

SECTION 2

PILOTAGE ARRANGEMENTS

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CHAPTER ONE

PORTSMOUTH COMPETENT HARBOUR AUTHORITY

1. Portsmouth City Council is the Competent Harbour Authority (CHA) for the Port of Portsmouth.
2. Portsmouth CHA's Area of Jurisdiction (See Chapter 2) lies partly within the Dockyard Port of Portsmouth. Although pilotage of commercial ships in the Area of Jurisdiction is the responsibility of the CHA, overall control of the movement of ships within the limits of the Dockyard Port is vested in the Queen's Harbour Master (QHM), whose orders should always prevail. When necessary, pilotage of HM ships, foreign warships and government owned and chartered vessels, will be undertaken by the Ministry of Defence Pilots.
3. For requests for the services of a pilot, please see Chapter 6.
4. The normal boarding area for Portsmouth Pilots for ships approaching from the South and East and not exceeding 150 metres in length is in the vicinity of the St Helens Buoy. For ships exceeding 150 metres in length the boarding point will be in the vicinity of the Nab Tower.

This will not preclude any vessel requesting Pilotage from the Nab Tower, regardless of length.

For ships from the West Solent the boarding point will be in the vicinity of the North Sturbridge Buoy.

5. The attention of Masters and Agents is drawn to the Southampton CHA Pilotage Directions details of which can be obtained through Southampton VTS on telephone (023) 8060 8209, Fax (023) 8023 2991, www.southamptonvts.co.uk.

CHAPTER TWO

*Portsmouth CHA Pilotage Direction
(Pilotage Act 1987)*

AREA OF JURISDICTION AND COMPULSORY PILOTAGE

Competent Harbour Authority

1. Portsmouth City Council is the Competent Harbour Authority for the Port of Portsmouth.

Area of Jurisdiction

2. The area of jurisdiction for Portsmouth CHA is:
From Gilkicker Point Light to the western end of Ryde Pier.
From Culver Cliff on the Isle of Wight to:-
NAB Tower (50° 40' N, 0° 57.1' W)
1.1 miles south of Selsey Bill (50° 43.3' N, 0° 47.2' W)
0.1 miles south of Selsey Bill
In the vicinity of Chichester Bar Beacon (50° 45.9' N, 0° 56.4' W)
Cambrian Wreck Buoy (50° 44.4' N, 1° 03.4' W)
North to the Shore Line (50° 46.9' N, 1° 03.4' W)

Compulsory Pilotage

3. The following categories of vessel are subject to compulsory pilotage: *See Note
 - a) A vessel of 48 metres or more in overall length.
 - b) A vessel of 20 metres or more in overall length carrying more than 12 passengers.*see note
4. The following categories of vessels are exempted from compulsory pilotage by Portsmouth CHA:
 - a) A vessel in transit through the Solent on passage to or from any position West of the line Gilkicker Point Light to Ryde Pier provided such vessel does not proceed North of a line from Gilkicker Point Light to Horse Sand Fort Light to Cambrian Wreck Buoy.
 - b) A vessel in Government service except when berthing or unberthing at any non-Ministry of Defence facility.

- c) A vessel with an Admiralty Pilot embarked while proceeding to or from any Ministry of Defence facility. Such a vessel proceeding between a Ministry of Defence facility and a commercial facility is not exempt compulsory pilotage for the berthing or unberthing operation at the commercial facility.
- d) A vessel less than 150metres L.O.A. proceeding to or from any position West of the line Gilkicker Point Light to Ryde Pier and/or going to an anchorage in St Helens Roads.
- e) A vessel of an overall length not greater than 150 metres while to the South East of the line from Nettlesome Pt (Latitude 50° 43.27' N, Longitude 1° 06.48' W) to the Warner Buoy, thence in a North Easterly direction to Cambrian Wreck Buoy, thence due North to the shoreline.

Vessels under Tow

- 5. For the purposes of this Direction the length of a tug and tow shall be interpreted to be as stated in Rule 24 of the International Rules for Prevention of Collisions at Sea ie: from the stern of the towing vessel to the after end of the tow. For charging purposes the L.O.A. of the largest vessel will be used to calculate the charge.

