



PORT OF BARROW PILOTAGE DIRECTIONS



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Contents

| Chapter | Content | Page |
|------------------|--|------|
| | Contents | 3 |
| Chapter 1 | COMPETENT HARBOUR AUTHORITY | |
| 1.1 | Barrow Competent Harbour Authority Area | 4 |
| 1.2 | Compulsory Pilotage | 5 |
| Chapter 2 | PILOTAGE | |
| 2.1 | Pilotage Authorisation Procedures | 6 |
| 2.2 | Pilotage Classes | 6 |
| Chapter 3 | PORT MOVEMENTS | |
| 3.1 | Embarkation and Disembarkation | 7 |
| 3.2 | Deployment of the Pilot Boat for Embarkation and Disembarkation | 8 |
| 3.3 | Pilot Notification | 8 |
| 3.4 | Vessels Warping in the Port | 10 |
| Chapter 4 | PILOTAGE EXEMPTION CERTIFICATES | |
| 4.1 | Standards and Criteria for the Issue and Renewal of Pilotage Exemption Certificates | 11 |
| 4.2 | PEC Syllabus | 12 |
| 4.3 | PEC Conditions of Use | 13 |
| 4.4 | Accident, Incident and Near-Miss Reporting and Investigation Procedure for PEC Holders | 14 |
| 4.5 | PEC Suspension and Revocation | 14 |

CHAPTER 1 – COMPETENT HARBOUR AUTHORITY

1.1 BARROW COMPETENT HARBOUR AUTHORITY AREA

- 1.1.1 Associated British Ports (“**ABP**”) in exercise of its powers under the provisions of the Pilotage Act 1987 (“**the Act**”) as the Competent Harbour Authority (“**CHA**”) for the port of Barrow (“**Port**”) give the following Directions to vessels to be navigated in the CHA Pilotage Area, being the area defined in Direction 1.1.4. As required by the Act, the CHA are responsible for the provision of all pilotage services to vessels entering, leaving or moving within the Port.
- 1.1.2 The areas over which the CHA has jurisdiction are:
- 1.1.2.1 the areas defined in the Associated British Ports (Barrow) Act 1988 and in Section 14 of the Furness Railway and Barrow Harbour Act 1863; and
- 1.1.2.2 those areas of Piel Harbour, Piel Channel, Scarth Channel and the Channel seaward across the Bar at the entrance of the Duddon Channel over which ABP has jurisdiction by virtue of the proviso to the said Section 14 and Section 23 of the Furness Railway Act 1879.
- 1.1.3 The “**Pilot Boarding Station**” is situated at Lightning Knoll with the following coordinates:
Latitude 53 59.8’N;
Longitude 003 14.2’W
- 1.1.4 The “**CHA Pilotage Area**” extends approximately 8 nautical miles and covers the area from the Pilot Boarding Station through the Outer, Inner, Piel and Walney Channels to Ramsden Dock Entrance (The Duddon and Scarth Channels being no longer maintained or used by large craft) and the enclosed dock system of Ramsden Dock Basin, Ramsden Dock Lock, Anchorline Basin, Ramsden Dock, Buccleuch Dock and Devonshire Dock. Mariners are to be aware that to facilitate some vessel movements or special operations within the Port, the Harbour Master may exercise his statutory powers to close the CHA Pilotage Area and any other area within the CHA’s jurisdiction if he deems such closure necessary. Such closure may last for several days and adequate notice shall be provided via Barrow Port Radio and Local Notice to Mariners (“**LNtM**”) whenever possible.
- 1.1.5 “**Barrow Port Radio**” is a local port radio service with radio frequency of VHF Channel 12 / 156.600MHz] which is designed to improve port safety and co-ordination of port services within the port by dissemination of port information to vessels, berths or terminals within the CHA Pilotage Area. No vessel subject to compulsory pilotage requirements shall make any movements within the CHA Pilotage Area without the prior approval of Barrow Port Radio.
- 1.1.6 A vessel entering, leaving or within the CHA Pilotage Area that fails to comply with any request or requirement given by Barrow Port Radio may be issued with a Harbour Master’s direction, failure to comply with which may result in prosecution.

