Port of Southampton

Pilotage Directions



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Accountable Owner

The Accountable Owner for this Policy.

Accountable Owner	Title	Geographical Location
Steven Masters	Harbour Master	Southampton

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1. Introduction

1.1 General Provisions

The Pilotage Act 1987 (as amended by the Marine Navigation Act 2013) lays down the requirements for granting, suspending and revoking pilotage authorisations or pilotage exemption certificates.

The Pilotage Act 1987 generally requires competent harbour authorities to determine which vessels require pilotage and to provide such pilotage services as needed.

The following directions ("Directions") have been made by ABP in exercise of its given powers pursuant to section 7 of the Pilotage Act 1987.

1.2 Definitions

For the purposes of these directions the following definitions shall be inferred:

ABP	Associated British Ports, competent harbour authority.
Deck Officer	Assistant to the master and in charge of watchkeeping (navigation while at sea, passenger/cargo operations/mooring). "Deck officer", in relation to a ship, includes the master and first mate;".
CHA	Competent Harbour Authority – means a Harbour Authority which has statutory powers in relation to the regulation of shipping movements and the safety of navigation within its harbour; and whose harbour falls wholly or partly within an active former pilotage district, the limits of which are defined in Section 3.
ETA/ETD	Estimated Time of Arrival/Departure.
Gas free	A specific condition of vessels that carry dangerous or polluting goods in bulk that has discharged the contents of all their cargo tanks, and further removed all cargo vapours (through inerting and purging) such that the cargo tanks contain no hazardous vapours (<1% of the Lower Explosive (Flammable) limit by volume, no toxic gases, and oxygen is 21% by volume). For the purpose of these Directions, a vessel will only be considered gas free if all cargo tanks are in this condition.
Harbour Master	Harbour Master – means a person appointed by the Harbour Authority in accordance with the Harbours, Docks and Piers Clauses Act 1847, and Port Marine Safety Code
Inerted	A specific condition of vessels that carry dangerous or polluting goods in bulk that has discharged the contents of all of their cargo tanks and the atmosphere in every tank has been replaced with an inert gas or flue gas such as to ensure it is below the Lower Explosive (Flammable) Limit for that cargo of hydrocarbon and the oxygen content is below 8% by volume. For the purpose of these Directions, a vessel will only be considered inerted if all cargo tanks are in this condition.

LOA	Length Overall – The maximum length of a vessel including overhanging structure, cargo, or equipment. In the instance of towage, this shall include overall length of pushed objects and length of objects being towed.
Pilot	A person duly authorised by the Harbour Master under section 3 of the Pilotage Act 1987, to provide pilotage services as defined in the Pilotage Directions.
PEC	Pilotage exemption certificate – means a certificate issued to a bona fide Deck Officer in accordance with section 8 of the Pilotage Act 1987.
PEC Holder	A person duly authorised by the Harbour Master under section 8 of the Pilotage Act 1987.
PEC Practical assessment	a practical examination of competency for a PEC candidate on a vessel they are not yet authorised to legally have conduct of. See section 8 for more details.
Pilotage Enforcement Policy	A policy setting out the use of the powers of the Harbour Master in relation to suspension and revocation of pilot authorisations and pilotage exemption certificates.
SHA	Statutory Harbour Authority - responsible for the management and running of a harbour. The powers and duties in relation to a harbour are set out in local Acts of Parliament or a Harbour Order under the HA 1964.
Towage Endorsement	An endorsement made to a pilotage exemption certificate to allow for the use of tugs for ship assist on vessels above determined sizes.
Revalidation Assessment	A review for a PEC holder's competence on a vessel they are authorised to legally have conduct thereof.
Dangerous or Polluting goods	Means substances under the Dangerous Goods in Harbour Areas Regulations 2016 (DGHAR), or under the International Maritime Dangerous Goods (IMDG) Code.
Peer Review	A review for a Pilot on a vessel they are authorised to legally have the conduct of. The pilot being reviewed retains the con while being observed.

