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PILOTAGE DIRECTIONS

2006

Introduction

The PLA as a Competent Harbour Authority within the meaning of the Pilotage Act 1987, and in the exercise of its powers under Section 7 of that Act, gives the following Pilotage Directions to the Masters of vessels in the London Pilotage District.

In order to maintain and enhance safety of navigation within the Thames, it is important that Masters and watchkeepers are aware of current Port of London Byelaws, Directions and Notices to Mariners. It is therefore vital that owners/agents ensure that all such relevant information and publications are promptly distributed to vessels.

It is the duty of the Master of a vessel to which a Pilotage Direction applies to comply with that Direction.

Failure by the Master of a vessel to comply with a Direction constitutes an offence, and renders that person liable, on conviction, to a fine up to level 5 on the standard scale. However, it is a defence for the Master of a vessel to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or that he had a reasonable excuse for his act or failure to act.

Notes to the Pilotage Directions

Notes accompany some Directions. Such notes are in italics and are included to explain the purpose of the Direction or to highlight changes in content and presentation from the last published Pilotage Directions (1999).

These notes are for information only and do not form part of the Pilotage Directions.

Regulations to the Pilotage Directions

Also published in this document are Regulations to the Pilotage Directions. These regulations define the various administrative procedures and requirements, in particular those regarding the issue and renewal of Pilotage Exemption Certificates issued by the PLA from time to time, which are necessary to support and implement the Pilotage Directions.

These Regulations do not form part of the Directions.

VTS Records

Mariners are reminded that telephone calls, VHF radio traffic, CCTV and radar images may be recorded in the VTS Centres at Gravesend and Woolwich.

PILOTAGE DIRECTIONS

2006

1. COMMENCEMENT

These Pilotage Directions shall come into force on 1 September 2006 on which date, Pilotage Directions 1999 are revoked.

2. SHORT TITLE

These Directions may be cited as the Port of London Authority Pilotage Directions 2006 and are made by the Port of London Authority, a competent harbour authority within the meaning of the Pilotage Act 1987, in exercise of its powers under Section 7 of that Act.

3. DEFINITIONS AND INTERPRETATION

- (1) In these Directions the following words and phrases have the following meanings (and cognate expressions shall be construed accordingly):
- a) "the Act" means the Port of London Act 1968 (as amended);
 - b) "Crayfordness Limit" means a line drawn across the Thames from Crayfordness on the south bank on the line of longitude 00° 12.8' east;
 - c) "Denton Limit" means a line drawn north/south through the eastern extremity of Denton Wharf;
 - d) "Gravesend Pilot Station" means the boarding and landing area charted in position latitude 51° 26.9'N longitude 000° 22.5'E;
 - e) "Harbourmaster" means a person appointed by the Port of London Authority to be a Harbourmaster and includes the deputies and assistants of a person so appointed and Officers in charge at PLA VTS Centres;
 - f) "IMO" means International Maritime Organisation;
 - g) "Length of Object Towed" means the maximum overall length of each object towed including overhanging cargo or equipment, but disregarding the length of the towing medium;

- h) "Length Overall" means the maximum length of a vessel, including overhanging structure, cargo or equipment, and if a tug and tow, the combination of the tug and the object(s) towed but not the length of the towing medium;
- i) "LNG" means liquefied natural gas;
- j) "LPG" means liquefied petroleum gas;
- k) "London Pilotage District" means the area of the Thames from Putney Bridge and lines drawn from latitude 51° 37'N, longitude 00° 57.32'E (Foulness Point in the County of Essex) to latitude 51° 46.08'N, longitude 01° 20.53'E (Gunfleet Old Lighthouse), thence to latitude 51° 48'N, longitude 01° 40'E (Long Sand Head), thence to latitude 51° 36'N, longitude 01° 23.08'E thence to latitude 51° 26.6'N longitude 01° 25.5'E and thence to latitude 51° 24.92'N longitude 00° 54.35'E (Warden Point in the County of Kent);
- l) "Margaretness Limit" means a line drawn across the Thames from the Margaretness Light in a direction 334° T;
- m) "Marine Pollutants in Bulk" means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions "in Bulk" means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included;
- n) "Master" includes every person (except a pilot) having command or charge of a ship and, in relation to a fishing vessel, means the skipper;
- o) "Medway Ports" means the area of jurisdiction of the Medway Port Authority;
- p) "North East Spit Pilot Station" means the boarding and landing area charted in position latitude 51° 25'N longitude 000° 29.9'E;
- q) "Operating Draught" means the maximum draught of a vessel during its current passage, or movement within the London Pilotage District;
- r) "Passenger Vessel" has the same meaning as the Merchant Shipping (Survey and Certification) Regulations 1995;
- s) "PEC" means a Pilotage Exemption Certificate granted under Section 8 of the Pilotage Act 1987;

Note: A PEC is only relevant to a vessel for which pilotage is compulsory.

- t) "Pilot" means a person authorised under Section 3 of the Pilotage Act 1987 to act as a pilot for the relevant area within the London Pilotage District;
- u) "PLA" means Port of London Authority;
- v) "Restricted Visibility" means all circumstances when visibility is less than 0.5 nautical miles;

Note: Within the London Pilotage District a Harbourmaster or his designated Deputy may, using all available information, decide that Restricted Visibility pertains in a particular area or at a particular time or is likely to pertain and inform shipping as appropriate.

- w) "Sea Reach No.1 Buoy" means the buoy in position, 51° 29.4'N 000° 52.7'E marking the eastern end of the Yantlet Channel;
- x) "Sea Reach No.1 Pilot Station" means the pilot landing area in position 51° 29.3'N 000° 52.70'E;
- y) "Specified Vessel" means any vessel having on board (including in its slop tanks) quantities of the following (IMO coding in brackets):
 - Explosives (Class 1, excluding Class 1.4), in excess of 10 kg Net Explosive Quantity;
 - LNG in bulk, LPG in bulk, or being non-gas free following discharge of these cargoes;
 - Flammable liquids and substances in bulk or being non-gas free following discharge of these cargoes (Class 3 of flashpoint <23° C);
 - Toxic and corrosive substances in bulk or being non-gas free following discharge of these cargoes (Classes 6.1 and 8.0).
- z) "Sunk Pilot Station" means the boarding and landing area charted in position latitude 51° 51.45' longitude 001° 40.43' E;
- aa) "Thames" means so much of the River Thames, the Thames Estuary, rivers, streams, creeks, watercourses and the sea as is within the port limits described in paragraph 2 of Schedule 1 to the Act;
- bb) "Thames Barrier" means the flood prevention barrier which crosses the Thames in Woolwich Reach;
- cc) "Thames Barrier Control Zone" means the area of the Thames between the Margaretness Limit and a line drawn due north from Blackwall Point;
- dd) "Tug and Tow" means a tug towing another vessel or vessels astern, alongside or pushing another vessel or vessels ahead;
- ee) "UK Warship" means a warship as defined in the Merchant Shipping Acts;
- ff) "Vegetable and/or Edible Oils" means oils derived from vegetable and animal sources;

gg) "VTS Centre" means the Vessel Traffic Service Centres at Gravesend (Port Control Centre) and Woolwich (Thames Barrier Navigation Centre) - Call Signs 'London VTS' and includes any other VTS control point through which a Harbourmaster's instructions and advice are issued to Masters of vessels by VHF radio and to which vessels report;

hh) "Warp Pilot Station" means the boarding area charted in position latitude 51° 29.75'N longitude 000° 55'E and the landing area charted in position latitude 51° 29.30'N longitude 000° 52.55'E.