1.2 COMPULSORY PILOTAGE

- 1.2.1 The CHA directs that on and from the coming into force of these Directions pilotage for the following vessels shall be compulsory when entering, leaving or moving within the CHA Pilotage Area: -
- a. All vessels ≥ 50 m LOA
 - b. Vessels carrying >12 passengers
 - c. Vessels carrying dangerous substances
- 1.2.2 Every vessel within the CHA Pilotage Area which is subject to the compulsory pilotage requirements is to have on board either an Authorised Pilot or Pilots in accordance with Directions 2.1 and 2.2, or is to be piloted by a person holding a Pilotage Exemption Certificate (“**PEC**”) valid for the Port and the particular vessel in accordance with Direction 4.
- 1.2.3 Notwithstanding Pilotage Direction 1.2.1 above, any vessel entering, leaving or moving within the CHA Pilotage Area may be required to take on board an Authorised Pilot if deemed necessary by the CHA for reasons of safety.
- 1.2.4 Any vessel not subject to the compulsory pilotage requirements may opt to take on board an Authorised Pilot by prior arrangement with the Harbour Master and subject to the availability of Authorised Pilots.

CHAPTER 2 - PILOTAGE

2.1 PILOTAGE AUTHORISATION PROCEDURES

- 2.1.1 An “**Authorised Pilot**” is a pilot authorised by the CHA to provide pilotage within the CHA Pilotage Area on the recommendation of the Harbour Master of Barrow or his or her Deputy
- 2.1.2 Authorisation is dependent upon successful completion of training as laid out by the CHA followed by an oral examination and on-board assessments.
- 2.1.3 Authorisation is for the whole of the CHA Pilotage Area but may be restricted based on vessel size as set out in Direction 2.2.
- 2.1.4 A “**Pilot Assistant**” is a second Pilot required on board a vessel by these Directions. A Pilot Assistant must be an Authorised Pilot within the meaning of these Directions, but need not be authorised for the particular size of vessel involved.
- 2.1.5 ABP reserve the right to review and amend these authorisation provisions from time to time.

2.2 PILOTAGE CLASSES

- 2.2.1 Authorised Pilots are only authorised to pilot vessels within a specific class based on Vessel Length Overall as follows:

| PILOTAGE CLASS | VESSEL LENGTH OVERALL (m) |
|----------------|---------------------------|
| CLASS 3 | up to 95m |
| CLASS 2 | up to 120m |
| CLASS 1 | Unrestricted |

- 2.2.2 When calculating Vessel Length Overall, in respect of routine tows (where the Authorised Pilot is piloting the vessel) the Vessel Length Overall will not include the tugs and associated lines.
- 2.2.3 In respect of non-routine or dead tows, the Vessel Length Overall means the distance from the forward end of the towing vessel to the stern of the last vessel or object towed.
- 2.2.4 When piloting non-routine or dead tows where Vessel Length Overall is less than 120m the Authorised Pilot has discretion to require a Pilot Assistant.
- 2.2.5 Where Vessel Length Overall (for either routine or non-routine tows) exceeds 120m an Authorised Pilot and a Pilot Assistant will be required.

- 2.2.6 Vessels that pose specific manoeuvring difficulties or other difficulties by virtue of the prevailing circumstances or their specific characteristics, layout, size, draught, cargo or machinery, equipment or manning status, may be subject to special assessment and direction by the Harbour Master concerning the extent of pilotage manning required.