***Note para 3**

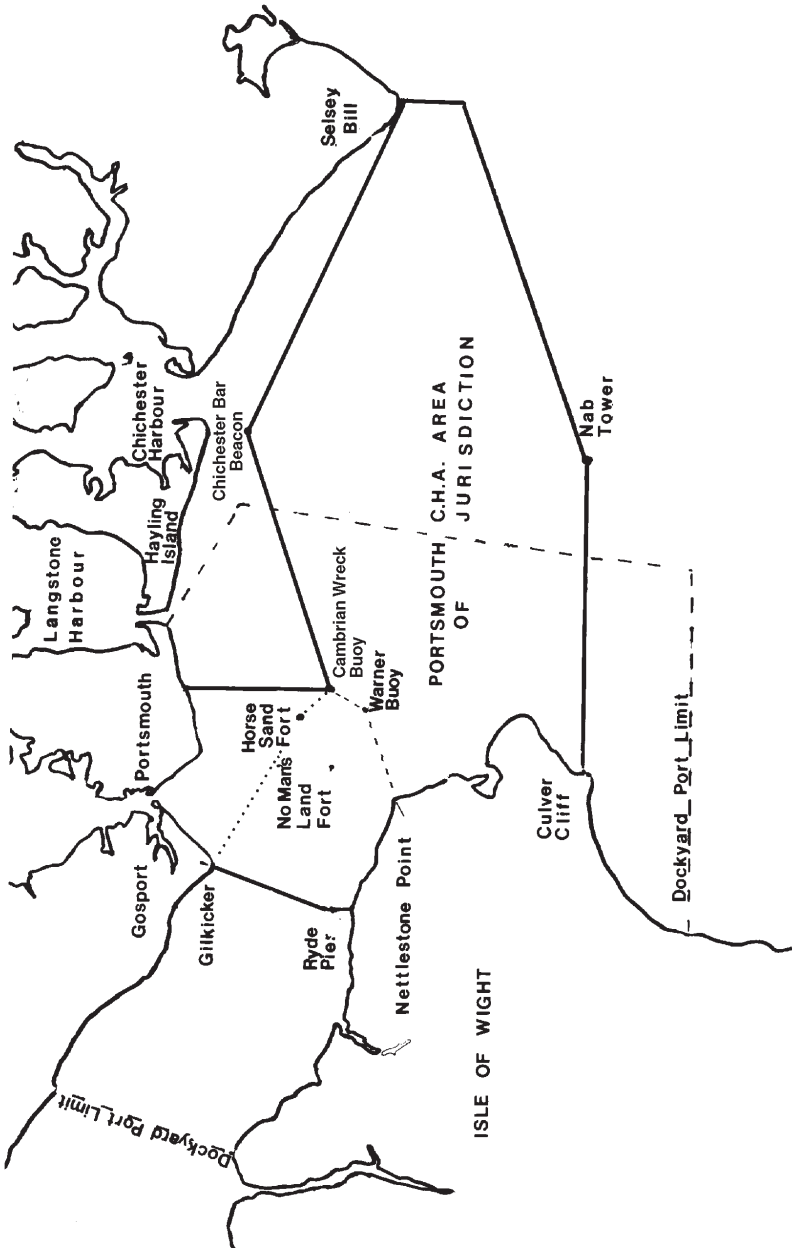
With regard to tall ships and other sailing vessels, the overall length is the total physical length of the vessel including the bowsprit (if deployed).

The expression “passenger” means any person carried in a ship (whether or not for a fare) except:

- a) a person employed or engaged in any capacity on board the ship on the business of the ship.
- b) children under one year of age.

Section 26(1) of the Merchant Shipping Act 1949 refers.

Portsmouth Competent Harbour Authority
AREA OF JURISDICTION



CHAPTER THREE

PILOT BOAT RECOGNITION AND BOARDING POINTS

1. There will not be a pilot boat permanently on station.
2. a) The boarding points for vessels to the South and East of the Isle of Wight are
 - i) For vessels of an overall length greater than 150 metres, the Pilot will board in the Pilot boarding area, 1 mile to the West of the NAB Tower.
 - ii) For vessels of an overall length not greater than 150 metres the Pilot will board in the Pilot boarding area in the vicinity of the St Helens Buoy.
- b) For vessels approaching from the Western Solent the boarding point for Portsmouth Pilots is approximately 0.75 nautical miles NW of the North Sturbridge Buoy.
3. In adverse weather these points may be altered and up to date information can be obtained from 'Portsmouth Pilots' on VHF Channel 11.
4. Direct communication may be made with the pilot boat on VHF Channel 12 or 9 when on station.