(2) In these Directions, unless the context otherwise requires:

- a) vegetable and edible oils are deemed to be Marine Pollutants;
- b) words importing the singular shall be construed as importing the plural and vice versa;
- c) the Direction headings do not form part of or affect the construction or interpretation of the Directions.

4. VESSELS SUBJECT TO COMPULSORY PILOTAGE

Subject to the exceptions in Directions 5 and 6 below, pilotage is compulsory in the London Pilotage District for the following vessels, in the following areas:

(1) To the east of Sea Reach No.1 Buoy for:

- a) Vessels or Tugs and Tows of 90 metres or more in Length Overall;
- b) Vessels or Tugs and Tows of 50 metres or more in Length Overall which are Specified Vessels, Passenger Vessels and vessels carrying Marine Pollutants in Bulk;
- c) Vessels or Tugs and Tows of 50 metres and up to 90 metres in Length Overall with an Operating Draught of 6 metres or more;
- d) Vessels or Tugs and Tows of 50 metres and up to 90 metres in Length Overall with an Operating Draught of 4 metres or more when Restricted Visibility exists where the vessel is, or within that part of the London Pilotage District through which the vessel in question has planned its passage or both.

(2) To the west of Sea Reach No.1 Buoy for:

- a) Vessels or Tugs and Tows of 80 metres or more in Length Overall;
- b) Vessels or Tugs and Tows of 50 metres or more in Length Overall that are Specified Vessels, Passenger Vessels and vessels carrying Marine Pollutants in Bulk;
- c) Vessels or Tugs and Tows of 50 metres or more in Length Overall with an Operating Draught of 5 metres or more;

- d) Vessels or Tugs and Tows of 50 metres in length or more overall with an Operating Draught of 4 metres or more when Restricted Visibility exists where the vessel is, or within that part of the London Pilotage District through which the vessel in question has planned its passage or both;
- (3) To the west of the Margaretness Limit for:
- a) Vessels or Tugs and Tows of 40 metres or more in Length Overall or over 50 gross tonnes.

Note: In the circumstances described in Direction 4(3) the Pilot is to be boarded at the Gravesend Pilot Station.

5. VESSELS EXCEPTED FROM COMPULSORY PILOTAGE

The following vessels, in the following areas, are excepted from compulsory pilotage under the provisions of Direction 4 above:

- (1) UK Warships in any part of the London Pilotage District.
- (2) Tugs and Tows, where the tug undertaking the tow is licensed for towage under the Act, in any part of the London Pilotage District:
 - a) to the west of Sea Reach No. 1 Buoy, provided that the Length of Object Towed does not exceed 80m; and
 - b) to the west of Tower Bridge, provided that the Length of Object Towed does not exceed 50m.
- (3) To the east of Sea Reach No. 1 Buoy for:
Such vessels of up to 140 metres in Length Overall as the PLA may specify from time to time, and for such period as the PLA may specify. This exception will only apply where vessels are actually engaged in activities such as dredging or maintaining navigation buoys and marks or offshore structures within the London Pilotage District; and where these vessels are regularly engaged in work of that nature within that area.
- (4) To the west of the Margaretness Limit for vessels of 40m or more in Length Overall, normally trading wholly within the London Pilotage District

6. MOVEMENT OF VESSELS

Pilotage shall not be compulsory under Direction 4 in circumstances where vessels, excluding:

- a) Specified Vessels;
- b) Passenger Vessels of 50m or more in Length Overall;
- c) vessels carrying Marine Pollutants in Bulk;
- d) vessels over 230m Length Overall between the Denton Limit and Queen Elizabeth II Bridge;

- e) vessels over 140m Length Overall between Queen Elizabeth II Bridge and Margaretness; and
- f) vessels over 100m Length Overall between Margaretness and London Bridge;

are being moved for no more than two nautical miles in the Thames, in the area between London Bridge and the Denton Limit, for the purpose of changing a vessel from one berth, mooring or anchorage to another berth, mooring or anchorage, or of taking it into or out of any dock from or to another berth, mooring or anchorage.

Note: Attention is drawn to the requirement for Local Navigation Certificates in General Directions for Navigation in the Port of London 2006.

7. USE OF AN ASSISTANT PILOT

The circumstances in which an authorised pilot in charge of a vessel is to be accompanied by an assistant who is also an authorised pilot, shall be determined by the Harbourmaster; taking into account the size, characteristics or circumstances of the vessel, its equipment, cargo or crew, or the meteorological or tidal conditions.

8. BOARDING AND LANDING OF PILOTS

- (1) Unless a vessel has a Pilot on board when entering the London Pilotage District, or is carrying a Pilot who is not disembarking when it leaves the London Pilotage District, Pilots shall normally be boarded or landed:
 - a) at the North East Spit Pilot Station by:
 - i) All vessels entering from or leaving the London Pilotage District for the south or east, whose Operating Draught allows use of the Princes Channel or the Fishermans Gat; and
 - ii) All other vessels with an operating draught of less than 6 metres unless bound to or from ports in Essex or Suffolk.
 - b) at the Sunk Pilot Station by:
 - i) Vessels of 6 metres draught and more entering from or leaving for ports to the north and north east of the Thames;
 - ii) Vessels entering from or leaving for ports to the south and east of the Thames, which are unable to use the Princes Channel or Fishermans Gat because their operating draught is too great;
 - iii) Vessels of less than 6 metres draught, which agree to pay an additional pilotage charge for such service; and
 - iv) Vessels entering from or leaving for ports in Essex or Suffolk.
 - c) at the Warp and Sea reach No. 1 Pilot Stations by:
 - Vessels for which pilotage is compulsory only to the west of Sea Reach No. 1 Buoy.
 - d) at the Gravesend Pilot Station by:
 - Vessels for which Pilotage is compulsory to the west of the Crayfordness Limit.

- (2) Pilots may be landed only at Sea Reach No. 1 Buoy by vessels outward bound from London for which pilotage is compulsory only to the west of Sea Reach No. 1 Buoy.

Note: To ensure that Pilots with the correct authorisation are embarked it is from time to time necessary to change Pilots at the Gravesend Pilot Station, and for operational reasons, in Sea Reach.

9. PILOT BOARDING AND LANDING IN ADVERSE WEATHER CONDITIONS

The boarding and landing of Pilots at any of the locations prescribed in Direction 8 is “weather permitting”. In adverse weather conditions, vessels may be asked to use an alternative boarding or landing location in accordance with advice notified at the time by the PLA VTS Centre at Gravesend.

10. NON-AVAILABILITY OF PILOTS

Vessels for which pilotage is compulsory under the requirements of these Directions but for which no Pilot is immediately available, shall not navigate within the London Pilotage District without having first obtained the permission of the Harbourmaster at the PLA VTS Centre at Gravesend.

11. ADJACENT PORTS

Vessels navigating through the London Pilotage District, to and from ports other than London, shall be subject to these Pilotage Directions whilst within the London Pilotage District.

12. RESPONSIBILITIES OF MASTERS

Masters of vessels using the services of a Pilot within the London Pilotage District shall ensure that a member of the crew who is capable of understanding and executing the Pilot’s orders and advice and who is also competent to take charge of the vessel, is immediately available to do so.

THE COMMON SEAL of the
Port of London Authority was
affixed in my presence on the
25th day of July 2006.

D CARTLIDGE
Secretary

NOTES TO THE DIRECTIONS

- A. *Plans are included in the Appendices which illustrate:*
- 1) *The Limits of the London Pilotage District.*
 - 2) *The position of Sea Reach No. 1 Buoy.*
 - 3) *The boundaries of the Thames Barrier Control Zone.*
 - 4) *The Pilot Boarding and Landing areas at:*
 - NE Spit*
 - Sunk*
 - Warp*
 - Sea Reach No. 1 (Landing Only)*
 - Gravesend.*
 - 5) *Geographical Areas 1, 2, 2A, 3, 3A, 4 and 5, the Thames Barrier Control Zone & the Tilbury Lock Approaches.*
- B. *Medway Ports are empowered to authorise Medway Pilots and Medway Pilotage Exemption Holders to act in those approach areas to their port which lie within the London Pilotage District.*
- C. *Vessels which under these Directions are not required to take a Pilot may nevertheless request the services of a Pilot. Such requests will be met as soon as possible subject to availability. Masters of vessels are encouraged to make use of this service where appropriate.*
- D. *Vessels less than 90 metres Length Overall and with Operating Draughts between 4 metres and 6 metres not having a valid PEC Holder aboard may be directed to anchor and to await a Pilot in the event of Restricted Visibility. Vessel operators not wishing to incur such delays should consider requesting, in advance, the pilotage services as outlined in Note C above when Restricted Visibility is forecast or likely to occur.*

REGULATIONS TO THE PILOTAGE DIRECTIONS

Unless the context otherwise requires the words and expressions used below which are defined in the Pilotage Directions 2006 shall have the same meanings as in the Pilotage Directions 2006. The definitions used in these Regulations follow those in the Pilotage Directions.

1. PILOTAGE EXEMPTION CERTIFICATES (PEC's)

A PEC may be issued for use in the London Pilotage District, within a defined PEC area, or combination of areas, as described in Regulation 1.1 below.

1.1 GEOGRAPHICAL AREAS (See Appendices 1 and 2)

A PEC will be restricted to that part of the London Pilotage District 0.5nm above and/or below a nominated berth (or river location), and shall exclude entry to the Thames Barrier Control Zone, and/or Tilbury Dock Approaches, unless the certificate has been issued with specific endorsements to permit entry to these zones.

The Geographical Areas relevant to the use of PEC's are as follows:

- a) AREA 1 - The area marked as Area 1 in Appendix 1, normally transited via Princes Channel and allowing access to the Mouse anchorage, Z9 - Z12 anchorages and the Warp Pilot Station.
- b) AREA 2 - The area marked as Area 2 in Appendix 1, normally transited via the East Swin Channel/Barrow Deep and Black Deep.
- c) AREA 2A - The area between the seaward limit of the London Pilotage District and Sea Reach No. 1 Buoy via the Fisherman's Gat, the Knock John Channel, and the Knob Channel, marked Area 2A in Appendix 1.
- d) AREA 3 - The area between the Sea Reach No. 1 Buoy and a line drawn due north of the PLA Pilot Station at Gravesend, marked Area 3 in Appendix 1, excluding entry to the area delineated by Area 3A.
- e) AREA 3A - The area 60 metres to the seaward of the outer faces of the oil/gas jetties situated at Shellhaven, Coryton, and Canvey Island, marked Area 3A in Appendix 1. Entry to Area 3A will not be permitted unless the PEC is specifically endorsed for it.
- f) AREA 4 - The area between a line drawn due north of the PLA Pilot Station at Gravesend, and a line drawn across the Thames from the Margaretness Light in a direction 334°T (the Margaretness Limit), marked Area 4 in Appendix 2.
- g) AREA 5 - The area between a line drawn across the Thames from the Margaretness Light in a direction 334°T (the Margaretness Limit), and Putney Bridge, marked Area 5 in Appendix 2.

- h) TILBURY DOCK APPROACHES
The area of the Thames between Tilbury Lock sill and 60 metres to the seaward of the Tilbury Lock sill.
- i) THAMES BARRIER CONTROL ZONE
The area of the Thames between the Margaretness Limit and a line drawn due north from Blackwall Point.

1.2 CONTRACTUAL AGREEMENT

The PLA will seek a contractual agreement with the owner or operator of the vessel regarding the management of navigation on board the vessel and procedures relating to the use of PECs in the London Pilotage District.

Note: Appendix 4 shows a sample form of Agreement.

1.3 REGULATIONS FOR THE ISSUE OF A PEC

The following conditions must be satisfied before a PEC will be issued to a Master and bona fide First Mate for any vessel:

- a) As well as complying with the requirements of Regulation 1.3 k) 1, applicants must hold a valid STCW certificate of competency appropriate for the capacity in which he/she serves and valid for the vessel(s) in which the PEC will be used.

Note: "Bona Fide First Mate" means the person signed on the ship's articles who will take command in the event of the Master being indisposed.

- b) Applicants must be capable of communicating effectively using the English language, by VHF radio.
- c) Applicants will complete the requisite number of trips for the area applied for (see Regulation 1.3 q) before undertaking the assessment and, if relevant, examination as specified below.
- d) Applicants must notify the PLA of their intention to undertake qualifying trips in advance of starting the process. No credit will be given for trips undertaken prior to this notification.
- e) In response to this advice the PLA will send to the Applicant a PEC Information Pack.
- f) Qualifying trips shall only be undertaken by Masters and bona fide First Mates, and should reflect a balance of inward and outward passages.
- g) Qualifying trips must include passages made in darkness.
- h) Applicants should complete their qualifying trips in the vessel for which the PEC will eventually be used, or one of a similar size and type. Exceptions to this requirement can only be made by prior agreement with the PLA. Subsequent examination and assessment will take this into account.

- i) Applicants must be present on the navigating bridge of the vessel throughout the duration of any passage which is to be claimed as a qualifying trip. During the trip the Applicant must have understudied the PLA Pilot or PEC Holder, and had effective responsibility for conduct of the vessel during the trip, under the direct supervision of the Pilot or PEC Holder.
- j) Applicants must report each qualifying trip to the appropriate VTS Centre immediately before, or, during the passage. Details of the trip should also be recorded in their tripping record, as supplied by the PLA. These details should be witnessed and countersigned by the Pilot or PEC Holder present during the trip.

Note: The trip may not count as a qualifying trip if the requirements of Regulation 1.3 i) are not fulfilled.

- k) Applicants employed on LPG vessels trading to VOPAK Thames Terminals, Thurrock must undertake simulator training on the PLA simulator in addition to the normal requirements for a vessel of that size.

Note: Details are available on request.

- l) On completion of the required number of qualifying trips, applicants should submit their application using the predetermined forms, which will comprise:
 - 1. Applicant's tripping log identifying all the qualifying trips undertaken and each record properly countersigned by the PEC Holder or PLA Pilot present during the trip and showing the relevant PEC number or pilot authorisation number. The PLA may verify these details by cross-referencing with VTS records;
 - 2. a copy of the Applicant's Certificate of Competency; and
 - 3. a copy of the Applicant's valid medical Certificate.

Note: 1. A translation certified by a Notary Public or equivalent may be required where the Certificate is not in English. A PLA Waterman's Licence or relevant national Boatmasters Licence (including relevant endorsements) is acceptable in circumstances where the vessel trades solely within UK Inland Waterways (i.e. Categorized Waters).

2. All documentation/copies must be of good quality and legible.

- m) Applicants will be interviewed by a PLA Harbourmaster prior to the issue of a PEC. The interview will be followed by a conducted tour of the appropriate PLA VTS Centre. For Applicants required to be examined, this tour will follow the first successful examination.
- n) For the following categories of vessel, success in an oral examination is additionally required prior to the issue of a PEC:

1. All vessels of 100 metres LOA and above.
 2. All vessels of 50 metres LOA and above, which are Passenger Vessels, Specified Vessels, or vessels carrying Marine Pollutants in Bulk.
- o) Examinations will be conducted by a panel of PLA officers, which includes a PLA Pilot Examiner, a Harbourmaster and the Pilotage Manager or his representative.
- p) Examinations will be conducted on predetermined dates, for one PEC area at a time

Note: Details are available on request.

- q) Each Applicant will be assessed by a Pilot, on board a vessel of the size and type appropriate to the application, throughout the PEC area(s) for which the Applicant has applied. The Pilot must be satisfied as to the relevant skills, experience and local knowledge of the Applicant.
- r) Numbers of qualifying trips required prior to the issue of a PEC:

AREAS	Required trips...	...of which in darkness
Vessels of 40 metres and up to 50metres LOA or 50gt and above		
Area 1, Area 2, Area 2A	6 trips	Minimum 2
Area3, Area 4, Area 5 Thames Barrier Control Zone Endorsement, Tilbury Dock Endorsement	8 trips	Minimum 3
Above Tower Bridge	16 trips	Minimum 8
Vessels of 50 metres LOA and above (up to 100 metres)		
Area 1, Area 2, Area 2A	6 trips	Minimum 2
Area 3, Area 4, Area 5 Thames Barrier Control Zone Endorsement, Tilbury Dock Endorsement	8 trips	Minimum 3
Above Tower Bridge	16 trips	Minimum 8
Vessels of 100 metres LOA and above		
Area 1, Area 2 Area 2A	6 trips	Minimum 2
Area 3, Area 4, Area 5 Thames Barrier Control Zone Endorsement, Tilbury Dock Endorsement	12 trips	Minimum 4

1.4 REGULATIONS FOR THE USE OF A PEC

- a) A PEC may only be used by an individual acting in the capacity of bona fide Master or bona fide First Mate.
- b) A PEC may only be used on a vessel which has been nominated to the PLA in advance, and is subsequently named on that PEC.
- c) PEC Holders should have their certificate available for inspection at all times when in the London Pilotage District.
- d) The Holder of the PEC reported to the appropriate VTS Centre as having conduct of the navigation of the vessel for a particular area, must be on the navigating bridge of that vessel throughout the passage in that area, unless relieved by another PEC Holder.
- e) The appropriate VTS Centre must be apprised immediately of any change of watch between PEC Holders, which takes place within the London Pilotage District.

Note: Accordingly, it is recommended that PEC watch changes are arranged to coincide with the transit of the vessel from one PEC area to another.

- f) Whenever a PEC is being used within the London Pilotage District, the Holder, where safety permits, should make the required reports of his/her PEC usage to the appropriate VTS Centre personally.
- g) A PEC remains valid for one year from the date of issue or renewal. It is the responsibility of the Holder to ensure that his/her PEC remains valid.
- h) A PEC will only remain valid while the Holder's Certificate of Competency and Medical Certificate are also valid.
- i) The PLA reserves the right to inspect the supporting documents of a PEC Holder and/or relevant documents of the vessel in which the PEC is being used, or has been used, at any time.

1.5 REGULATIONS FOR THE ANNUAL RENEWAL OF A PEC

The following conditions must be met before a PEC is renewed:

- a) It shall be the responsibility of the PEC Holder to ensure that a fully completed application for renewal, on the official PLA-published forms, is received by the PLA no later than two weeks before the expiry date of the PEC.
- b) The application must be accompanied by a record of PEC trips during the previous twelve months. This should correspond to passages reported to a PLA VTS Centre, and will be checked for accuracy.

- c) The Applicant must have completed a minimum of six PEC usages through each PEC area, part area, or endorsement, for which he/she seeks renewal. Where this cannot be proven to the PLA's satisfaction, the Applicant may be reassessed.
- d) The application must be accompanied by proof of the Applicant's ongoing competency and medical fitness.

Note: A PEC is issued for a period of twelve months, after which it should be renewed. Failure to renew a PEC leads to its expiry.

- e) The Applicant must nominate the vessels for which the PEC will be reissued. This must be done using the official PLA published form.

1.6 REINSTATEMENT OF AN EXPIRED PEC

- a) The criteria for reinstatement of an expired PEC will, under normal circumstances, be as for a new application.
- b) If the Applicant can show extenuating circumstances for a delay, upon request from the Applicant, the PLA may consider an extension to the renewal deadline.

1.7 FIVE-YEARLY RE-CERTIFICATION

- a) No certificate will be renewed after each period of five years unless the Holder has, during each fifth year, satisfied the PLA by assessment as to his/her continuing skill, experience, and local knowledge.
- b) It shall be the responsibility of the PEC Holder to ensure that the PLA is contacted to schedule the assessment required in a) above, during the 12 months prior to the expiry of the fifth consecutive PEC.

1.8 MATERIAL CHANGES TO A PEC

- a) A PEC applies to nominated vessels, upon which examination and/or assessment is based. A new vessel nominated for inclusion on an existing PEC should not exceed the dimensions of any vessel(s) for which the PEC was originally issued by more than 20 metres LOA, or 1.5 metres draught, or have substantially different manoeuvring characteristics, without the Holder first:
 - Attending for interview with the Harbourmaster; and
 - Undertaking a minimum number of familiarisation trips on the nominated vessel (the number to be advised by the PLA).

Note: If the vessel nominated crosses the 100 metre Length Overall threshold, then an examination will be required.

- b) Additionally, in the case of a PEC gained by examination, the following will be required:
 - Re-examination based on the nominated vessel;
 - Re-assessment on the required nominated vessel;
- c) Granting of any additional areas to a PEC will be dependent upon the Holder completing the required number of trips and examination and/or assessment, as for a new application.
- d) PEC's will only be issued in respect of vessels currently trading in or expected to trade in, the London Pilotage District. Long fleet lists will be rejected as contrary to the spirit of the 'bona fide' definition in the Pilotage Directions.

1.9 SUSPENSION OR REVOCATION OF A PEC

The PLA may suspend or revoke a PEC granted by it under Section 8(6) of the Pilotage Act 1987 if it appears that the Holder has been guilty of misconduct or incompetence affecting his/her capability to pilot the vessel, or any other vessels nominated in the PEC.

1.10 TEMPORARY WITHDRAWAL OF A PEC

- a) Where a PEC Holder has been involved in an incident in which the safety of navigation may have been compromised, the PLA may, in the interests of safety, temporarily suspend the PEC after written notice setting out its reasons and giving the PEC Holder a reasonable opportunity of making representations pending formal investigation of the incident.
- b) Where the Certificate of Competency or Medical Certificate of a PEC Holder is found to be invalid, the PEC will be withdrawn pending production of valid documents.
- c) Where a PEC Holder fails an assessment, the PEC will be withdrawn for all affected PEC areas, until the Holder has successfully completed a reassessment.

2. PROCEDURE FOR OBTAINING THE SERVICES OF A PILOT FOR THE LONDON PILOTAGE DISTRICT

2.1 NOTICE

It is imperative that sufficient notice is given of the requirement for the services of a PLA Pilot, as described below. Non compliance with the described ordering procedures may result in a delay to the vessel, or a surcharge.

2.2 PROVISIONAL ORDER

All vessels requiring the services of a PLA pilot must make a PROVISIONAL ORDER to London Port Control Centre at Gravesend. This includes inbound vessels, outbound vessels leaving a berth, buoy, tier or anchorage, as well as those moving from one berth, buoy, tier or anchorage to another, or moving from an anchorage.

This PROVISIONAL ORDER should be given, before 15:00 of the day prior to that on which the pilotage services are required and should provide the following details:

- location at which the Pilot is required;
- vessel IMO number;
- gross tonnage(gt);
- Length Overall;
- operating draught;
- full manoeuvring speed;
- destination (name of berth and anchorage for an inward passage);
- destination (for an outward passage); and
- date and time (as accurate as is possible) at which the Pilot is required.

Where it is not possible to give notice as described above, PROVISIONAL ORDERS must be received no less than 24 hours in advance of the requirement. Vessels for which PROVISIONAL ORDERS are not received, in accordance with the above procedure, will not be prioritised, and will therefore risk incurring delay.

Note: *To avoid any misinterpretation of instructions, the PLA requires that all PROVISIONAL ORDERS, as referred to in these regulations be given in writing. A template is available on the PLA website to assist in the provision of this information. It is good practice and advisable to also back up subsequent verbal changes with hard copy.*

2.3 CONFIRMED ORDER

Confirmation of the requirement for a Pilot should be given to London Port Control Centre at Gravesend. This constitutes COMPULSORY NOTICE, and shorter notice than is set out below may attract a surcharge and may result in delay to the vessel.

CONFIRMED ORDERS should be given in accordance with the following requirements:

Inward Bound Vessels

- A CONFIRMED ORDER must be given 8 hours in advance of the vessel's ETA at the pilot station.
- Changes of ETA must be notified at least 4 hours in advance of the initial ETA.
- Confirmation should again be given 4 hours before arrival at the pilot station.

Note: *Vessels are advised to copy this information to their London shipping agent.*

- Thereafter, any changes and the final advice of ETA must be given when the vessel is in VHF radio contact with the appropriate pilot station, or London VTS.
- Vessels engaged in short-sea voyages may give notice of the CONFIRMED ORDER for a Pilot and ETA at the time of leaving the previous port, where this is less than the COMPULSORY NOTICE. Should the services of a Pilot be cancelled within 4 hours of the confirmed ETA, a cancellation charge may be made.
- Vessels bound for London (or Medway Ports), which anchor in the general vicinity of the Sunk, Outer Tongue, or Margate Roads (i.e. at outer anchorages), or are inward bound from any port adjacent to the limits of the London Pilotage District; are required to give not less than 8 hours notice of the requirement for a Pilot. Less than 8 hours notice will normally incur a surcharge.

Outward Bound Vessels, Vessels moving between berths or Vessels moving from an anchorage

- A CONFIRMED ORDER must be given 4 hours in advance of the vessel's ETD.
- Changes of ETD must be notified to London Port Control Centre at Gravesend up to 2 hours before sailing. Thereafter the vessel may contact London VTS direct.
- Should the services of a Pilot be cancelled within 3 hours of the confirmed ETD, a cancellation charge will be made.
- Repeated or protracted changes to ETD will be deemed to constitute a new order, and a cancellation fee may be charged.

Note: Vessel Masters and agents should note that providing a provisional ETD and subsequent regular updates, will substantially improve the probability that a pilot will be scheduled to the vessel as ordered.

2.4 VESSELS ANCHORING IN THE LONDON PILOTAGE DISTRICT

Vessels required to anchor before proceeding to their destination, must request from London VTS, by VHF radio, permission for the Pilot to remain on board until the vessel is required to get underway. No arrangements may be made in this respect with an individual Pilot.

Under normal circumstances when a vessel anchors for an extended period, the Pilot will remain on board for a maximum period of three hours, before being relieved, to be replaced by another Pilot before the vessel leaves the anchorage.

Inward or outward bound vessels required to anchor and which have used the services of a Pilot must, as soon as is practicable, advise London VTS at Gravesend or Woolwich on VHF radio of their ETA at the anchorage in order that arrangements can be made to land the Pilot. When a Pilot is required to move the vessel from the anchorage, the vessel must comply with the requirements of Regulation 2.3.

2.5 VESSELS REQUIRING PILOTS TO EMBARK AT CONTINENTAL PORTS

Vessel owners/agents wishing the Pilot to board at a continental port should obtain the approval of the Pilotage Manager at the PLA Pilotage Administration office not later than 3 days before the service is required. Shorter notice may be considered if pilotage resources allow. Should the services of a Pilot be cancelled within 2 days prior to the date that the Pilot is required to join the vessel at a continental port; a cancellation fee will be made, plus any expenses already incurred.

Note: Port of London Pilots will only conduct pilotage within the London Pilotage District and its approaches.

2.6 VESSELS OVERCARRYING PILOTS

Vessels over-carrying Pilots must provide suitable accommodation, victuals and lifesaving equipment for the Pilot. No arrangements may be made with an individual Pilot.

2.7 VESSELS REQUIRING PILOTS TO EMBARK OR DISEMBARK AT UK PORTS

Arrangements can be made for Pilots to embark or disembark at other UK ports in the area of to the Thames Estuary subject to availability and a minimum confirmed notice of 8 hours of the time of the requirement.

2.8 BERTHING PILOTS

Oil tankers and gas carriers of 160 metres or more in Length Overall or 11,000gt or more, are required to employ the services of a Berthing Pilot when berthing or unberthing at the oil/gas wharves or jetties at Shellhaven, Coryton, or Canvey Island. (See Regulation 1.1 e) - Area 3 A).

2.9 INNER LIST PILOTS

Oil tankers and gas carriers of 275 metres or more in Length Overall or 12.3 metres draught or more, are required to employ the services of an Inner List Pilot when navigating within the London Pilotage District between the seaward limit of the London Pilotage District and the oil/gas jetties at Shellhaven, Coryton and Canvey Island.

3. BOARDING AND LANDING INFORMATION FOR VESSELS BOUND TO OR FROM THE PORT OF LONDON

3.1 BOARDING AND LANDING

Masters are recommended to read and comply with the PLA Code of Practice for the Safe Boarding and Landing of Pilots 2004. The good practice in the Code includes, but is not limited to the following:

- Vessels intending to board or land a Pilot must establish good VHF communications with the pilot boat prior to undertaking the transfer.
- A good lee should be provided by adjusting course and speed so that the Pilot transfer can be accomplished safely.
- Vessel Masters are reminded of their statutory obligations under international pilot ladder regulations.

3.2 PILOT BOATS

Pilot boats serving the London Pilotage District have a black hull, orange or white superstructures and the word “PILOTS” on the side of the wheelhouse. They fly a pilot flag by day and by night display the signals required by Rule 29 of the International Regulations for Preventing Collisions at Sea 1972 (as amended). See Regulation 5.2 for pilot boat operating channels.

Pilot boats serving the North East Spit Pilot Station operate from Ramsgate. Pilot boats serving the Sunk Pilot Station operate from Harwich. Pilot boats serving the Warp and Sea Reach No. 1 Pilot Stations operate from Sheerness, and those serving the Gravesend Pilot Station, from Gravesend.