2. Directions

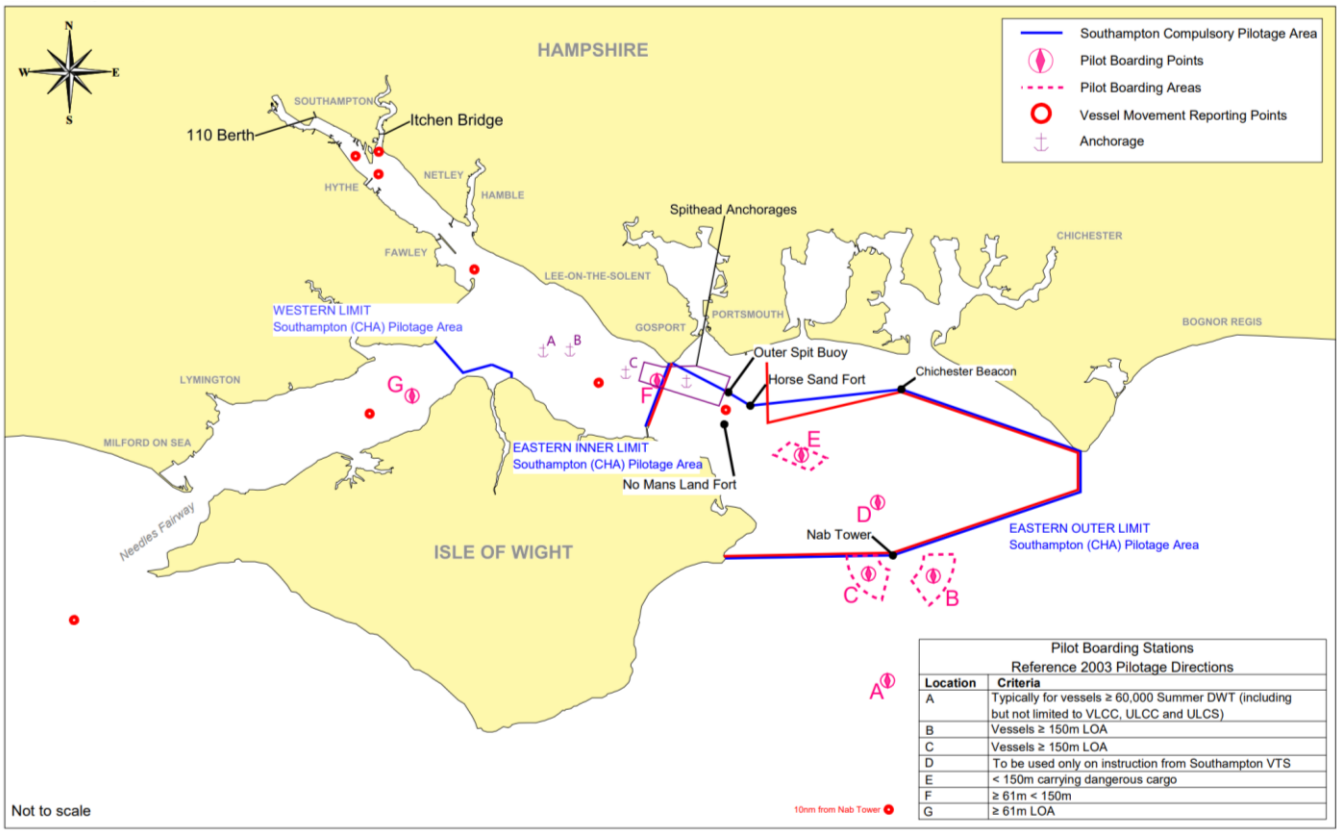
The following Pilotage Directions (Directions 1 to 3) will apply to vessels bound to or from the Port of Southampton or transiting the Solent when navigating in the ABP Southampton Pilotage Area.

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 Pilotage Area shall be compulsory for the following vessels:

1. Pilotage in the Southampton Pilotage Area is compulsory for the following vessels:
    a) All vessels greater than or equal to 61m LOA; and
    b) Vessels carrying more than 12 passengers greater than or equal to 20m LOA.
2. Bona fide deck officers with sufficiently high levels of skill & experience, of all vessels which are subject to compulsory pilotage within limits defined in the schedules may apply for and be issued with Pilotage Exemption Certificates ("PEC") for the Southampton Pilotage Area, or specified parts of the area, which shall be issued 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 accordance with the provisions of the Pilotage Act 1987 and the Port of Southampton Pilotage Enforcement Policy. In this event, the holder would have a right to appeal to the Competent Harbour Authority.