CHAPTER FOUR

FACILITIES TO BE PROVIDED FOR PILOTS

1. The Master of a vessel having accepted the service of an authorised pilot is required to facilitate his boarding and disembarkation and to comply with the Solas Chapter V (Pilot Transfer arrangements) Regulation 23 and associated annex 2.
2. The Master of a vessel who has accepted the services of an authorised pilot is required to declare its draught, length and beam, and to provide him with other information relating to the ship or its cargo as he requires and is necessary to enable the pilot to carry out his duties.

3. The Master of a vessel is required to bring to the notice of an authorised pilot any defects in, and any matter peculiar to, his ship and its machinery and equipment which might affect the navigation of the ship.
4. The Master of a vessel is required to prepare a navigation passage plan for the CHA's area of jurisdiction. This must be discussed with the pilot and compared with the Port Pilotage Plan prior to commencing the pilotage act.

CHAPTER FIVE

FAILURE TO TAKE A PILOT

1. A ship which is being navigated within the Portsmouth CHA area of jurisdiction and is subject to compulsory pilotage must either be under the pilotage of an authorised pilot or under the pilotage of a Master or First Mate holding a pilotage exemption certificate in respect of that area and ship. Section 15 of the Pilotage Act of 1987 provides that if such a ship is not so piloted after an authorised pilot has offered to take charge of that ship, the master of the ship shall be guilty of an offence.
2. Section 15 of the Act also provides that if the Master of a ship navigates his ship in an area and in circumstances in which pilotage is compulsory for it without notifying the CHA that he proposes to do so, he shall be guilty of an offence.
3. Section 17 of the Act also provides that:
 - a) an authorised pilot may, within the Harbour in relation to which he is authorised, supersede as the pilot of a ship any unauthorised person who has been employed to pilot it.
 - b) if the Master of any ship navigates it in any part of the harbour under the pilotage of an unauthorised person without first notifying Portsmouth CHA that he proposes to do so, he shall be guilty of an offence.
 - c) if an unauthorised person pilots a ship within the harbour knowing that an authorised pilot has offered to pilot it, he shall be guilty of an offence.
 - d) if the Master of a ship navigating within the harbour knowingly employs or continues to employ an unauthorised person to pilot his ship after an authorised pilot has offered to pilot it, he shall be guilty of an offence.

4. In addition to the possibility of prosecution a penalty charge will be levied (see Chapter 7).

CHAPTER SIX

REQUESTS FOR PILOTS AND ETA/ETD REPORTING

Inward Bound Vessels

1. Vessels bound for Portsmouth requiring the services of a pilot should make their requests to “Portsmouth Pilots” at least 24 hours in advance by Telex No **94078464** PMSAG by Telephone No. **023 9229 7395**, by Fax No. **023 9275 3029** or e-mail: **pilotseta@portsmouth-port.co.uk**. Details of the vessel’s overall length, beam and draught, the last port of call and intended berth in Portsmouth must be included
2. In addition an ETA at the St Helens Buoy or the Nab or North Sturbridge Buoy if from the West Solent must be given 8 hours before arrival by one of the methods referred to in 1. above.
3. A further ETA must be reported to “Portsmouth Pilots” on VHF Channel 11 1^{1/2} hours before the St Helens Buoy or North Sturbridge Buoy or 2 hours before the Nab if applicable.
4. Vessels at anchor requiring pilotage services must make their request at least 8 hours in advance and confirm the request 1^{1/2} hours before services are required.

Outward Bound Vessels and Shifting

5. Vessels intending to leave Portsmouth or move within the CHA’s area of jurisdiction requiring pilotage services must make their request to “Portsmouth Pilots” on VHF Channel 11 or by one of the methods referred to in 1. above at least 8 hours in advance giving the vessel’s draught and destination and if applicable whether it is intended to proceed via the East or West Solent.
6. A further ETD or time for shifting must be reported to “Portsmouth Pilots” on VHF Channel 11 or by telephone 1^{1/2} hours before departure.
7. At all times Portsmouth CHA reserves the right to arrange the sequence of pilotage movements as directed by the Harbour Master taking into account the availability of pilots, weather, tidal

conditions, berth occupation, the condition of the vessel and the directions of the Queen's Harbour Master.

8. A pilot will not be dispatched to a vessel unless the 1^{1/2} hours or 2 hour ETA/ETD confirmation is received except where a vessel is at anchor or has completed work and/or a time for the vessel to get underway has been set by the pilot and has been acknowledged by the vessel.