Note: Subject to Pilotage Direction 8(1), any vessel boarding or landing a Pilot in the vicinity of the Sunk Light Vessel boarding and landing areas, which has an Operating Draught of less than 6.0 metres will be surcharged.

4. VESSELS INTENDING TO USE PEC’S OR CLAIMING EXCEPTED VESSEL STATUS

The VTS Centre at Gravesend must be notified at least 24 hours in advance for vessels normally trading from outside the London Pilotage District:

- which are subject to compulsory pilotage and intend to employ a PEC holder and navigate; or
- which would normally be subject to compulsory pilotage but are intending to navigate or undertake activities covered by Pilotage Direction 5(3) in circumstances which are excepted from compulsory pilotage.

Such notice must give the ETA/ETD (as appropriate), vessel name, gt, Length Overall, Operating Draught, name surname and forename(s) and, where appropriate the PEC number, of the bona fide master or first mate who will be conducting the navigation of the vessel on that passage, or the reason it will be excepted from compulsory pilotage.

If this information is not provided, the vessel may be required to take the services of a PLA Pilot and this could involve the vessel in a delay as well as the imposition of a surcharge.

A vessel’s excepted status should be agreed more than 24 hours prior to port entry. The reasons for claiming excepted status should be made, in writing, to the Authority during office hours and not on public holidays. Any vessel, which claims excepted status, should give at least 72 hours notice in order that the claim may be properly assessed and processed.

5. COMMUNICATION WITH THE PILOTAGE AUTHORITY

5.1 PORT CONTROL CENTRE, GRAVESEND

Call SignLondon VTS
LocationGravesend
Telephone+44(0)1474 560311 (3 lines)
Fax+44(0)1474 352996
Telex262880 PLATNS G
FrequencyVHF Ch 68, 69, 18, 20, 67

THAMES BARRIER NAVIGATION CENTRE, WOOLWICH

Call SignLondon VTS
LocationWoolwich
Telephone+44(0)208 8550315
Fax+44(0)208 8547422
FrequencyVHF Ch 14, 16, 22, 67, 09

5.2 PILOT STATIONS

NE Spit (Ramsgate)

Call SignNE Spit Pilots
Telephone+44(0)1843 583786
Fax+44(0)1843 595664
FrequencyVHF Ch 09

Sunk (Harwich)

Call SignSunk Pilots
Telephone+44(0)1255 243111
Fax+44(0)1255 507177
Telex98472 PILHAR G
FrequencyVHF Ch 16 & 09

Warp and Sea Reach No. 1 (Sheerness)

Call SignSheerness Pilots
Telephone+44(0)1795 561207
Fax+44(0)1795 561309
FrequencyVHF Ch 9

Gravesend

Call SignLondon Pilots
Telephone+44(0)1474 560311
Fax+44(0)1474 352996
Telex262880 PLATNS G
FrequencyVHF Ch 09

General Operational Enquiries – E-mail: shipcon@pola.co.uk

Pilotage Administration Office
Port of London Authority
London River House
Royal Pier Road
Gravesend
Kent
DA12 2BG

Tel: 01474 562362
Fax: 01474 562378
E-mail: pilotage@pola.co.uk

6. CHARGES

Details of the charges and fees referred to in Pilotage Directions 2006 and these Regulations are published in the current PLA Charges Schedule.

7. LIMITATION OF LIABILITY

The liability of the PLA for the provision of Pilots is subject to the following limitations:

7.1 DELAY

The PLA shall not be liable for delays arising from its failure to provide pilotage services. This applies whether the failure and/or delay is the result of force majeure, including industrial action, adverse weather, a security incident, or any other cause whether within the control of the PLA or not.

7.2 ACTS OR OMISSIONS OF PILOTS

Save as statutes imposing strict liability may otherwise provide, the PLA shall not be liable for loss or damage caused by the acts or omissions of its Pilots whether or not arising from negligence.

7.3 ACTS OR OMISSIONS OF THE PLA

Save as statutes imposing strict liability may otherwise provide, the PLA shall not be liable for loss or damage caused by its acts or omissions in respect of the provision of pilotage services.

APPENDICES

Geographical Areas for Pilotage Exemption Certificate

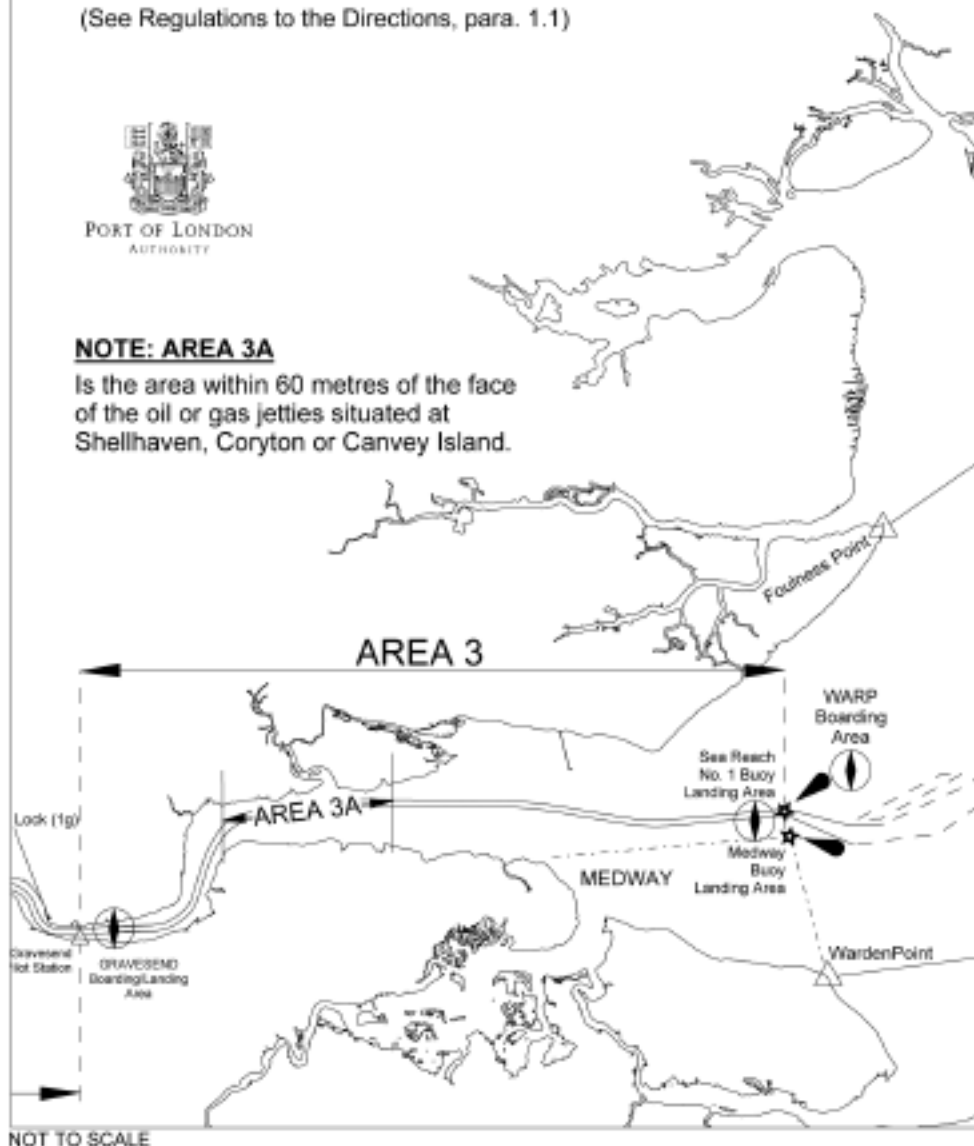
(See Regulations to the Directions, para. 1.1)