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3. Geographical Limits of ABP Southampton CHA and Pilot Stations



Pilot Boarding Stations
Reference 2003 Pilotage Directions

Location	Criteria
A	Typically for vessels ≥ 60,000 Summer DWT (including but not limited to VLCC, ULCC and ULCS)
B	Vessels ≥ 150m LOA
C	Vessels ≥ 150m LOA
D	To be used only on instruction from Southampton VTS
E	< 150m carrying dangerous cargo
F	≥ 61m < 150m
G	≥ 61m LOA

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3.1 ABP Southampton Pilotage Area Limits

This will include the whole Statutory Harbour Area (SHA) within the limits of and jurisdiction of Associated British Ports Southampton, and in addition the Competent Harbour Authority area of ABP Southampton. The limits of the ABP Southampton CHA Area being:

Western limit	a line joining Stansore Point with Egypt Point
Southern limit	a line joining Egypt Point to Old Castle Point
From the southeastern limit of the Port of Southampton SHA (Old Castle Point to Hill Head, which is also the western limit of the Dockyard Port of Portsmouth) through and including the Eastern Solent to:	
Eastern inner limit	a line joining Fort Gilkicker at Gilkicker Point to the seaward end of Ryde Pier on the Isle of Wight
Eastern outer limit	bounded by a line joining: a position at Culver Cliff on the Isle of Wight, Latitude 50deg 40'N, Longitude 001deg 05.5'W, thence to 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 000deg 56'.4W), thence to Horse Sand Fort, thence to the Outer Spit Buoy thence to Fort Gilkicker

3.2 Pilot Boarding Areas

All pilot boardings are subject to confirmation from Southampton Pilots on VHF Ch.09.

Any vessel entering the Southampton CHA shall embark their authorised pilot at the following Pilot Boarding Areas:

Pilot Station	Description	Ship Category
Eastern Outer Limit		
ALPHA	4 nautical miles due south of the Nab Tower,	Typically for vessels ≥60,000 DWT, including but not limited to VLCC, ULCC, and ULCS. Particularly if they require escort towage or have a draft over 12m.
BRAVO	Pilot station Bravo 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.	For all other vessels greater than or equal to 150m LOA. For all vessels that require the use of the Nab Deep water channel due to draught in relation to the available depth of water.
CHARLIE	Pilot station Charlie 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.	For all other vessels greater than or equal to 150m LOA.

Eastern Inner Limit		
DELTA	In the vicinity of the New Grounds Buoy	For vessels that normally use pilot station Echo (less than 150m LOA), which require more sea room than pilot station Echo allows, as directed by VTS
ECHO	In the vicinity of St Helens Buoy	For Vessels less than 150m LOA when carrying any amount of DANGEROUS or POLLUTING GOODS in bulk, including such vessels in ballast condition containing traces and/or vapours of such cargoes.
FOXTROT	In the vicinity of North Sturbridge Buoy pilot station Foxtrot.	For vessels greater than or equal to 61m and less than 150m LOA and for vessels greater than or equal 20m LOA when carrying more than 12 passengers. Vessels less than 150m LOA designed to carry dangerous or polluting goods in bulk, when in ballast condition with no cargo onboard, providing the vessel is Inerted or Gas Free.
Western Limit		
GOLF	In the vicinity of the East Lepe Buoy	For vessels subject to compulsory pilotage using the West Solent.

3.3 Pilot Landing Areas

3.3.1 Pilots will be landed in proximity to the relevant pilot station for that size of vessel, at the discretion of the pilot and Master. This shall take into consideration all matters pertinent including, but not limited to, proximity of traffic, weather conditions, heading required for adequate lee, vessel manoeuvring capabilities and vessel draught.

3.3.2 For vessels disembarking at the Eastern Outer Limit, an area from pilot station “Delta” through to pilot stations “Charlie”, “Bravo” and “Alpha” may be used.