CHAPTER SEVEN

PILOTAGE SURCHARGES

1. The charges, which will be amended from time to time are made by Portsmouth C.HA. for the services of a pilot in accordance with the Pilotage Act of 1987 Section 10. Except where otherwise specified the charges are for a single one way Act of Pilotage to or from a berth, buoy or anchor in Portsmouth and the limit of the Portsmouth CHA's area of jurisdiction.
 - a) A harbour cruise originating from the Harbour or Clarence Pier will be charged as 2 berth to berth moves.
 - b) A berth to berth move is defined as shifting berth or anchor within Portsmouth Harbour.
2. Additional charges are payable in the following circumstances:
 - a) Late notification, late arrival/departure, cancellation and detention as detailed.
 - b) Pilotage services from the Nab to Portsmouth or vice versa or from Nab to St Helens Roads will be charged at the Standard Rate with the addition of a surcharge of 25%. When making a request for such services Nab must be stipulated and substituted for St Helens in the ETA/ETD.
 - c) an invoice for the pilotage charge will be rendered to the ship's agent or master for payment within 30 days. If charges incurred are not paid within that 30 day period an interest charge of 8% above the Bank of England's base dealing rate will be payable.
 - d) A berth to berth move will have an additional charge if a pilot boat is required to be used.
3. If less than 8 hours notice of a request for pilotage services is received a penalty charge of 25% of the Standard Charge

(surcharged if applicable) will be levied in addition to the Standard Charge (surcharged if applicable).

4. If having given a 1 1/2 hour ETA or 2 hour Nab ETA confirmation a vessel is subsequently late arriving at the pilot boarding position by more than 15 minutes a penalty charge of 10% of the Standard Charge (surcharged if applicable) will be levied in addition to the Standard Charge (surcharged if applicable).
5. A cancellation of a request for pilotage services or an amendment to an ETA/ETD received up to 1 1/2 hours before the time for which the request was made or 2 hours for the Nab will be accepted without penalty.
6. If after the 1 1/2 hour or 2 hour notice for the Nab notice is received a request for pilotage services is subsequently cancelled or amended before the ETA/ ETD a fee of 25% of the Standard Charge (surcharged if applicable) will be charged.
7. If the request for pilotage services is cancelled or amended after the ETA/ETD a fee of 33% of the Standard Charge (surcharged if applicable) will be charged.
8. If a pilot has attended a vessel or the pilot boarding position for the time requested and the act of pilotage has not commenced within 30 minutes of that time the request for services will be cancelled automatically and a cancellation fee of 50% of the Standard Charge (surcharged if applicable) will be charged.
9. In the case of 6, 7 and 8 above a further request for pilotage services will have to be made giving the required 1 1/2 or 2 hour notice. The penalty charge referred to in 3 above will not apply to such further request.
10. Once an act of pilotage has commenced if for any reason other than naval movements or fog routine the vessel's transit is delayed for 30 minutes or more, then a detention fee of £50 will be charge for each period of 30 minutes or part thereof after the first 30 minutes of the delay.
11. The over carrying of a pilot will incur a charge of £250 per 24 hour period or part thereof until the pilot is returned to Portsmouth. In addition, the costs of travel to and return of the pilot to Portsmouth will be charged against the ship.
12. Failure to take a pilot may result in prosecution, also a charge of **twice** the standard pilotage charge (surcharged if applicable) for the vessel will be levied (see also Chapter 5).

13. If a vessel is unable to reach the destination for which the services of a pilot have been engaged through any circumstances, a charge shall be made equivalent to that payable for the Act of Pilotage.
14. An Act of Pilotage shall be deemed to be completed once a vessel has reached a safe berth or anchorage, or the limits of the CHA Area of Compulsory Pilotage for that vessel.
15. Any vessel requiring a pilot to remain on board while a compass adjustment is made will incur an additional charge of £75.00.

CHAPTER EIGHT

REPORTING MISCONDUCT OF PILOTS

1. Any incident involving misconduct or unsatisfactory performance of a pilot authorised by Portsmouth CHA, is to be reported to the CHA without delay.

CHAPTER NINE

PILOTAGE EXEMPTION CERTIFICATE

General

1. Bona fide Masters and First Mates of ships regularly calling at Portsmouth may obtain a Pilotage Exemption Certificate for Portsmouth subject to their being able to satisfy Portsmouth CHA as to their skill, experience, local knowledge, knowledge of English and medical fitness. Experience in the pilotage area in this case should be considered as completing a minimum of 12 trips under a pilot or existing PEC holder. For vessels greater than 150m LOA this is increased to a minimum of 20 trips, of which the first two and the last two trips will be with an authorised pilot.

