

WEYMOUTH & PORTLAND BOROUGH COUNCIL

WEYMOUTH HARBOUR

WEYMOUTH PILOTAGE DISTRICT

PILOTAGE DIRECTIONS

MAY 2018

**WEYMOUTH & PORTLAND BOROUGH COUNCIL
COMPETENT HARBOUR AUTHORITY (CHA) WEYMOUTH & PORTLAND
(PILOTAGE) HARBOUR REVISION ORDER (HRO) 1988**

WEYMOUTH HARBOUR

WEYMOUTH PILOTAGE DISTRICT

PILOTAGE DIRECTIONS

INDEX

	PAGE
Schedule 1 - Application	3
Schedule 2 - Geographical limits of Pilotage District	4
Schedule 3 - Additional Information	5
Schedule 4 - Pilotage Fees and Charges	8
Schedule 5 - Standards and Criteria required for the issue of Pilotage Exemption Certificates and Pilotage Licences	9
Pilot Information Form	13

SCHEDULE NO 1

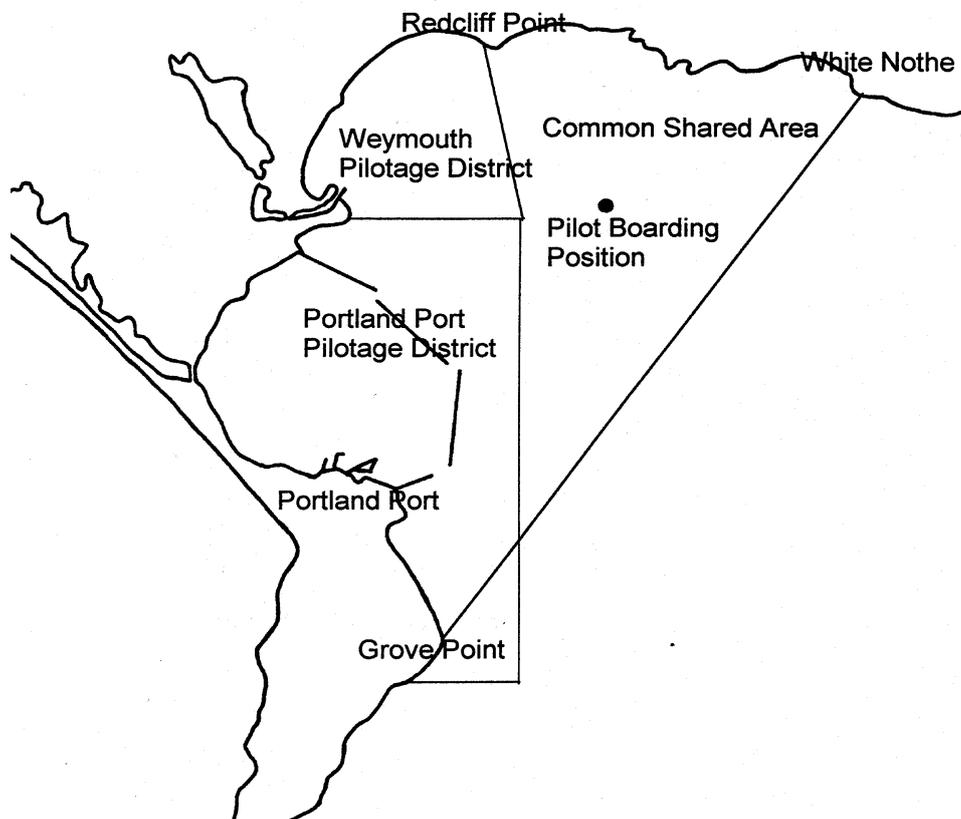
APPLICATION

- 1.1 The following Pilotage Directions and Regulations will apply to vessels navigating in the Weymouth & Portland Borough Council CHA Weymouth Pilotage District from 1 January 2015.
- 1.2 Pilotage in the Weymouth District is compulsory (Pilotage Act 1987).
- 1.3 The following categories of vessels are excluded from compulsory Pilotage:
 - (a) HM Naval Ships
 - (b) Naval Vessels of Foreign and Commonwealth Countries
 - (c) All vessels less than 50m length overall (LOA) except:
 - (i) Passenger vessels with more than 12 passengers, other than regular ferries and passenger vessels plying solely within the pilotage district approved by the CHA
 - (ii) All vessels carrying 'Dangerous Goods' as defined in The Dangerous Substances in Harbour Areas Regulations 1987 (Clause 3) with an LOA greater than 36.6m, other than Naval vessels as per (a)(b) & (c) above.
 - (d) All vessels and boats licensed under the Public Health Acts Amendment Act 1907
- 1.4 When an authorised Weymouth District Pilot is required, twenty four hours notice of estimated time of arrival (ETA) or estimated time of departure (ETD) must be given. Confirmation of ETA/ETD must be given at least two hours prior to actual arrival/departure time. Failure to give requisite notice may incur a penalty charge.

SCHEDULE NO 2

GEOGRAPHICAL LIMITS OF PILOTAGE DISTRICT

- 2.1 The Pilotage District is defined as the area to the west of a line joining Grove Point (Portland), latitude 50°32.922'N, longitude 002°24.867'W, and White Nothe, latitude 50°37.450'N, longitude 002°19.317'W, and defined within the Pilotage Act 1913, as determined by Harbour Revision Order but excluding Portland Inner and Outer Harbour.