Chapter 3 – PORT MOVEMENTS

3.1 EMBARKATION AND DISEMBARKATION

- 3.1.1 Any vessel entering the CHA Pilotage Area shall embark, and any vessel leaving the CHA Pilotage Area shall disembark, their Authorised Pilot(s) at the Pilot Boarding Station.
- 3.1.2 In adverse weather, if on leaving the CHA Pilotage Area over-carriage is unavoidable due to the stress of weather or other reason, the Master of the vessel and the vessel's agent are to make every endeavour to repatriate the Authorised Pilot(s) as quickly and efficiently as possible.
- 3.1.3 The over-carrying of an Authorised Pilot will incur a charge per 24-hour period or part thereof until the Authorised Pilot is repatriated. The vessel will be responsible for any such repatriation charges which may occur.
- 3.1.4 Late embarkation of Authorised Pilots onto ships entering the CHA Pilotage Area and early disembarkation of Authorised Pilots from ships leaving the CHA Pilotage Area (that is, otherwise than at the Pilot Boarding Station), is prohibited unless the Harbour Master at his discretion on a case by case basis permits otherwise.
- 3.1.5 The Harbour Master's permission to undertake a late embarkation or early disembarkation in accordance with Direction 3.1.3 will only be granted after a full and proper risk assessment has been conducted by the Authorised Pilot, Master of the vessel and PV Coxswain, and all three parties agree to proceed with the late embarkation or early disembarkation.
- 3.1.6 The risk assessment referred to in Direction 3.1.4 must take account of at least the following: -
- a) the previous experience of the Master of the vessel in navigating the CHA Pilotage Area;
 - b) the vessel itself including; draught in relation to the available depth of water both inside and outside the Outer Channel, windage, manoeuvring characteristics, engine power, propulsion, steering type and machinery, equipment and manning status;
 - c) the availability and reliability of the propulsion and navigation equipment;
 - d) the likely heave, pitch and roll of the vessel and the thereby increased draught in relation to the available depths of water;

- e) both the prevailing and forecast weather and tidal conditions;
- f) whether embarkation / disembarkation is due to take place during daylight or the hours of darkness;
- g) the feasibility of the pilot launch to accompany the vessel in the CHA Pilotage Area; and
- h) the condition and availability of aids to navigation.

3.2 DEPLOYMENT OF THE PILOT BOAT FOR EMBARKATION AND DISEMBARKATION.

- 3.2.1 The pilot boat provided by the CHA will only put to sea when its services are required. A cruising or anchored pilot vessel will not be provided.
- 3.2.2 Advance notice of the need for the services of a pilot shall be given in accordance with Direction 3.3.

3.3 PILOT NOTIFICATION

- 3.3.1 **“Pilotage Notification”** is to be given in accordance with this section 3.3 in respect of any vessel intending to enter, leave or move within the CHA Pilotage Area which is subject to compulsory pilotage requirements, is intended to be navigated by a PEC authorised person, or otherwise wishes to engage the services of an Authorised Pilot.
- 3.3.2 All Pilotage Notification messages must be sent:
 - a) firstly from a vessel’s agent by email to barrowmc@abports.co.uk as soon as possible in advance of the vessel’s anticipated arrival or anticipated departure at or from the Pilot Boarding Station and in any event 24 hours before the vessel’s anticipated arrival at the Port in respect of inward bound vessels, and 12 hours before a vessel’s anticipated departure in respect of outbound vessels; and
 - b) subsequently to Barrow Port Radio in accordance with Directions 3.3.3 and 3.3.4 and must include the following information:
 - the name, the call sign, the IMO identification number or the maritime mobile service identity number of the vessel;
 - vessel’s draught;
 - vessel’s length overall or in the case of a tow the distance from the forward end of the towing vessel to the stern of the last vessel or object towed
 - any material vessel defects;

- whether the vessel might for any reason pose specific manoeuvring or handling difficulties
- whether an Authorised Pilot is required or the name and number of the PEC holder if applicable

3.3.3 Inward Bound Vessels: -

A Pilotage Notification for each inward bound vessel shall be sent to Barrow Port Radio at least 24 hours before the vessel's anticipated arrival at the Pilot Boarding Station and must include the vessel's ETA at the Pilot Boarding Station.

3.3.4 Outward Bound Vessels: -

The complexity and nature of the Port requires vessels to communicate early and clearly with the Port in the departure process, in order to ensure pilot vessel crew, tug crew and Authorised Pilot availability. As such the following requirements must be met by each outbound vessel:

- a) A Pilotage Notification shall be sent via email for each outward bound vessel to the address as detailed at 3.3.2 above at least 12 hours before the expected tide on which the vessel intends to leave;
- b) The Port (via Barrow Port Radio) will then notify the vessel of the time in which the Authorised Pilot should board the vessel (the "POB"). The POB is normally 2.5-3 hours before high water, unless operational circumstances at the Port dictate otherwise; and
- c) A further Pilotage Notification must be sent from the departing vessel via Barrow Port Radio 1 hour before the POB, confirming intention to depart the Port and departure draught.

3.3.5 CHA Pilotage Area Vessel Shifts: -

- a) Vessels intending to shift within the CHA Pilotage Area from seaward of Ramsden Dock Entrance shall provide Pilotage Notification to Barrow Port Radio not less than 24 hours before the expected shift.
- b) Vessels intending to shift within the CHA Pilotage Area from inside Ramsden Dock Entrance shall provide Pilotage Notification to Barrow Port Radio not less than 12 hours before the expected shift.
- c) Pilotage Notification in accordance with a) and b) above shall additionally include the time of such expected shift.

3.3.6 Complex Movements within the CHA Pilotage Area

- a) A "**Complex Movement**" is a vessel movement within the CHA Pilotage Area during the entry, leaving or shifting of a vessel which due to the nature or circumstances of the movement may require the involvement of multiple tugs and/or multiple vessels,

detailed advance planning, and / or certain restrictions to be imposed on other vessel movements within the Port.

- b) Pilotage Notification for each Complex Movement shall be sent to Barrow Port Radio at least 72 hours before the expected movement.
- c) Such Pilotage Notification shall additionally include the date and time of the expected Complex Movement and such other information as may be necessary to enable the Harbour Master to determine the requirements for the operation. Further information shall be provided by the vessel as requested by Barrow Port Radio and/or the Harbour Master or his deputy.

3.3.7 **ABP** as the CHA do not accept any liability for any loss or expense of any nature, including consequential losses, incurred by a vessel or her owners, arising out of or in connection with the CHA not providing an Authorised Pilot at any time requested in accordance with this Direction 3.3.

3.4 VESSELS WARPING IN THE PORT

3.4.1 The Harbour Master reserves the right to insist that a vessel warping along a berth within the docks has an Authorised Pilot on board to complete the manoeuvre. Ordinarily, any vessel that is within the CHA Pilotage Area and subject to compulsory pilotage in accordance with 1.2.1 may move along its berth without an Authorised Pilot provided the following conditions are met: -

- a) the total distance to be moved is less than 100m and is along one continuous quay wall;
- b) the operation is manned sufficiently to provide a safe operation including a sufficient number of crew to safely handle the lines;
- c) the vessel's engines and steering gear are available for immediate use throughout the manoeuvre;
- d) weather conditions are such that the Master of the vessel has adequate control of the vessel during the manoeuvre. In this regard the Master of the vessel shall use their experience of the vessel to ensure they have adequate control of the vessel during the manoeuvre. If the Master of the vessel is in doubt as to whether he will have adequate control of the vessel and an Authorised Pilot and/or tug may be needed, the Master of the vessel is to assume they are needed and must give a Pilotage Notification in accordance with Direction 3.3.5;
- e) at least one line forward and aft are to remain on the quay throughout the manoeuvre;
- f) there are no other vessels manoeuvring within the area; and

- g) permission is obtained from Barrow Port Radio prior to any such movement.