Application

2. Application for a pilotage exemption certificate should be made on the prescribed form which is obtainable from the Port Manager's Office. It should be accompanied by a current MCA Seafarers Medical Certificate (ENG 1) or equivalent. The appropriate fee should also accompany the application.

Examination

3. i) An applicant for a pilotage exemption certificate will be required to sit an oral examination at the Harbour Office. A syllabus detailing the areas of knowledge required is available on application to the Port Manager's Department. Prospective candidates for Pilotage Exemption Certificate examination are encouraged to discuss requirements in advance with the Harbour Master.
3. ii) Applicants are required to attend semaphore tower for familiarisation prior to examination.
4. A successful candidate will be granted the benefit of a Pilotage Exemption Certificate immediately. A failed candidate will not be re-examined until at least a month after the date of failure; after second and subsequent failures, candidates will not be re-examined until at least three months have elapsed from the date of the last examination.

Certificates

5. A pilotage exemption certificate is valid only in respect of the vessel or vessels named on the certificate and only when such vessel is being piloted by the holder of the certificate who must at the time be the bona fide master or first mate of the vessel.
6. A Certificate will not remain in force for more than 12 months. For renewal see paragraphs 14-16 below.

Duties of a Certificate Holder

7. When a ship is in the charge of a Master or Mate holding a Pilotage Exemption Certificate and is underway within the Area of Jurisdiction, the Pilotage Exemption Flag is to be displayed.
8. A Pilotage Exemption Certificate Holder who observes any alteration to the shoals or to the channels, or that any seamarks are out of place or do not conform or show their proper distinctive character, shall immediately report the circumstances verbally to the Harbour Master, followed by a report in writing as soon as practicable.
9. When a ship in the charge of a Master or Mate holding a Pilotage Exemption Certificate has touched the ground or has been in collision or in a close quarter situation with any other ship or any fixed or floating object in the water, he shall immediately report the occurrence verbally to the Harbour Master followed by a report in writing on the form prescribed as soon as practicable. An

immediate report is also to be made to the Queen's Harbour Master.

10. Pilotage Exemption Certificate holders are required to attend any investigation or enquiry held by Portsmouth.
11. Pilotage Exemption Certificate holders are to demonstrate their use of the certificate by submitting monthly returns to the Harbour Office (see Chapter 10 paragraph 1 for details).
12. P.E.C. holders are to report to QHM on VHF channel 11 when they intend to enter or leave the Dockyard port area.

Investigations of Incidents

- 13 Any incident or marine casualty involving the holder of a Pilotage Exemption Certificate, will be investigated by Portsmouth C.H.A. The Queen's Harbour Master might also hold an investigation if for instance, an HM ship is involved or the vessel traffic regulations are breached. The CHA may, in cases involving misconduct or incompetence on the part of the certificate holder or in circumstances affecting his capability to pilot the ship or ships specified in the Certificate, suspend or revoke his Pilotage Exemption Certificate.