- 2.2 The area within the line described in 2.1 above, not covered by Weymouth or Portland Harbours is a joint pilotage area between Portland Harbour Authority and Weymouth Harbour Authority. Pilotage for all vessels proceeding west of a line joining Grove Point (Portland) and White Nothe (coordinates as above), but remaining outside the limits of Portland Harbour Authority and the Port of Weymouth will depend on local conditions and activity. All such vessels are to contact Portland Port Control on CH 74 or 01305 824044.
- 2.3 Bad Weather Anchorage – in vicinity of latitude 50°37'N, longitude 002°23.1'W - any vessel not being serviced by Portland or Weymouth Harbour Authorities, is exempt from compulsory pilotage for arrival and departure from the Bad Weather Anchorage only.
- 2.4 The Pilot Boarding Position is: latitude 50° 36.6'N longitude 002°22.9'W (as charted on Admiralty Chart No. 2255).



SCHEDULE NO 3
ADDITIONAL INFORMATION

3.1 Boats and Boarding

- (a) Weymouth Pilot Boat 'M.V. Melwey' is contactable on VHF Channel 12 prior to and during acts of pilotage or via Weymouth Harbour Radio VHF Channel 12 at other times.
- (b) The Master of a vessel requiring the services of a pilot must comply with the Merchant Shipping (Pilot Transfer Arrangement) Regulations 1999 and IMO resolution A1045(27). Further information is available from the Joint UKMPA / BPA / UKMPG guidance "The Embarkation & Disembarkation Of Pilots Code Of Safe Practice" revised June 2013.

3.2 Documentation

- (a) The Master of a vessel having accepted the services of a pilot is required to complete and sign a Master - Pilot Exchange Form prior to the act of pilotage commencing (example page 11).
- (b) The Master of a vessel carrying dangerous or polluting goods must refer to and implement the mandatory reporting regulations associated with dangerous goods.
- (c) A Weymouth Pilotage District Service Return Form must be completed and signed.

3.3 Reporting Procedure

A report must be made in writing in the event of any misconduct or unsatisfactory performance by the Weymouth Pilot, or by the pilot vessel coxswain and crew, and forwarded without delay to:

Weymouth Harbour Master
Weymouth & Portland Borough Council
13 Custom House Quay
Weymouth
Dorset
DT4 8BG

Telephone: 01305 838386
Fax: 01305 767927

3.4 Report on Navigational Changes

Authorised Pilots and Exemption Certificate holders who observe any changes in the navigable channels, navigational buoys out of position or lights not conforming to listed sequences, or any other matter appertaining to safe navigation, shall immediately inform the CHA.

