedule No. 3 ETAs and ETDs

3.1 Estimated time of arrival (ETA) at pilot boarding point

Vessels bound for the ABP Southampton CHA Pilotage area requiring the services of a pilot shall give Southampton VTS (Vessel Traffic Services) 12 hours advance notification, including the estimated time of arrival, maximum draught and destination within the pilotage area, and state where a pilot is required. (Schedule 1.2 refers). Notification may be by email, telephone or fax.

Email: VTSSouthampton@abports.co.uk

Telephone VTS Centre +44 (0)23 8060 8208

FAX No: +44 (0) 23 8023 2991

A further estimated time of arrival shall be sent direct by VHF R/T channel 9 (call sign 'SOUTHAMPTON PILOTS') no later than 3 hours before arrival at the pilot boarding point, and VHF R/T contact maintained if it is necessary to vary the ETA.

Vessels requiring a pilot for Portsmouth, Cowes or Langstone Harbour should contact the appropriate Competent Harbour Authority as set out in their respective Pilotage Directions.

NOTE: It is recommended that if voluntary / optional pilotage is required by vessels in a noncompulsory area, advance notification of 24 hours is desirable to ensure that a pilot will be available on arrival at the appropriate pilot boarding point.

3.2 Estimated time of departure (ETD) or vessels moving within the district

Outgoing vessels or vessels moving within the ABP Southampton Pilotage area which require the services of a pilot shall give Southampton Pilots at least 3 hours' notice of their estimated time of departure (ETD). They will also reconfirm 30 minutes before departure.

NOTE: If pilotage is required to extend beyond the compulsory pilotage limit in the East Solent, 12 hours' notice is desirable to ensure that suitable facilities can be provided.

3.3 Boarding and landing of pilots in adverse weather conditions

Pilot boats will only put to sea when their services are required.

Masters should ensure that they receive confirmation that their pilot is en route to them before approaching the advised boarding place in adverse weather.

It is essential that advance notice of the need for the services of a pilot is given.

The boarding and landing of Pilots at any of the locations prescribed in these Directions is “weather permitting”. In adverse weather conditions, vessels may be offered to use an alternative boarding or landing location in accordance with advice notified at the time by Southampton VTS. Such advice will only be given after consultation with the Harbour Master and be made on an individual ship basis.

3.4 Failure to comply with ETA / ETD requirements

Vessels failing to provide an ETA or ETD, in the required format, may be delayed in the event of a pilot not being available.

In the case of vessels, which have given an ETA / ETD and where a pilot has boarded, if a subsequent delay is caused by the vessel beyond 30 minutes, other than for navigational and weather considerations, an ETA / ETD detention surcharge may be applied to the cost of pilotage for that vessel, (for details see pilotage rates).

Schedule No. 4

The Use of a Pilot Assistant

- 4.1 Tankers exceeding 60,000 DWT when using escort towage, if carrying an authorised pilot within the CHA pilotage area, will be required to carry an assistant who is also an authorised pilot.
- 4.2 Bulk cargo vessels and vessels with special requirements may, subject to appropriate assessment by the Harbour Master and Liaison Pilot be required to carry an assistant who is also an authorised pilot.
- 4.3 All container vessels 365m loa or greater with a beam of 45m or greater are required to carry an assistant who is an authorised pilot.



Southampton

APPLICATION FOR A PILOTAGE EXEMPTION CERTIFICATE

PLEASE COMPLETE AND FORWARD TO:

PILOTAGE ADMINISTRATION
HARBOUR MASTER'S DEPT
ASSOCIATED BRITISH PORTS
OCEAN GATE
ATLANTIC WAY
SOUTHAMPTON SO14 3QN

FULL NAME:

RANK:

VESSELS FOR WHICH A PILOTAGE EXEMPTION CERTIFICATE IS REQUIRED:

6	NAME & ADDRESS OF LOCAL AGENT:	
7	POSITION / RANK IN WHICH PEC IS TO BE USED:	
8	AREA FOR WHICH A PEC IS SOUGHT Full CHA Area (To Outer Limit) ✓ as <input type="checkbox"/> appropriate Partial CHA Area (To Inner Limit) <input type="checkbox"/> Restricted CHA Area (Give details) <input type="checkbox"/>	
9	(a) Applicants Grade of Certificate of Competency:	(b) Number of Certificate of Competency and Date Issued:
10	EXPERIENCE OF THE SOUTHAMPTON PILOTAGE AREA: (a) Within the last 12 months: Number of Transits between and between and between and Name of Vessel(s) Supply copy of evidence, eg Log book entries / Pilotage Dockets Employer / Master's affidavit PEC/ Pilot assessment (b) Prior to the last 12 months: Number of Transits Previous holder of a PEC YES / NO Name of Vessel(s).....	

11 DECLARATION

I hereby declare that the above information is correct and confirm the following:

(a) I have studied and am familiar with the following:

The Southampton Pilotage Directions including the areas and vessels to which they apply and the syllabus for local knowledge.

The International Regulations for the prevention of collisions at sea.

The Southampton VTS reporting procedures.

The Southampton Harbour Bye-Laws

Notices to Mariners in force for the Port of Southampton and the Dockyard Port of Portsmouth.

The Southampton Port Users Information & Navigational Guidelines.

The Marine Emergency Plan (SOLFIRE) for The Solent area.

The latest regulations on Dangerous Substances in Harbour Areas.

The tides in the pilotage area.

(b) I have an understanding of the English Language and knowledge of the use of standard marine vocabulary.

Evidence of Medical Fitness (ENG1 Certificate or equivalent) is enclosed.

I have visited the Southampton Vessel Traffic Services Centre within the last 3 months and am familiar with the VTS procedures within the pilotage area. (Duty VTS Officer to sign form overleaf.)

Signed Date

NAME OF APPLICANT _____

NAME OF EMPLOYER /
SHIPPING COMPANY _____

VTS VISIT

DATE OF VISIT

VERIFIED BY _____ (VTS Officer)

ASSESSMENT TRIPS

The candidate has satisfactorily demonstrated to the assessor that he is ready to be examined

INWARD PASSAGE

SHIP / DATE

(Pilot / PEC holder)

OUTWARD PASSAGE

SHIP / DATE

(Pilot / PEC holder)

SHIP/TUG FAMILIARISATION TRIPS [see schedule 2.2(iii)]

SHIP / DATE

(Pilot)

TUG / DATE

(Tug Master)

EXAMINATION

EXAMINED BY

(DHM / AHM)

(Pilot)

PEC TO BE ISSUED / NOT TO BE ISSUED

Fees related to the issue, examination and renewal of pilotage exemption certificates for a bona fide deck officer with sufficiently high level of skill, experience, local knowledge and standing within the ships onboard command structure.

Detail of pilotage exemption certificate required as per Pilotage Directions Schedule No 1	Cost
A Issue of a pilotage exemption certificate by examination for part of, or whole of the pilotage area.	£150
B Re-examination for a pilotage exemption certificate for additional parts of the area, or upon failure of a previous examination.	£100
C or Renewal of a pilotage exemption certificate for part of, the whole of the pilotage area.	£50
D Amendments to Pilotage Exemption Certificate.	£50

Cheques should be made payable to '**Associated British Ports**' and accompany, the completed PEC application form.



Southampton

Return to: Pilotage Administration, Ocean Gate, Atlantic Way, Southampton, SO14 3QN
or email: HMSouthampton@abports.co.uk

Potential Risk Report Marine Safety Management System

The Port's marine Safety Management System (SMS) endeavours to reduce the risks arising from the day-to-day operations in the harbour and Pilotage areas to as low a level as reasonably practical.