CHAPTER 4 – PILOTAGE EXEMPTION CERTIFICATES

4.1 STANDARDS AND CRITERIA FOR THE ISSUE AND RENEWAL OF PILOTAGE EXEMPTION CERTIFICATES

- 4.1.1 Under the Act bona fide deck officers of vessels may apply for, and be issued with, Pilotage Exemption Certificates (“PECs”) for the CHA Pilotage Area, or specified parts of the CHA Pilotage Area, subject to fitness and qualification both by examination and by experience in the appropriate part of the CHA Pilotage Area.
- 4.1.2 A PEC may be issued provided that the subject person successfully passes an assessment in accordance with Direction 4.2.1, which includes meeting the minimum criteria of: -
- a) having been engaged in relevant bridge duties on a vessel entering, leaving or moving within the Port on at least 6 occasions during the preceding 12 months, covering a minimum of 12 acts of pilotage (of which at least 6 must have been made in darkness);
 - b) having a working knowledge of the English language; and
 - c) being able to demonstrate a satisfactory capability, skill and local knowledge of all aspects of pilotage, general navigation and ship handling required for a particular vessel in the Port or part of the Port for which a PEC is sought.
- 4.1.3 PECs are renewable annually subject to the criteria of Direction 4.1.2 a) and c) above being met for each year.
- 4.1.4 A record of all pilotage passages conducted in the Port by a PEC holder is to be maintained by the PEC holder and a copy of such provided to the Harbour Master upon request;
- 4.1.5 A PEC holder is required to keep his knowledge of the CHA Pilotage Area up-to-date. Latest hydrographic charts and all LNTMs in force are available from the Harbour Master or Barrow Marine Control.
- 4.1.6 Holders renewing a PEC after 5 years of continuous renewal will be subject to full re-assessment in accordance with Direction 4.2.1.
- 4.1.7 PECs are issued to an individual mariner for use on a named vessel or vessels. In the event of the PEC holder wishing to use the PEC on any other vessel application must first be made to the Harbour Master who will consider variation to the PEC;
- 4.1.8 ABP will charge for the issue and renewal of PECs, such charges being set out in the

Schedule of Charges and Regulations for the Port as published from time to time on the Port's Website:

[http://www.abports.co.uk/Marine/Short_Sea_Ports/Barrow/Rates and Charges/](http://www.abports.co.uk/Marine/Short_Sea_Ports/Barrow/Rates_and_Charges/)

4.2 PEC SYLLABUS

4.2.1 All PEC candidate assessments will consist of at least one act of pilotage under examination conditions and an oral exam to test the individual's knowledge. It will normally be conducted by the Harbour Master, Deputy Harbour Master or an Authorised Pilot on board the vessel the candidate is seeking authorisation for, and will be arranged to include but not be limited to the following syllabus: -

- a) geography: names of key features such as channels, islands, shoals, points, scars, bars, headlands, small vessel anchorages and boat moorings;
- b) hydrography: key depths in the channels, entrances and dock system;
- c) tidal streams: set and rate, tidal surge and cut characteristics;
- d) prevailing weather patterns of the CHA Pilotage Area and adjoining areas;
- e) courses and distances in the CHA Pilotage Area and enclosed docks;
- f) buoyage characteristics including key lateral marks, beacons, gas pipeline beacons, leading lights and harbour lights and signals;
- g) channel and fairway depths;
- h) depths on relevant berths,
- i) orientation of the fairways and berths;
- j) widths of channels;
- k) dimensions of the docks;
- l) a good awareness of port regulations and byelaws, port operational procedures including bunkering procedures, towage guidelines, oil spill response plan, gate operation patterns, CTV and other traffic patterns;
- m) reporting points;
- n) various options for aborts and the emergency procedures to be adopted in the event of different casualties and prohibited channel anchorage areas; and
- o) the manoeuvring characteristics of the vessel and being able to demonstrate thorough competency in ship handling and manoeuvring of that vessel.