3.5 Reported Groundings, Collisions and Unnecessarily Close Quarters Situations

When a ship under the conduct of an Authorised Pilot, or a Pilotage Exemption Certificate Holder, has touched the ground or has been in collision or an unnecessarily close quarters situation with any other ship or any fixed or floating object in the Pilotage District, he shall report the occurrence within 24 hours and confirm in writing to the Authority within six days of the occurrence.

3.6 CHA Investigation/Inquiry following an incident

Authorised Pilots and Pilotage Exemption Certificate Holders shall, in obedience to the order or summons of the CHA, attend to answer any complaint or charge which is made against them for misconduct, or in respect of any marine casualty which may have occurred whilst they were in charge of their vessels in the Pilotage District for which they are certified.

3.7 Pilotage Certificate Disciplinary Code

- (a) In the event of a marine casualty or a serious incident where the Pilotage Certificate holder was involved, and was subsequently blamed following an inquiry by the CHA, may lead to the Authorisation or Exemption Certificate being withdrawn for a period of time or revoked dependent on the nature or extent of the incident.
- (b) In special circumstances, if there is considered to be justification, a Pilotage Exemption Certificate may be withdrawn or suspended by the Weymouth and Portland Borough Council. In this event, the holder will have a right of appeal to the Weymouth and Portland Borough Council who would, in that event, convene a suitably qualified 'Board of Appeal' to conduct an inquiry.

3.8 Refusal of Application for Grant/Renewal or Alteration of Certificate or Suspension or Revocation of a Certificate

Before refusing an application by any person for the grant, renewal or alteration of a Certificate as described above, or the suspension or revocation of a Certificate held by any person, the Weymouth and Portland Borough Council as CHA will give written notice of its intention to do so stating the reasons for which it proposes to so act and shall give the applicant a reasonable opportunity to make representations.

3.9 Suspension or Revocation of a Pilotage Authorisation

The CHA may suspend or revoke a Pilot's Authorisation if it appears that:

- (a) The authorised person has been guilty of any incompetence or misconduct affecting their capability as a Pilot;
- (b) The authorised person has ceased to have the qualifications required under this section or has failed to provide evidence that they continue to have those qualifications;
- (c) The number of persons authorised by the CHA exceeds the number required to be authorised;
- (d) It is appropriate to do so by virtue of the termination of any contract or other arrangement under which the services of pilots are provided within the Pilotage District.

SCHEDULE NO 4

PILOTAGE FEES AND CHARGES

4.1 Fees Related to the Issue, Examination and Renewal of Pilotage Exemption Certificates

An applicant for an Exemption Certificate or holder of an Exemption Certificate shall pay such fee as shall be laid down by the Weymouth and Portland Borough Council as Competent Harbour Authority in respect of any examination required to be taken or in respect of the grant, renewal or alteration of any Pilotage Exemption Certificate. Fees are detailed in the Weymouth Harbour Scale of Charges.

4.2 Charges for Pilotage

- (a) Charges for the services of an authorised pilot are published annually in the Weymouth Harbour Scale of Charges and are available from the Weymouth Harbour Office, 13 Custom House Quay, Weymouth DT4 8BG.
- (b) Vessels that fail to meet their reported ETA or ETD or fail to give sufficient notice (see Paragraph 6 of Pilotage Directions) may be liable to a penalty payment of 25% of appropriate fees.
- (c) 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 1 hour of that time the request for services will be cancelled and a charge of 50% of the appropriate fee will be levied.
- (d) An Act of Pilotage will be deemed to be completed once the vessel has secured at a safe berth or anchorage within, or has departed from, the Weymouth Pilotage District.
- (e) The over-carrying of a pilot will incur a charge per 24 hr period or part thereof until the pilot is returned to Weymouth. The ship will be responsible for any repatriation charges which may occur.
- (f) Failure to take a pilot may result in prosecution and a charge of up to twice the appropriate fee may be levied.
- (f) If a vessel is unable to reach the destination for which the pilot has been engaged a charge may be made equivalent to the appropriate fee.

4.3 Review of Charges

The Weymouth CHA will review charges annually or as they deem necessary.

SCHEDULE NO 5

STANDARDS AND CRITERIA REQUIRED FOR THE ISSUE OF PILOTAGE EXEMPTION CERTIFICATES (PECs) AND PILOTAGE AUTHORISATIONS

Procedures in this Schedule should comply with the recommendations of the Port Marine Safety Code Guide To Good Practice for PECs, IMO resolution A.960 (23) and the UK National Occupational Standards for pilots for pilotage Authorisations as per the 1987 Pilotage Act.

5.1 Application for Examination for a Pilotage Exemption Certificate

Any bona fide Deck Officer, subject to the CHA being satisfied that the officer has the necessary skills, experience and local knowledge, of vessels to which this section applies (see below) may apply to the Harbour Master for, and be issued with, a Pilotage Exemption Certificate for the District, subject to qualification both by examination and by experience. Applicable vessels:

- (a) All routine passenger vessels, with the exception of vessels noted in paragraph 2 (d) of Pilotage Directions and regular ferries and passenger vessels plying solely within the Weymouth Pilotage District, Portland Port Pilotage District and Common Shared Area
- (b) All other vessels greater than 50m LOA.

Any Deck Officer of a ship applying for a Pilotage Exemption Certificate shall satisfy the CHA as to:-

- (a) Name of person requiring PEC;
- (b) Department of Transport Qualification/Certificate with number or equivalent;
- (c) Name of vessel(s), type, LOA and description of every ship he/she requires to pilot;
- (d) Name and address of owners;
- (e) Name and address of local agents, if applicable;
- (f) Qualification and experience in the Pilotage District including having conduct of the navigation under the supervision of an authorised pilot or a PEC holder for the following number of acts of pilotage in the District in the last twelve months:
 - (i) All regular passenger ferries and vessels carrying passengers within the limits of the Pilotage District - 8 acts of pilotage (4 round trips) minimum;
 - (ii) Vessels in excess of 50 metres LOA excluding those defined in paragraph 2 of these directions - 8 acts of pilotage (4 round trips) minimum;
 - (iii) All other vessels in excess of 50 metres LOA including barges, dredgers, sludge vessels and similar harbour craft - 8 acts of pilotage (4 round trips) minimum;

- (g) A signed declaration by the applicant confirming medical fitness on the form supplied by the CHA;
- (h) Candidates must have a satisfactory knowledge of the International Regulations for Preventing Collisions at Sea, local regulations, Harbour Byelaws, local notices to mariners and marine emergency procedures in force with respect to the Pilotage District;
- (i) Candidates must have a knowledge of the Port VHF Radio procedures;
- (j) Candidates must have a satisfactory working knowledge of the English language;
- (k) Candidates must be fully conversant with the Dangerous Substances in Harbour Areas Regulations 1987, where applicable to the Pilotage District.

5.2 Conditions related to the Examination, Renewal and Issue of a Pilotage Exemption Certificate

- (a) Examinations shall be held in such places and at such times as the CHA may direct. If a candidate twice fails to pass the examination, any further examination shall be deferred for a period of at least three months from the date of the second examination.
- (b) Certificates 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 District.
- (c) Certificate holders shall not allow any other person to have possession or make improper use of the certificate.
- (d) Certificate holders shall conform strictly to all local Pilotage requirements.
- (e) Certificates shall be renewable annually and applications should be made at least one month in advance of the expiry date.
- (f) Pilotage Exemption Certificates shall not be renewed unless the certificate holders have completed, during the past twelve months, 6 acts of Pilotage in the Pilotage District.
- (g) Pilotage Exemption Certificates shall not be renewed unless holders can satisfy the CHA of their continuing knowledge of Pilotage requirements within the District.
- (h) A signed declaration by the applicant confirming medical fitness on the form supplied by the CHA.
- (i) Special consideration will be given when certificates are due for renewal after holders reach the age of 65 years.

