



ASSOCIATED BRITISH PORTS - LOWESTOFT

PILOTAGE DIRECTION

(With Amendments To 14.01.19)

1. AUTHORISATION

Pilotage Act 1987
Associated British Ports Lowestoft (Pilotage) Harbour Revision Order 1988
Marine Navigation Act 2013

2. INTERPRETATION

In these Directions, the ABP Lowestoft's Competent Harbour Authority (CHA) area is defined within the limiting boundaries of the following co-ordinates and westwards to the high water coastline, including the inland boundaries of the Port of Lowestoft up to the Seaward Entrance to Mutford Lock.

Latitude 52° 31.5'N and Longitude 001° 50.0'E
Latitude 52° 26.1'N and Longitude 001° 50.0'E

3. COMPULSORY PILOTAGE

ABP (a Competent Harbour Authority within the Meaning of the Pilotage Act 1987) in the exercise of its powers under S.7 of that Act directs that on and from the coming into force of these Directions, Pilotage is compulsory within the Lowestoft CHA area of jurisdiction for the following vessels:

- I. All vessels or tows* of 60.0 metres LOA or more.
- II. All vessels or tows of over 20.0 metres LOA carrying:
 - a) Dangerous or noxious liquid substances in bulk**,
 - b) Explosives
- III. All vessels or tows of over 30.0 metres LOA carrying:
 - a) More than twelve passengers
- IV. All vessels of less than 60 metres LOA, deemed to be a potential hazard to safe navigation.

* Length of tow to be measured from bow of the towing vessel to stern of the towed craft.

** Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations 1996 as amended

4. EXEMPTIONS FROM COMPULSORY PILOTAGE

The following categories of vessels shall be exempt from compulsory pilotage:-

- I. Vessels on passage through the seaward area of jurisdiction or proceeding to the Inner Pilot Boarding Area, remaining East of longitude 001° 46.5'E.
- II. Vessels under 80m LOA that are approved to operate under the Port's MMO Marine licences, engaged in harbour dredging operations, the transport of, and the disposal of dredged materials.
- III. Vessels required to shift berth within the Inner or Outer Harbour areas where a Bridge Transit is not required, and the vessel does not completely let go all ropes.

5. SAFETY OF NAVIGATION

Notwithstanding any other pilotage direction, the CHA may compel any vessel to take a Pilot if, for any reason, it is deemed to be a potential hazard to safe navigation e.g.

- I. Vessels with dangerous or hazardous cargo.
- II. When the vessel's main propulsion or steering systems is not fully functional.
- III. When the Vessel is in distress or taking in water.
- IV. Where a Vessel requires a 'bridge transit' with a list, cargo or structural overhang or near maximum dimensions.
- V. Vessels without serviceable, navigational or communication equipment necessary for safe navigation within the area of jurisdiction.

Deviation from these Directions may be permitted in exceptional circumstances, but only following a formal risk assessment of the intended deviation.

6. NON-COMPULSORY PILOTAGE

Non-Compulsory Pilotage is provided to and from customary boarding positions, and anchorages outside the area of jurisdiction.

7. GENERAL

1. These Directions shall come into operation on the 1st March 2017
2. These Directions supersede the Directions issued on 01/02/12.

Captain G. Horton
HARBOUR MASTER

SCHEDULE No. 1

1.1 ESTIMATED TIME OF ARRIVAL AT PILOT BOARDING POINT

Vessels bound into the Lowestoft Pilotage Area requiring the service of a pilot shall give **24** hours advance notification, either directly or through their appointed agent, of the estimated time of arrival (ETA), maximum draught and the nature of any defects.

A further estimated time of arrival should be sent direct by VHF radio not later than **3** hours before arrival at the pilot boarding station, and radio contact must be maintained if it is necessary to vary the ETA.

1.2 ESTIMATED TIME OF DEPARTURE OR VESSELS MOVING WITHIN THE DISTRICT WHICH REQUIRE THE SERVICES OF A PILOT

Outgoing vessels or vessels moving within the Lowestoft Pilotage Area which require the services of a pilot shall give at least **1** hours notice of their estimated time of departure (ETD).

1.3 DEPLOYMENT OF PILOT BOAT FOR BOARDING AND LANDING.

The pilot boat provided by the CHA will only put to sea when its services are required. There is no cruising or anchored pilot vessel. It is essential that advance notice of the need for the services of a pilot be given.

1.4 FAILURE TO COMPLY WITH ETA/ETD REQUIREMENTS

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

PILOT BOARDING POSITIONS

Three pilot boarding stations for Lowestoft are indicated on chart **BA 1535**:-

<u>South</u>	Lat. 52° 26.50' N Long. 001° 48.25' E South East of South Holm buoy - used by vessels approaching from the South and East wishing to enter via the Stanford Channel.
<u>Inner</u>	Lat 52° 29.80' N Long. 001° 47.00' E West of the West Holm buoy - Normally used by vessels approaching from the North or when sea conditions make the South station unusable for reasons of safety.
<u>Outer</u>	Lat. 52° 32.00' N Long. 001° 52.00' E North East of the Holm Approach Buoy - vessels approaching from the North or East, whose Master's are unfamiliar with the area, use the Outer station.