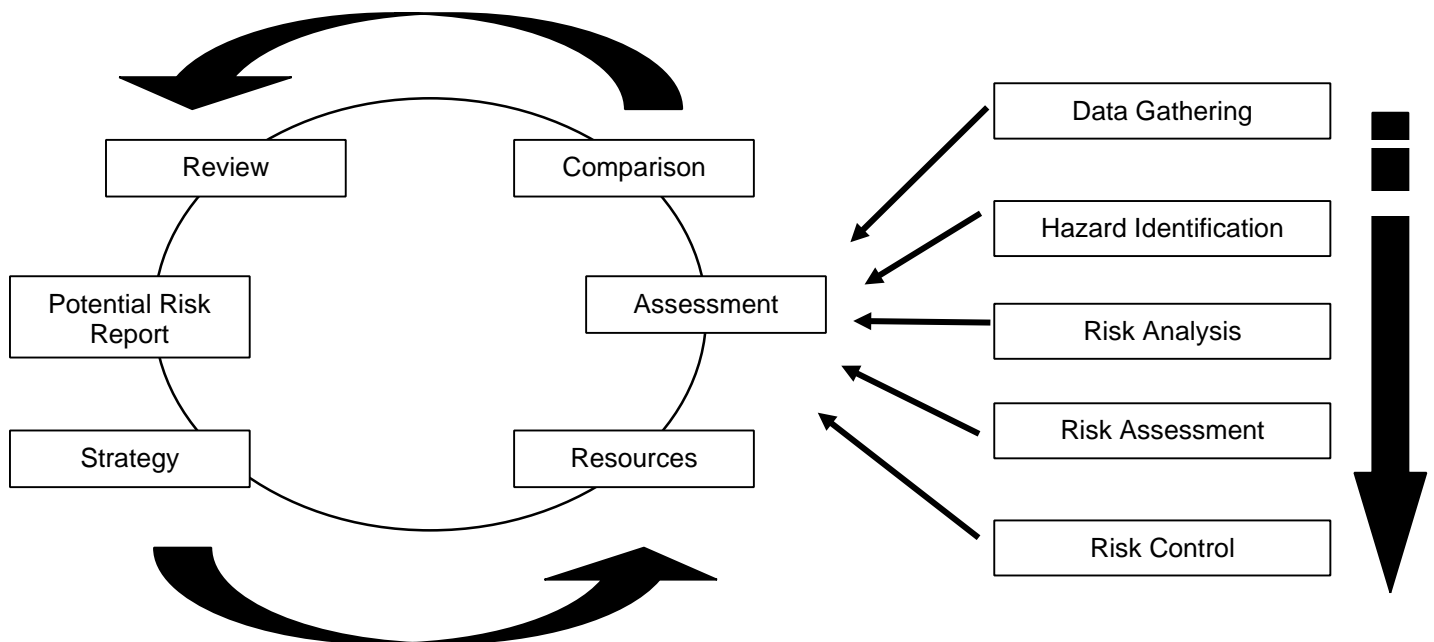
In accordance with the requirements of the Port Marine Safety Code the Port has undertaken, in consultation with stakeholders, a Formal Safety Assessment of the hazards in the port, assessed the associated risks and introduced or verified control measures, to minimise the risks.

To ensure the control measures remain valid, it is essential that all the Port's Stakeholders (Port Staff, PEC holders, tug Masters, Agents, berth operators, recreational users) advise the Harbour Authority of 'potential risks', which, in their opinion, could indicate a weakness in a particular control measure or risk assessment.

This is an iterative process, and will only be effective if all our stakeholders participate in it. The goal for all of us is to achieve an incident free harbour and pilotage area.

Please use the pro-forma overleaf to report any 'potential risks' you encounter in harbour or pilotage waters.

(This form does not preclude the requirement for Pilots and PEC holders to complete a Pilotage Incident Report (PIR1) in accordance with the Port's Pilotage Directions).



Relationship between Safety Management System and Risk Assessment

Return to: Pilotage Administration, Ocean Gate, Atlantic Way, Southampton, SO14 3QN or
email: HMSouthampton@abports.co.uk

Potential Risk Report Marine Safety Management System

POTENTIAL RISK DETAILS (please complete as appropriate)

Reported by	_____	Date and time	_____
Ship name and type	_____	Location	_____
Nature of risk	_____	Weather / Tide	_____
Agent	_____		

Description of Incident:

