



PILOTAGE DIRECTIONS 2010

Reviewed December 2013

SHOREHAM PORT AUTHORITY

PILOTAGE DIRECTIONS

2010

1 COMMENCEMENT

These Pilotage Directions shall come into force on 1st January 2010 on which date the Pilotage directions dated 7th September 1988 are revoked.

2 SHORT TITLE

These Pilotage Directions may be cited as the Shoreham Port Authority Pilotage Directions 2010 and are made by the Shoreham Port 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 INTERPRETATIONS

(1) In these Directions the following words and phrases have the following meanings (and cognate expressions shall be construed accordingly):

a) "dangerous goods" means goods classified in the IMDG Code or in any other IMO publication referred to in these Regulations as dangerous for carriage by sea, and any other substance or goods the properties of which might be dangerous if that substance or those goods were carried by sea, and includes empty receptacles, residues in empty tanks or cargo holds which have been used previously for the carriage of dangerous goods unless such receptacles, empty tanks or cargo holds have been cleaned and dried, purged, gas freed or ventilated as appropriate or in the case of radioactive materials have been both cleaned and adequately closed; but the expression shall not include goods forming part of the equipment or stores of the ship in which they are carried;

b) "COLREGS" means the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended;

c) "Harbour Master" means a person appointed by the Shoreham Port Authority to be a Harbourmaster and includes the deputies and assistants of a person so appointed and the Officers in charge of Shoreham Port Control;

d) "length overall" means the maximum length of a vessel from the two points on the hull most distant from each other including any overhanging structure, measured perpendicular to the waterline;

e) "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;

f) "Master" includes every person (except a pilot) having command or charge of a ship for the time being and, in relation to a fishing vessel, means the skipper;

g) "Pilot" means a person authorised under Section 3 of the Pilotage Act 1987 to act as a pilot for the relevant area within Pilotage Limits;

h) "Pilotage Limits" means the limits of pilotage prescribed in the Shoreham (Pilotage) Harbour Revision Order 1988 namely all waters within the port and the area outside the Port between the lines of longitude of 12 minutes West and 16 minutes West, offshore from Low Water Ordinary Spring Tide Line southwards to Latitude 50 degrees 48.45 minutes North;

i) "ship" means every description of vessel used in navigation and includes every description of watercraft used, or capable of being used, as a means of transportation on the water and fishing boats;

j) "STCW" means The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended

k) "underway" means not at anchor, or made fast to the shore, or aground.

l) "Vegetable and/or Edible Oils" means oils derived from vegetable and animal sources;

m) "vessel" means any craft howsoever propelled used or capable of being used as a means of transportation on the water;

(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 APPLICATION

These Pilotage Directions shall not apply to ships of less than 20 metres in length overall or to fishing boats of which the registered length is less than 47.5 metres unless the ship or fishing boat is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.

5 COMPULSORY PILOTAGE

(1) Subject to Pilotage Direction 6 Pilotage shall be compulsory for all ships navigating anywhere within the Pilotage Limits in all circumstances for the following:

a) All ships with a length overall of greater than 50 metres except those ships under the command and control of a holder of a Pilotage Exemption Certificate;

b) All ships carrying marine pollutants in bulk;

c) All ships carrying dangerous goods;

d) All ships engaged in towing or pushing where the composite length overall of the tug and tow or tug and vessel being pushed is greater than 50 metres;

e) Any ship greater than 20 metres in length overall which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.¹

¹ Any ship less than 20m in length overall which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW is required to declare the defect or deficiency to port control whereupon the ship may be directed to take a pilot dependant on the risks and the circumstances prevailing at the time.

6 EXEMPTIONS TO COMPULSORY PILOTAGE

(1) The following ships are exempted the provisions of Pilotage Direction 5

a) British and Foreign Warships;

b) Lifeboats of the RNLI and other ships used by the emergency services when on active service.

e) Any ship which is moving from berth to berth within the Pilotage Limits provided a mooring line is kept ashore throughout the entirety of the move and which is not suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.

7 SUPPLEMENTARY PROVISIONS

(1) Suitably qualified persons will be authorised as Pilots pursuant with the requirements of Section 3 of the Pilotage Act 1987 in accordance with the Authorisation of Pilots Rules issued from time to time by Shoreham Port Authority;

(2) Pilotage Exemption Certificates may be issued to bona fide Masters and Deck Officers of ships of greater than 50 metres in length overall in accordance with Pilotage Exemption Certificate Rules issued from time to time by Shoreham Port Authority;

(3) Any ship whilst underway anywhere within the Pilotage Limits under the control and command of a person holding Pilotage Exemption Certificate must have the person holding the Pilotage Exemption Certificate on the bridge.

8 RESPONSIBILITIES OF MASTERS

(1) Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct of his ship.

(2) Masters of ships using the services of a Pilot within the Pilotage Limits must remain on the bridge during the act of pilotage and ensure that a member of the crew who is capable of understanding and executing the Pilot's orders and advice is on the bridge to do so.

9 PENALTY PROVISIONS

In accordance with section 15 of the Pilotage Act 1987 a Master may be prosecuted and fined for not complying with these Pilotage Directions.