SCHEDULE No. 2

PILOTAGE EXEMPTION CERTIFICATES (PEC'S) FOR COMPULSORY VESSELS

1) The bona fide Deck Officer of a vessel, trading to and from the Port of Lowestoft may be granted a Full Pilotage Exemption Certificate (PEC) by Associated British Ports, providing that the relevant 'Criteria of Qualification' can be satisfied. They must also demonstrate a good knowledge of all aspects of pilotage, ship-handling and general navigation within the Port of Lowestoft and its seaward approaches.

2) A limited PEC for in harbour vessel shifts (excluding existing A47 Bascule Bridge transits) may be granted to a bona fide Deck Officer of a vessel provided that the relevant Criteria of Qualification can be satisfied. They must also demonstrate a good knowledge of all aspects of pilotage, ship-handling and general navigation within the port of Lowestoft.

1. CRITERIA OF QUALIFICATION – FULL PEC

- 1) Documented proof (e.g. official log book entries) of at least twelve 'voyages', in control of the vessel (or class of similar vessel/s) for which application is made. (Each voyage comprising of one inward and one outward passage)
- 2) Documented proof, that three of the required 'voyages' have taken place during the hours of darkness.
- 3) Documented proof that three of the required 'voyages' have taken place during the previous twelve months.
- 4) Documented proof that the applicant holds the relevant validated Certificate of Competency and a valid medical certificate.
- 5) Effective working knowledge of the English language with particular attention to Standard Maritime Communication Phrases.

2. CRITERIA OF QUALIFICATION – LIMITED PEC

- 1) Documented proof (e.g. official log book entries) of at least three in harbour berth moves in control of the vessel (or similar class of vessel) for which the application is made.
- 2) Documented proof that at least one berth move was during the hours of darkness.
- 3) Documented proof that the applicant holds the relevant validated certificate of Competency and a valid medical certificate.
- 4) Effective working knowledge of the English language with particular attention to Standard Marine communication Phrases.

2. FORM OF APPLICATION

An official Form of Application is required and may be obtained on request from the Harbour Master.

When completed, this form should be supported by Items as follows from the relevant criteria of qualification:-

- Full PEC. (1), (2), (3) and (4);
- Limited PEC. (1), (2), and (3).

This evidence should be presented to the CHA as a request for examination.

The charges for examination and administrative procedures associated with the issue and renewal of PECs shall be subject to annual review and will be supplied with an application request.

3. EXAMINATION

Examination will be by mutual arrangement, subject to relevant criteria of qualification being met, and will be conducted on a verbal/practical basis.

Syllabuses covering the knowledge required for an oral examination, for full and limited PECs, are available from the Harbour Master.

Upon successful examination, a Full or Limited PEC will be issued. .

4. PILOTAGE EXEMPTION CERTIFICATE

- I. The PEC is valid for twelve months and applies only to the vessel/s listed on the Certificate. When a PEC is issued, the PEC holder and their employer shall be required to sign a PEC User's Letter of Agreement on terms of use of a Pilotage Exemption Certificate.
- II. Certificates shall be uniquely numbered and will include the name and description of each ship and class or type of vessel that the certificate holder is authorised to pilot in the Pilotage Area.
- III. Certificate holders shall not allow any other person to have possession, or make improper use, of the certificate.
- IV. Certificate holders shall conform strictly with all local pilotage requirements.
- V. ABP Lowestoft must be notified in advance, of the identity of the PEC holder who has control of the vessel, on each occasion that an authorised Pilot is not being ordered for a Compulsory Pilotage vessel.

a) AMENDMENTS

An official Form of Application must be completed, if additional vessels are

required for inclusion on an existing PEC

Granting such amendments will depend on the characteristics of the additional vessel/s in relation to those listed on the Pilotage Exemption Certificate.

Incompatibility may result in the requirement to undergo a practical assessment by the CHA.

b) RENEWALS

An official Form of Application is required complete with documentary proof that the following criteria has been met:-

- Full PEC – that the PEC Holder has conducted at least three 'voyages' have taken place during the previous twelve months.
- Limited PEC – that the PEC Holder has conducted at least one internal vessel move has taken place during the previous twelve months.

Proof must also be provided that the PEC Holder's Certificate of Competency and Medical Certificate are still validated.

If a PEC is renewed without a lapse it shall be deemed to be a continuous renewal.