4.3 PEC CONDITIONS OF USE

4.3.1 PECs are issued subject to the following conditions of use:

- a) Where Pilotage Notification was given in accordance with Direction 3.3 in reliance on a PEC, the notified PEC holder must conduct the pilotage. The task cannot be delegated;
- b) No other duties are to be conducted by the PEC holder whilst conducting pilotage. The PEC holder must devote full attention to navigation and manoeuvring;
- c) The PEC holder must be adequately rested and fit whilst conducting pilotage;
- d) The bridge must have adequate manning. At least a second competent person should be immediately available for duties such as steering;
- e) A PEC holder is not authorised to undertake pilotage in visibility of less than 4 cables;
- f) A PEC holder is not authorised to undertake pilotage duties where a tug is required to be secured by a line, unless accompanied by an Authorised Pilot;
- g) A PEC holder is not authorised to undertake pilotage duties involving towage;
- h) A written passage plan should be made. Under keel clearance of a minimum of 0.5 metre or 10% of maximum draught, whichever the greater, must be allowed for. Due regard should be made for any foreseeable delay and fall of tide;
- i) A PEC holder is required to report to the Harbour Master if so instructed;
- j) A PEC holder is required to immediately report to Barrow Port Radio any defects to the Port's aids to navigation such as lights extinguished or buoys out of position;
- k) A PEC holder is required to immediately report to Barrow Port Radio any on board defects that may affect the vessel's ability to safely navigate or manoeuvre;
- l) A PEC holder is required to immediately report to Barrow Port Radio, in accordance with the Port's Safety Management System, any concerns they may have regarding safety of navigation within the CHA Pilotage District.
- m) The PEC holder is free to request the services of an Authorised Pilot should such assistance be required; and
- n) The Harbour Master may insist upon the PEC holder being assisted by an Authorised Pilot for a particular pilotage passage if, in the Harbour Master's sole opinion, the circumstances warrant.

4.4 ACCIDENT, INCIDENT AND NEAR-MISS REPORTING AND INVESTIGATION PROCEDURE FOR PEC HOLDERS

4.4.1 A PEC holder piloting a vessel within the CHA Pilotage Area which:

- a) touches the ground;
- b) is in a collision or a close quarter situation with another vessel, fixed or floating object, or marine infrastructure external to the vessel;
- c) fouls any underwater pipeline or cable;
- d) obstructs a fairway; or
- e) is involved in any other similar accident, incident or near-miss

shall immediately report the occurrence verbally to Barrow Port Radio. If so requested, that report shall be followed up with a detailed report in writing to the Harbour Master as soon as is reasonably practical, or within 24 hours of the occurrence, whichever is less.

4.4.2 In the event of any such occurrence as referred to in Direction 4.4.1, the CHA will investigate the occurrence, including the conduct of the PEC Holder which may at the CHA's discretion include conducting drug and alcohol testing on the PEC Holder. If the PEC holder is found to be responsible for such an occurrence or otherwise at fault or tests positive for drugs or alcohol or who refuses to comply with the test for drugs and alcohol, the CHA may suspend or revoke the PEC at its sole discretion.

4.5 PEC SUSPENSION AND REVOCATION

4.5.1 The CHA has the right to suspend or revoke a PEC for any of the following reasons:

- a) Where as a result of an occurrence the CHA is no longer satisfied a PEC holder meets the criteria of Direction 4.1.2 a) and c) above;
- b) where the CHA believes that the PEC holder has provided false information to the CHA as to any of the criteria of Direction 4.1.2 a) and c) above;
- c) where the CHA believes that the PEC holder has been guilty of professional misconduct while piloting a vessel; or
- d) where Pilotage Notification was given in accordance with Direction 3.3 in reliance on a person's PEC, and in the event the pilotage was carried out by a person who was neither an Authorised Pilot nor the notified PEC holder.

4.5.2 In the event the CHA decide to suspend a PEC in accordance with Direction 4.5.1, they may communicate the fact of immediate suspension to the PEC holder by any appropriate means available and will follow up with written notice of suspension.

4.5.3 In the event the CHA are considering revoking a PEC in accordance with Direction 4.5.1,

they will provide written warning to the PEC holder stating the reasons for the proposed revocation and allow the person a reasonable opportunity to make representations to the CHA.

- 4.5.4 Depending upon the outcome of the CHA's considerations, the PEC may be revoked permanently, or further conditions imposed upon its use either temporarily or permanently