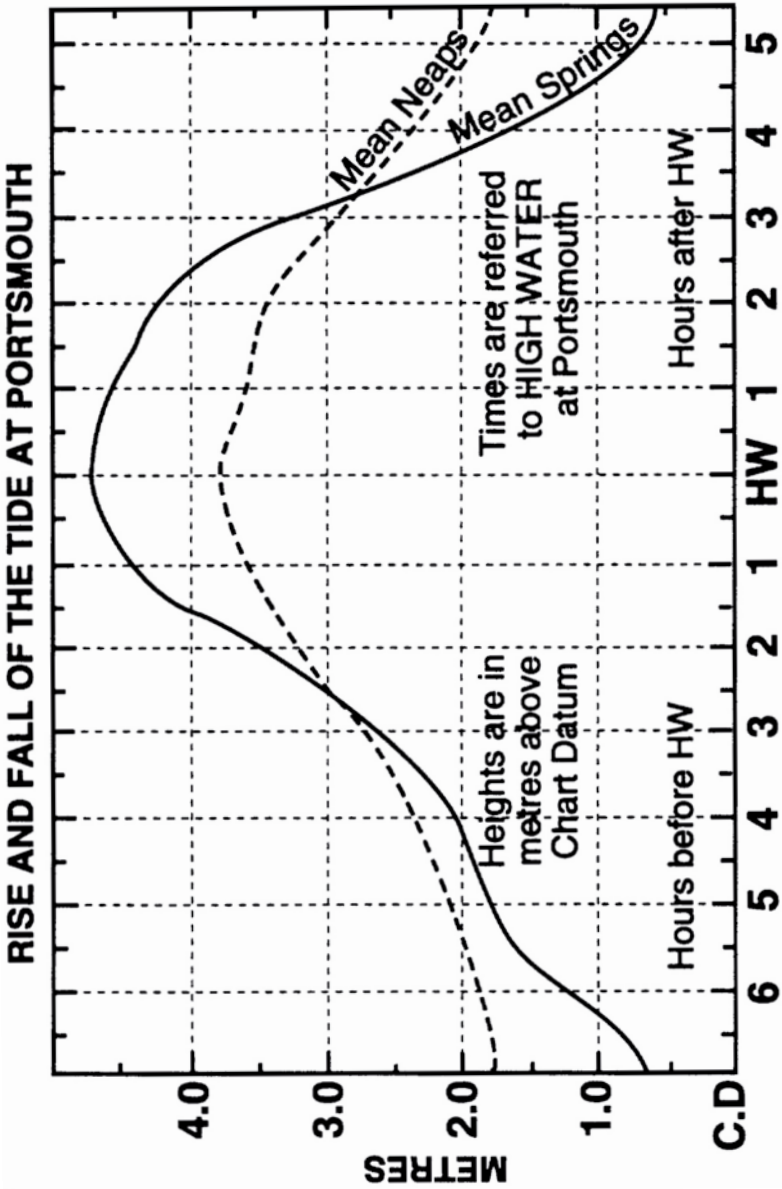
Renewal of Certificates

- 14 Application for the renewal of Pilotage Exemption Certificates must be made at least one month before expiry date. Application must be made on the prescribed form obtainable from the Port Manager's Office, and must be accompanied by the appropriate fee.
15. Renewal will normally be granted only if the following conditions are met:
 - a) Applicants for renewal must be able to demonstrate that they continue to be regular users of the Harbour throughout the year.
 - b) Additionally, in the 3 months preceding the renewal they must have completed at least 6 acts of pilotage minimum. (To expand upon the definition of "continue to be a regular user throughout the year", this is kept under review and is currently set at a minimum of 12 acts, in the first 9 months from the renewal date, plus the additional 6 acts, i.e. a minimum of 18 acts in total. An act of pilotage from outside of the district to the berth or vice versa).
 - c) and made a familiarisation visit to Semaphore Tower.
16. Additional conditions may be required to be satisfied for renewal, after a holder reaches the age of 65.

CHAPTER TEN

CHARGES FOR ACTS OF SELF PILOTAGE

1. The holder of a Pilotage Exemption Certificate issued by the Portsmouth C.HA. is to submit a monthly return (Form PP10/87) not later than the 15th day of the month following to Portsmouth C.HA. of the details of the occasions he has piloted the vessel of which he is a bona fide Master or First Mate and for which he holds a Pilotage Exemption Certificate in Portsmouth C.HA.'s area of Jurisdiction, when an authorised pilot has not been employed
2. A charge will be levied on each occasion that any ship to which the Direction applies is being navigated within Portsmouth C.HA.'s area of jurisdiction under the pilotage of a Master or First Mate who is the holder of a Pilotage Exemption Certificate in respect of that ship.
3. Invoice for charges for Acts of Self Pilotage will be rendered monthly and should be paid within 30 days of receipt. If charges incurred are not paid within that 30 day period an interest charge of 4% above the Bank of England's base lending rate will be made for each 30 day period or part thereafter that the debt remains unpaid.



Index of Pilotage Forms

<i>Title</i>	<i>Form No,</i>
Application for Pilotage Exemption Certificate	PSA 300
Application for Renewal of Pilotage Exemption Certificate	PSA 301
Incident/Near Miss/Grounding/ Collision/Loss of Anchor Report	PSA 305/306/307/308
Application for Addition to Pilotage Exemption Certificate	PSA 302
Pilotage Service Return	PP 7/89
Monthly Return of Exemption Pilotage Acts	PP 10/87
Semaphore Tower Visit	PSA 303

Available from the Port Manager's Department

or

www.portsmouth-port.co.uk/pmsc