3.3.3 For vessels disembarking in the proximity of Echo pilot station, an area from a line connecting the Warner Buoy and the Horse Elbow buoy, eastward through to the Nab East buoy may be used.

3.3.4 For vessels disembarking in the proximity of Golf pilot station, a line joining Stansore Point with Egypt Point (the Western limit of the SHA) Westward may be used.

3.4 Voluntary / Optional Pilotage

A facility is available by prior arrangement for vessels less than 150m LOA to engage a pilot on a voluntary or optional basis, embarking or disembarking at the Eastern Outer limit and transiting to or from the Eastern Inner Limit pilot station for a vessel of this size as prescribed in 3.2.

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3.5 Vessels/ Objects 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/ back of the last vessel/ object towed.

3.6 Restricted Visibility and Traffic Congestion.

3.6.1 In the event of visibility falling below 1 nautical mile or traffic congestion occurring in the vicinity of the North Sturbridge buoy, boarding area Foxtrot, Vessels that would normally board in Foxtrot shall instead be boarded at Echo.

3.6.2 Call sign ´Southampton Pilots` will confirm pilot boarding arrangements when contact is made with the vessel on VHF CH 09.

3.7 Non-Availability of Pilots.

3.7.1 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 a Special Direction issued from the Southampton Harbour Master.

3.7.2 A Special Direction issued for the above purpose will only be given for a vessel at risk to move to the nearest place of safety within the Southampton CHA. The Special Direction may be issued verbally by Southampton VTS.

4. ETAs and ETDs

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

Vessels bound for the ABP Southampton CHA requiring the services of a pilot shall give Southampton VTS (Vessel Traffic Services) a minimum of 24 hours advance notification through the creation of a voyage in Agents Online portal. This shall include, as a minimum, the vessel's estimated time of arrival at the Nab Tower or Needles Fairway, maximum draft, destination within the Southampton Pilotage Area, state where a pilot is required and a CERS3 workbook. This shall constitute a provisional pilot booking.

Confirmation of the vessel's estimated time of arrival at the Nab Tower or Needles Fairway shall be sent to Southampton Pilots by VHF radio telephone, channel 09, a minimum of 6 hours prior to arrival. If the vessel is not within VHF range, the confirmation should be sent via the ship's agent, directly to VTS by email at southamptonvts@abports.co.uk or telephone +44 (0) 2380 608208.

4.2 Estimated time of departure (ETD) or vessels moving within the Southampton Pilotage Area

Vessels departing a berth or moving within the ABP Southampton CHA requiring the services of a pilot shall give Southampton VTS (Vessel Traffic Services) a minimum of 24 hours advance notification through the creation of a voyage in Agents Online portal. This shall include, as a minimum, the vessel's estimated time of departure or movement, maximum draft, destination, and a CERS3 workbook. This shall constitute a provisional pilot booking.

Confirmation of departure time where the services of a pilot are required shall be given to Southampton Pilots a minimum of 3 hours prior to the intended time of departure by VHF, channel 09, via the ship's agent, directly to VTS by email at southamptonvts@abports.co.uk or telephone +44 (0) 2380 608208.

4.3 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, as determined in the Port of Southampton Pilotage Tariff.

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5. Defective vessels requiring pilotage

1. Vessels presenting with defects to their vessel that may impact on their ability to safely navigate and/or manoeuvre within the Southampton CHA are required to notify Southampton VTS at the earliest opportunity when the defect is discovered.
2. Such vessels may be subject to additional requirements by the Harbour Master including but not limited to; provision of an assistant pilot, specific towage requirements, boarding or landing pilots at areas outside of those provided in section 3.2 of these directions.

6. Provisions for the Boarding and Landing of Pilots

6.1 Boarding and Landing Arrangements

6.1.1 Vessels required to board or land a pilot to or from a pilot launch shall provide pilot transfer arrangements in accordance with SOLAS Ch V Reg 23. The Port of Southampton requires all vessels to send a copy of their pilot ladders' certificates and markings as per ISO 799-1:2019, to splcertificates@abports.co.uk 24 hours in advance of arrival.