After a period of five years of continuous renewal, from the date of issue of a Pilotage Exemption Certificate, the PEC holder shall be required to be fully reassessed by a PEC assessment and examination to ensure the relevant skills and knowledge are maintained. Practical reassessment of a PEC Holder's capabilities may be a requirement following an incident or near-miss within the CHA area.

c) LAPSED PEC AND /OR INSUFFICIENT QUALIFYING VOYAGES

An application for renewal of a Pilotage Exemption Certificate, which has lapsed, or has insufficient qualifying 'voyages' (6b), carries the requirement that a pilot must be taken for three complete 'voyages' before the certificate may be RE-issued.

After these voyages the PEC holder may be required to undertake a further PEC examination/ interview.

5. SAFETY OF NAVIGATION

A PEC holder may be compelled to take a Pilot, if for any reason, it is deemed their vessel may be a potential hazard to safe navigation. For example;

- I. Vessels carrying dangerous or polluting cargoes must report any defects or deficiencies that may prejudice its safe navigation to the Harbour Master, at least 2 hours prior to arrival.
- II. A vessel with main engine or steering difficulties must report to the Harbour Master at least 2 hours prior to the vessel's arrival.

III. A vessel requiring a "Bridge transit" with a list, cargo or structural overhangs or tight dimensions, must inform the Harbour Master at the earliest opportunity, so that a risk assessment may be made on the viability of this operation.

IV. A vessel in distress.

6. PEC HOLDERS CHARGE

Any vessel under pilotage in the Lowestoft Pilotage Area, which is under pilotage of a bona fide Deck Officer holding a PEC, may be subject to a reasonable charge for each arrival, sailing, or berth move.

7. NEGLIGENCE

In the event that the holder of a Pilotage Exemption Certificate shall commit any proven act of serious negligence when piloting their vessel within the area of jurisdiction, Associated British Ports reserve the right to suspend or revoke the certificate forthwith.

8. REPORT ON NAVIGATIONAL CHANGES

PEC holders who observe any alterations in depths and the position of the navigable channels, or that any sea marks of the National Lighthouse Authority are out of place or do not conform, or show their proper distinctive character, shall as soon as practicable deliver or send a statement in writing to the CHA

9. REPORTING COLLISIONS, GROUNDINGS AND CLOSE QUARTER SITUATIONS

A bona fide Deck Officer holding a PEC 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 as soon as practicable report the occurrence to the CHA and the Maritime and Coastguard Agency (MCA) and provide a written report 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 Area. Please refer to Marine Guidance Note MGN 289 (M+F) Annex A - Reporting Requirements - for further detailed guidance.

10. PEC REVOCATION OR SUSPENSION

I. PEC holders shall attend at the order or summons of the CHA to answer any complaint or charge which may be made against them for misconduct, or in respect of any marine casualty which may have occurred, whilst they were in control of their vessel within any part of the CHA's Pilotage Area.

II. The CHA has the right to suspend or revoke a PEC, if it is no longer

satisfied that the PEC holder has the necessary skill, experience and local knowledge necessary to safely pilot a vessel within its CHA area.

- III. The CHA has the right to suspend or revoke a PEC if it is shown that the holder provided false information in the application for the issue of a PEC.
- IV. The CHA has the right to suspend or revoke a PEC if it is shown that the holder has been guilty of professional misconduct while piloting a ship within the CHA's area of jurisdiction.
- V. The CHA has the right to suspend or revoke a PEC if it is shown that the PEC holder was in fact not piloting a vessel, for which the CHA had been notified that the holder would be the person in control of the vessel.
- VI. The PEC holder will be issued with a written warning before any suspension or revocation and shall have the right to make representation to the CHA.
- VII. Suspension of a PEC shall be for a maximum period of 28 days, except where revocation of a PEC is being considered. Upon written notice, in these circumstances, the suspension may be extended by a further 28 days

11. APPEALS

The Pilotage Act 1987 provides a right for an applicant to make representation in the event of a refusal to grant, renew or alter a PEC and in the event of a suspension or revocation of a PEC.

- I. In the event of a refusal to grant an initial PEC the CHA will inform the applicant of the reason. The applicant may then make representation to the CHA who will discuss the representation with the licensing committee and decide whether to uphold the rejection or grant the PEC.
- II. If, having received a renewal application, the CHA are not satisfied that the PEC holder continues to satisfy the criteria laid down for possession of a PEC he will recommend suspension or revocation of the PEC and inform the holder of the reason(s). The holder will be given a month in which to make representation to the Licensing Committee. The PEC will remain valid until representation is made and considered by the Committee or for one month if no representation is made within that period.
- III. If no renewal application is received from a PEC holder the PEC will be cancelled automatically on the renewal date.
- IV. In all cases the decision of the CHA Licensing Committee will be final.

Captain G. Horton
HARBOUR MASTER