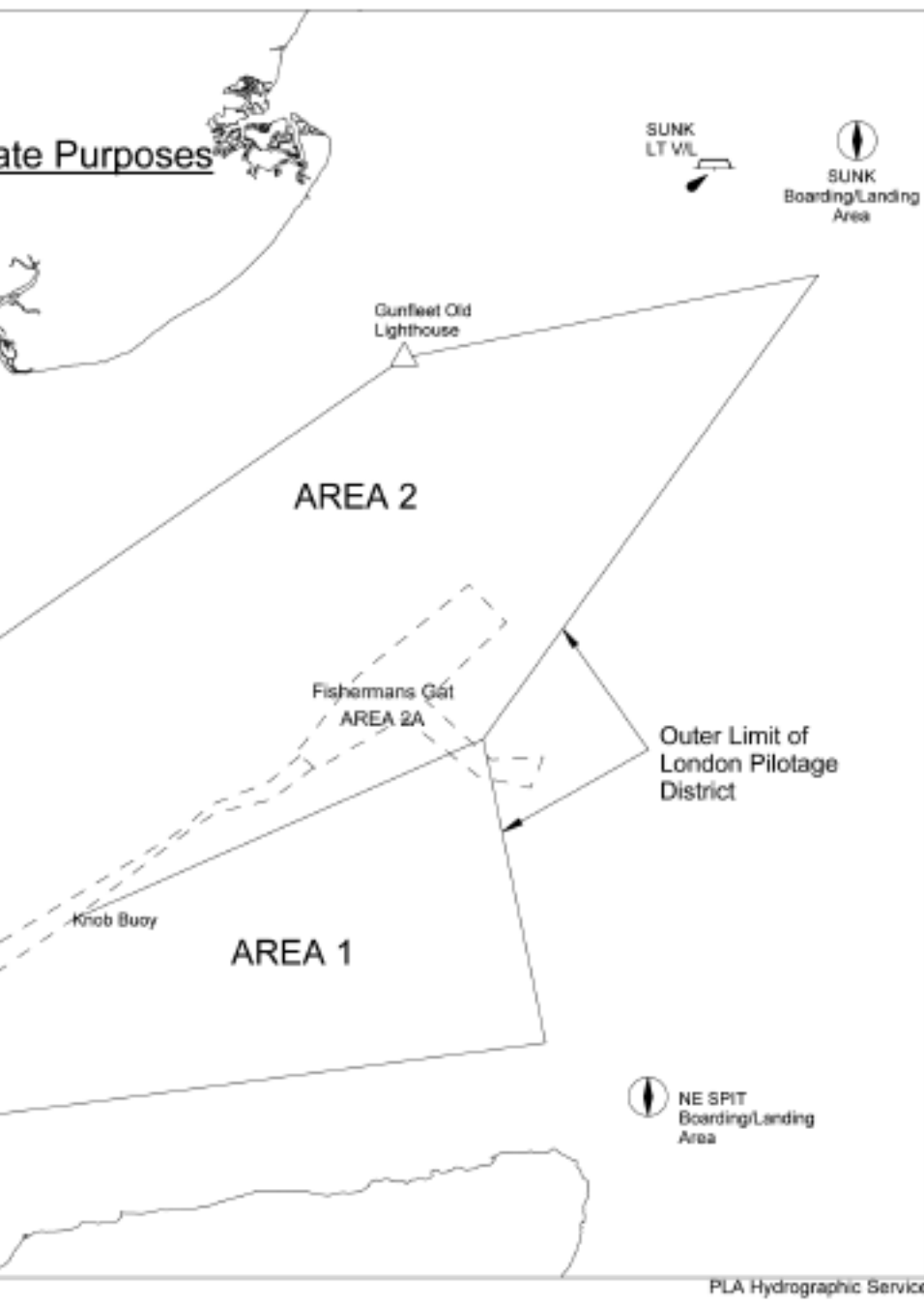
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AUTHORITY

NOTE: AREA 3A

Is the area within 60 metres of the face of the oil or gas jetties situated at Shellhaven, Coryton or Carvey Island.



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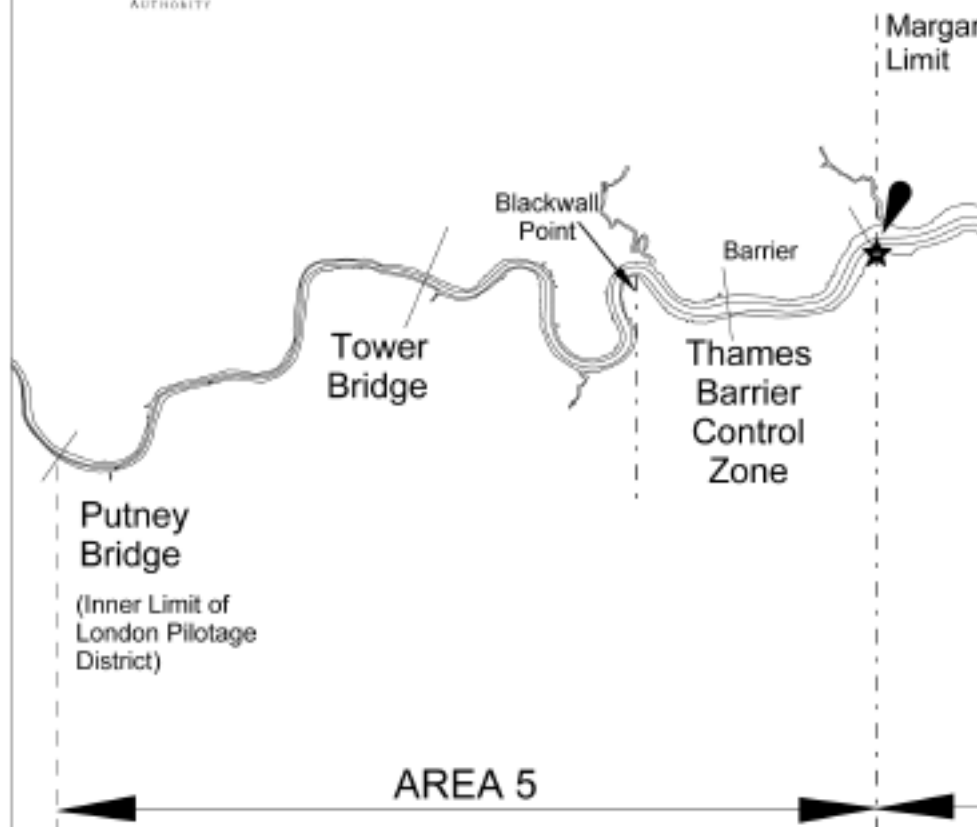


Geographical Areas for Pilotage Exemption Certificate

(See Regulations to the Directions, para. 1.1)