6.1.2 Positive verbal conformation that the ship's pilot ladder will be rigged in compliance will be required on VHF Ch.09 by Southampton Pilots upon making radio contact.

6.1.3 Any vessel presenting a pilot ladder or combination arrangement that presents as unsafe or noncompliant with the regulations may be refused boarding and/or landing and reported to the appropriate authorities. The pilot has the ultimate decision on whether the ladder is suitable for use.

6.2 Boarding and landing of pilots in adverse weather conditions

6.2.1 In adverse weather conditions the boarding and landing operation is at a higher risk. It is therefore essential that advance notice of the need for the services of a Pilot is given, and Master's must ensure that they receive confirmation that their pilot is enroute to them before approaching the advised pilot station.

6.2.2 The boarding and landing of Pilots at any of the stations 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.

6.2.3 In some cases of adverse weather where boarding and landing of pilots becomes unsafe, then pilot operations may be suspended for a period until the provision of safe boarding and landing can be ensured.

6.2.4 Pilots not able to be landed within the CHA or proximity thereof for whatever reason shall be landed at the next available safe place (known as “overcarry”). Charges shall be in accordance with the advertised tariff.

6.2.5 Where it is anticipated that pilots may not be able to safely board within the CHA or proximity thereof for whatever reason, arrangements may be made to pre-board pilots at a safe place prior to arrival within the CHA or proximity thereof (known as “pre-carry”). Charges shall be in accordance with the advertised tariff.

7. The Use of an Assistant Pilot

7.1 Tankers exceeding 60,000 DWT if carrying an authorised pilot within the Southampton CHA, will be required to carry an assistant who is also an authorised pilot.

7.2 Bulk cargo vessels and vessels with special requirements may, subject to appropriate assessment by the Harbour Master, be required to carry an assistant who is also an authorised pilot.

7.3 Container vessels 365m LOA or greater with a beam of 45m or greater are required to carry an assistant who is also an equally authorised pilot.

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8. Standards and Criteria for the Issue of Pilotage Exemption Certificates

8.1 Application for a Pilotage Exemption Certificate

In accordance with the provisions of the Pilotage Act 1987 (as amended by the Marine Navigation Act 2013), 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 Southampton CHA, or specified parts of the Southampton CHA, subject to their fitness and qualifications both by experience and examination.

8.2 Experience

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

1. All vessels ≥20m LOA carrying more than 12 passengers, 24 acts of pilotage (12 round trips) a minimum of which 2 acts (1 inward and 1 outward passage) will be onboard practical assessments. A minimum of 4 acts shall be completed during the hours of darkness.
2. All vessels ≥61m LOA and all vessels carrying LPG/LNG in bulk (i.e. in cargo tanks which form part of the permanent structure of the vessel), 12 acts of pilotage (6 round trips) a minimum of which 2 acts (1inward and 1outward passage) will be onboard practical assessments. A minimum of 4 acts shall be completed during the hours of darkness.
3. All vessels ≥61m LOA or ≥20m LOA carrying more than 12 passengers intending to use tugs for ship assist and therefore applying for endorsement for the use of tugs, as part of the acts required in 8.2 points 1 or 2 above, a minimum of 4 acts with tugs in assistance. In addition, 2 familiarisation trips onboard a harbour tug engaged with a vessel of a similar nature and size. The required practical assessments of such shall be conducted with tugs in assistance. Towage endorsements are only required for PEC valid for the southampton Docks.
4. Notwithstanding point 3 above, all vessels ≥ 150m LOA, in addition to the requirements of 8.2 points 1 or 2, a minimum of 4 acts with tugs in assistance, 2 familiarisation trips onboard a harbour tug engaged with a vessel of a similar nature and a familiarisation trip on a vessel >220m. The required practical assessments of such vessels shall be conducted with tugs in assistance.
5. All acts required above shall be recorded in the relevant form.

