



## **PD2010 - Syllabus Notes for Pilotage Exemption Certificate Examinations**

### **1. Scope**

A candidate for the subject must be thoroughly acquainted with the subjects listed below, as they pertain to the PLA Area(s) for which the examination will be sat. The examiner will adapt the questioning of the candidate as to be specific to the size and type of vessel(s) for which the certificate is required.

The examining panel may terminate the examination if at any time it is felt that the candidate is insufficiently prepared. The candidate will be invited to take the examination again at a later date.

For candidates' agents, we respectfully point out that in order to give their best performance; examinees should be sufficiently rested prior to the examination. It is our experience that candidates, who have come straight from the vessel, having recently navigated, and are thus tired, have a considerably higher chance of failure.

### **2. Subjects**

The application to pilotage of: -

- a. The International Regulations for Preventing Collisions at Sea 1972 (as amended)
- b. I.A.L.A. Maritime Buoyage System A - General Principles & Rules
- c. Current Port of London Byelaws (including River Byelaws and Dangerous Substances in Bulk Byelaws), General Directions and Pilotage Directions which apply to navigation within the limits of the Port of London.
- d. A knowledge of the location, purpose and working frequencies of the appropriate PLA VTS Centres, Tilbury Lock, Pilot Stations, Northfleet Hope Container Terminal and tugs, including VHF communication procedures and reference to regular navigational and tidal broadcasts for the Port.

- e. Current 'M' Notices relating to pilotage
- f. Relevant local Notices to Mariners, Permanent Notices to Mariners, Navigation Warnings and other documentation.
- g. Port of London Authority Emergency Plans and Procedures (including Search and Rescue co-ordination plans), for which a working knowledge is required.
- h. Compliancy reporting, requirement and implications.

### **3. Experience & local knowledge**

A candidate's experience will be determined by his/her ability to demonstrate detailed local knowledge pertinent to the area for which he/she is being examined, with particular reference to:-

- a. Coastal features
- b. Names of channels and fairways, including those available in an emergency
- c. General direction of tidal streams and their direction
- d. Passage planning and critical areas of navigation
- e. Normal traffic movement patterns and areas of convergence, crossing and pilot boarding and landing points
- f. Port Limits and the limits of the London Pilotage District
- g. Names of wharves, jetties and berths, together with a knowledge of their depths, associated berthing/unberthing manoeuvres and limitations, so that the applicant is able to appreciate the relevance of events, or other vessel manoeuvres, when reported or broadcast on the appropriate VHF Channel.
- h. Each candidate will be expected to demonstrate his anticipation of other river users navigational requirements as well as that of his own ship
- i. Knowledge of information and assistance available as VTS Centres.

### **4. Area Navigation in the Port of London Pilotage District**

A detailed knowledge will be required of: -

- a. The names and characteristics of lights, their ranges and arcs of visibility

- b. The names and characteristics of buoys, beacons, light vessels, and other seamarks
- c. Fog signals used to navigate in the area
- d. The names of channels, reaches, headlands, points and shoals in the area
- e. The approximate width of channels within the area
- f. The bearing and distance from one buoy to another on each side of each channel in the area
- g. Fairway courses and distances in the area
- h. The depths of water throughout the area, particularly at the buoys and light vessels
- i. The use of under-keel clearance and an appreciation of the effects of 'squat'
- j. The set, rate, rise and duration of the tides and use of Tide Tables, and an appreciation of the effects positive and negative tidal surges
- k. Clearing marks for shoals and points visually by day or night and by radar
- l. Significant radar patterns of aids to navigation and the use of parallel indexing
- m. The names of anchorages in the area, their positions, use and limitations
- n. Restricted areas and restricted zones
- o. Ship handling characteristics of own vessel, and possible effects of interaction with other vessels
- p. Limitations and restriction of other vessels requiring special consideration e.g. deep draught vessels
- q. Use of tugs; including communications procedures and precautions
- r. The location (and nature) of all berths normally or potentially working pollutants and hazardous cargoes
- s. Special local signals such as tidal and traffic signals
- t. Port Emergency Plans and Procedures
- u. Dangerous Substances in Harbour Areas Regulations 1987

- v. The procedure for reporting accidents and hazardous incidents - River Byelaws.

## **5. Conduct of examinations**

The examination panel will consist of:-

- a. A manager or staff member of the Pilotage Administration Department who will officiate at the examination
- b. An authorised pilot who will conduct the examination
- c. A Senior PLA Marine Officer (usually a Harbour Master) who will determine the candidate's knowledge of PLA Regulations and Byelaws.

The Pilotage Resources Manager will arbitrate on any disputes arising from the conduct of the examination.

## **6. Area definitions**

A PEC will be restricted to that part of the London Pilotage District 0.5nm above or below a nominated berth (or river location), and shall exclude entry to the Thames Barrier Control Zone, Barking Creek 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), but which includes Barking Creek, 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.