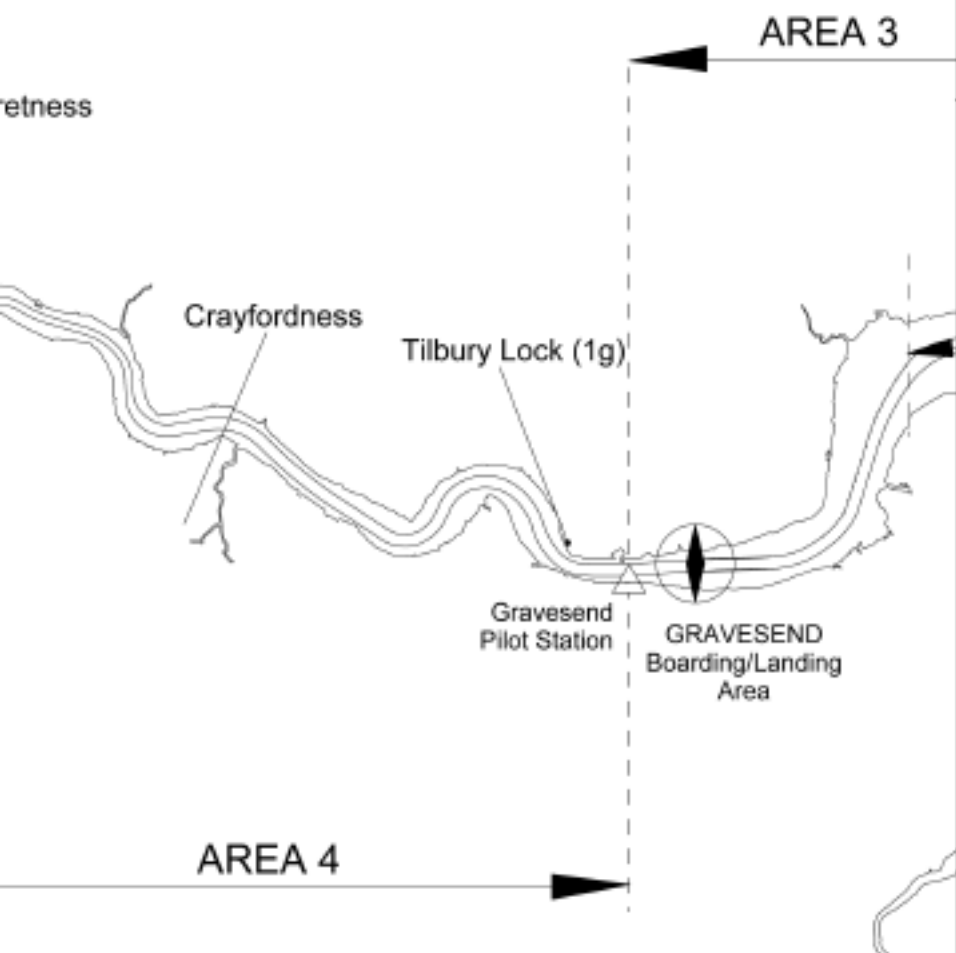
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**APPENDIX 3
SUMMARY OF COMPULSORY PILOTAGE REQUIREMENTS (PILOTAGE DIRECTION 4)**

Pilotage is compulsory at the parameters listed against each area (Please refer to Pilotage Direction 3 for definitions of LOA and Tug & Tow).		Compulsory Pilotage (Pilot or PEC)		
		◀ West of the Margaretness Limit Refer to PD 3(i)	◀ West of Sea Reach No. 1 51° 29.4'N 000° 52.7' E	East ▶ of Sea Reach No. 1 51° 29.4'N 000° 52.7' E
Clear Visibility	All vessels / Tugs and Tows that are... <ul style="list-style-type: none"> • Passenger vessels • Specified vessels • carrying Marine Pollutants 	<ul style="list-style-type: none"> • 40m or more LOA • 50 or more Gross Tonnes 	<ul style="list-style-type: none"> • 50m or more LOA 	<ul style="list-style-type: none"> • 50m or more LOA and under 90m LOA • 6m or more draught
	All vessels / Tugs and Tows		<ul style="list-style-type: none"> • 80m or more LOA 	<ul style="list-style-type: none"> • 90m or more LOA
Reduced Visibility (Less than 0.5 nm)	All vessels / Tugs and Tows that are... <ul style="list-style-type: none"> • Passenger vessels • Specified vessels • carrying Marine Pollutants 	<ul style="list-style-type: none"> • 40m or more LOA • 50 or more Gross Tonnes 	<ul style="list-style-type: none"> • 50m or more LOA 	<ul style="list-style-type: none"> • 50m or more LOA and under 90m LOA • 4m or more draught
	All vessels / Tugs and Tows		<ul style="list-style-type: none"> • 80m or more LOA 	<ul style="list-style-type: none"> • 90m or more LOA

AGREEMENT OPERATIONS INVOLVING USE OF PILOTAGE EXEMPTION CERTIFICATES

1. SAFETY OF OPERATIONS

- a) As part of the agreement, the Port of London Authority will ensure the ready availability, on its web site (www.portoflondon.co.uk), of all up-to-date Navigational and Regulatory Information regarding navigation, within the Port of London Pilotage District. Hard copy may also be provided on request.
- b) Operators will agree to disseminate the information referred to in (a) to their Masters and First Mates who hold PLA Pilotage Exemption Certificates (PEC's) without delay.
- c) While piloting their ships within the London Pilotage District the Operators will ensure that all PEC Holders have valid Certificates of Competency appropriate to their rank and the size of vessel on which they are serving and valid medical certificates.
- d) Operators will ensure that only PEC Holders actually signed on to the ship's articles as the Master or First Mate will be employed to pilot the ship for which the PEC applies within the London Pilotage District.
- e) Operators will ensure that arrangements are in place whereby holders of PEC's will be properly rested prior to commencing any act of pilotage within the London Pilotage District.
- f) Operators will notify the PLA promptly if any PEC Holder is directly involved in any navigational incident while using their PEC, and accept that the use of such PEC's may be suspended until the matter has been investigated by the PLA and their report completed. The PLA undertake that such investigation will take place as soon as possible after the incident.
- g) Operators will not permit any PEC Holder who fails a test administered under the Operators' Drug and Alcohol Policy, or is convicted of any offence involving drugs or drink, will not be permitted by the Operator to use the PEC until the operator is satisfied that such a PEC Holder poses no threat to the safety of navigation.
- h) Operators will ensure that all PEC Holders will have to hand, and be familiar with, the appropriate PLA Bye-laws, Pilotage Directions, General Directions and the PLA's Code of Practice for Ship Towing Operations on the Thames.

2. PROCEDURES

- a) Operators will notify the PLA of any relevant change to the status or category of the ship, such as: from "non-specified and hazardous" to "specified and hazardous and marine pollutant" for ships of between 50 and 100 metres in length prior to their visiting the port.
- b) Operators will nominate a responsible officer within their organisation fully authorised to deal with matters relating to the use and administration of PEC's, held by their Masters and First Mates.
- c) Operators will notify the PLA of the name and address of the Company which is legally responsible for the operation of the ships in their fleet and the name of the Protection and Indemnity organisation in which the ship is entered for P&I risks.
- d) Operators will ensure that pilotage, and the use of PECs, will form part of the ISM procedures in place for ships navigating within the London Pilotage District. Operators further agree to participate in and contribute to the PLA Navigational Safety Management System.
- e) Operators undertake that their contracts of employment will only require properly qualified personnel who are willing to hold a PEC and who have a good command of the English Language to apply for a PEC.

01.09.06

Notes