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8.3 Limited Area PECs

8.3.1 Applicants can apply to be examined for only part(s) of the CHA area as listed in this table:

Limited Area	Limits	Requirements
Docks	The SHA limits of the Itchen and Test rivers A line from the Hythe Pier, through the Weston Shelf Buoy, to the Weston shore	• This limited PEC is only issued for vessels below 150m LOA. • All applicants must complete the experience requirements of 8.2 points 1 or 2 above. • If intending to use ship assist towage, applicants must complete the experience requirements of 8.2 point 3 above.
Central and Western Solent	South of a line drawn East-West though the Hook Bouy to both coastlines, West of a line from Old Castle Point to Hill Head North of a line from Egypt Point to Old Castle Point	• This Limited PEC cannot be endorsed for ship assist towage. • All applicants must complete the experience requirements of 8.2 points 1 or 2 above.
Eastern Solent	East of a line from Old Castle Point to Hill Head West of a line from Ryde Pier to Fort Gilkicker	• This Limited PEC cannot be endorsed for ship assist towage. • All applicants must complete the experience requirements of 8.2 points 1 or 2 above.
Southeastern Approaches	The area bounded by the Eastern Inner and Outer limits of the CHA	• This Limited PEC cannot be endorsed for ship assist towage. • Limited PECs for only this area and no other, shall meet the experience requirements of 8.2 point 2 above.

8.3.2 applicants seeking to hold a limited PEC shall indicate this on their application

8.4 Conditions related to the examination, issue and renewal of a PEC.

All PEC forms can be downloaded from Southampton VTS website under Pilotage and Towage, and then on the Pilotage Exemption Certificates page, at the following link:

https://www.southamptonvts.co.uk/Pilotage_Towage_/Pilotage_Exemption_Certificate/

The following conditions are for the examination, issue of, and renewal of a PEC;

8.4.1 Practical assessments shall be undertaken with either:

- an authorised 1st class unrestricted Southampton pilot, or;
- a pilotage exemption certificate holder accepted by the Harbour Master in lieu of a pilot.

8.4.2 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

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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.

8.4.3 The examination shall be conducted by the Harbour Master or person(s) nominated on their behalf.

8.4.4 Candidates for a Pilotage Exemption Certificate shall be required to produce satisfactory written evidence of medical fitness, including eyesight, by a doctor approved by the MCA in the UK or within a country whose medical certificates have been assessed as meeting international requirements as contained within MSN 1815 Equivalent Medical Certificates. Medical certificates must be dated within 2 years of the application.

8.4.5 Candidates require a satisfactory knowledge of the International Regulations for Preventing Collisions at Sea, local regulations, Southampton Harbour Byelaws, General Directions, 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.

8.4.6 Candidates for vessels intending to operate with tugs for ship assist within the area where their PEC is valid, shall complete the requirements of 8.2.3 and shall have their certificates endorsed for use of tugs. A pilot shall be required on any vessel using tugs for ship assist unless the certificate holder has such endorsement.

8.4.7 Endorsements for use of tugs should be made as part of the practical assessment and exam for the initial issue of a certificate but may subsequently be added, subject to additional assessments and examination.

8.4.8 Those PEC holders who prior to March 2026 were not required to have a towage endorsement, shall be entitled to apply for a towage endorsement at their next annual review if they have been conducting PEC acts utilising ship assistance towage.

8.4.9 Candidates must have visited the Operations Room of Southampton VTS within the preceding 3 months prior to the examination and be familiar with the VTS procedures within the Southampton Pilotage Area. They must ensure that the relevant section of the exemption application form is signed by the Duty AHM(VTS).

8.4.10 Candidates must have a satisfactory working knowledge of the English language.

8.4.11 Candidates must be fully conversant with the latest legislation relating to Dangerous Substances in Harbour Area Regulations

8.4.12 Pilotage Exemption 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 Southampton CHA.

8.4.13 Certificate holders shall not allow any other person to have possession or make improper use of the certificate.

8.4.14 Certificate holders shall conform strictly to all local pilotage requirements.

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8.4.15 Pilotage Exemption Certificates shall be renewable annually and application should be made at least 1 month in advance of the expiry date. Pilotage Exemption Certificates that are not renewed shall be suspended on the expiration date for a period of 28 days. If no application is made within the suspension period, the Pilotage Exemption Certificate shall be revoked.

8.4.16 A Pilotage Exemption Certificate that has been revoked shall not be reinstated.

8.4.17 A former certificate holder whose certificate has been revoked for any reason shall be required to reapply for a new certificate in full, meeting all requirements laid out in this section.

8.4.18 Certificates shall not be renewed unless holders can satisfy the ABP of their continuing knowledge of pilotage requirements within the area and have completed 6 inward and 6 outward trips within the previous year, 3 of which shall have been conducted within the 3 months preceding the renewal date.

8.4.19 On application for renewal, candidates shall be required to produce satisfactory written evidence of medical fitness, including eyesight as required in section 8.3.4.

8.4.20 Pilotage Exemption Certificates shall not be renewed unless the holder has visited the VTS Centre within the preceding 2 years and submits a signed application to that effect.

8.4.21 Pilotage Exemption Certificates shall not be renewed unless the holder has completed a passage under assessment by an authorised 1st class unrestricted Southampton pilot, or other person accepted by the Harbour Master in lieu of a pilot, within two months prior to every fifth renewal.

8.4.22 Holders who fail to demonstrate sufficient standards of knowledge and ability under assessment shall have their certificates suspended and consequent action taken in accordance with the Port of Southampton Pilotage Enforcement Policy.

8.4.23 Fees for examination, certificate issue amendment and renewal are charged in accordance with the Port of Southampton Pilotage Tariff.

8.4.24 Fees for a pilot to attend for a practical assessment or revalidation assessment will be charged at the tariff rate for that vessel as outlined in the Port of Southampton Pilotage Tariff.

8.5 Duties of a PEC Holder

8.5.1 PEC holders shall maintain records of all acts of self-pilotage and shall submit them in conjunction with their renewal application as evidence of continued experience. Shipping companies may keep such records on behalf of certificate holders in their employ provided that they are presentable upon request by the Harbour Master or person nominated on their behalf.

8.5.2 PEC holders shall 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.

8.5.3 PEC holders shall at all times when conducting an act of exempted pilotage through the CHA shall ensure that:

a) their bridge team is sufficiently manned to support them;
b) that they conduct no other duties nor carry out other tasks that distract from their conduct of the vessel, and
c) that they are adequately rested, fit, and free of substances that affect their mental state such as alcohol or drugs.

8.5.4 PEC 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.

8.5.5 PEC holders 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 immediately report the occurrence to Southampton VTS and subsequently report in writing on the Pilotage Incident Report form within 48 hours of the occurrence. Additionally, in accordance with the Port's Marine 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 to Southampton VTS.

8.5.6 PEC holders whose vessel suffers a defect to their critical systems (i.e. propulsion, steering, navigation, or other system that affects the vessel's safe transit through the pilotage area) shall report this immediately to Southampton VTS by telephone or VHF.

8.5.7 Certificate holders shall attend the Harbour Office at the order or summons of the Harbour Master, or their Deputy, 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 Southampton Pilotage Area for which they are certificated.

8.5.8 The Harbour Master reserves the right to suspend or revoke any Pilotage Exemption Certificate. The process to be followed for such suspension or revocation is described in the Port of Southampton Pilotage Enforcement Policy.

8.6 Syllabus for Pilotage Exemption Certificate Examination

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

8.6.1 Limits of the Southampton Pilotage Area for which application is being made

a) The limits of the Southampton Pilotage Area defined in Section 3.
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.

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e) Duties of a certificate holder.

8.6.2 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 Byelaws, Regulations and Directions for navigating in the Southampton Pilotage Area.
d) Communication procedures.
e) Relevant Local Notices to Mariners affecting the Southampton Pilotage Area.

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

8.6.3 Experience and local knowledge

The candidate's experience will be determined by their 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 Southampton Pilotage 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 Southampton Pilotage 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) Traffic movement and patterns including:
    i. 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.

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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 Southampton Guide to Using Tugs for Ship Assist, MAIB reports and MGNs. Candidates applying for a tug endorsement in accordance with 4.3.6 shall demonstrate in-depth understanding of all matters pertaining to the use of tugs for ship assist.

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.

8.6.4 Language

All examinations will be conducted in the English language.

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