5.3 Application for Examination for Full Pilotage Authorisation

- (a) Application by candidates for a full Pilotage Authorisation must be made in writing to Weymouth Harbour Master, Weymouth & Portland Borough

Council when such Authority advertises in order to maintain the number of pilots required as they deem necessary to meet the requirements of the Pilotage District. The application should state the following:

- (i) Name and Address
 - (ii) Date of Birth
 - (iii) Evidence of medical fitness and standard of eyesight
 - (iv) Qualifications
 - (v) Length of Service
 - (vi) Local Knowledge
 - (vii) Names and addresses of two referees
 - (viii) Experience
- (b) If the Applicant is considered suitable by the CHA, he will be required to undertake the following pilotage acts (day and night) under the supervision of an authorised pilot:
- (i) 8 if a current pilot for another CHA
 - (ii) 20 otherwise.

After which he must be prepared for examination on the syllabus as listed in Schedule 2.1 (h), (i), (j) and (k) of these directions with the addition of a most detailed knowledge of the Pilotage District appertaining to all subjects of navigation, tidal streams, wharf workings, ship management through local shipping agents, and requirements of the Harbour Master's directions for Weymouth Harbour. The examiner will also cover any other requirements at his/her discretion which relate to the applicant's skill, experience or local knowledge. The examination will be at such time and such place as shall be directed by the Harbour Master.

5.4 Pilotage Examination Syllabus

The syllabus for a pilotage examination should include but not be limited to:

- Limits of CHA
- General navigation
- Experience and local knowledge
 - Coastal features
 - Name of channel/fairways
 - Clearing marks
 - Depth of water
 - Set rate and duration of tides

- General direction of tidal streams
 - Passage planning and critical areas of navigation
 - SHA limits
 - Names of jetties
 - Names of lights and their characteristics, ranges, arcs of visibility
 - Parallel indexing
 - Names of anchorages, position and limitations
 - Any restricted areas
 - Ship handling characteristics of own vessel, squat, interaction
 - Operations with tugs, communications and precautions
 - Local emergency plans
 - Dangerous substances in harbour area regulations.
 - Radio stations and communications
- Re-examination procedure after first failure.

WEYMOUTH & PORTLAND BOROUGH COUNCIL

WEYMOUTH PILOTAGE DISTRICT

PILOT INFORMATION FORM

VESSEL DETAILS

VESSEL NAME	PILOT CARD SIGHTED? YES/NO
FLAG	DANGEROUS CARGO? YES/NO
LOA	
GRT	
DRAFT	

PILOTAGE INFORMATION

DATE	TIME
PILOTAGE FROM	PILOTAGE TO
PILOTAGE PLAN AGREED? YES/NO	TOWAGE? YES/NO
TIDAL INFORMATION	WEATHER INFORMATION
TIME OF HW	WIND DIRECTION
HEIGHT	WIND SPEED
TIME OF LW	SEA STATE
HEIGHT	WEATHER

ADDITIONAL INFORMATION

Leading Lights/Marks 239 Deg 38 Mins.
Note closeness to South Pier when on Leading Lights/Marks to avoid bar from main beach.
Predominant wind SW with curvature along quays.
Swell in harbour in winds from South through East to North.
Concrete mattress on seabed adjacent to No.3 Berth.
Bridge Times – 0800, 1000, 1200, 1400, 1600, 1800, 2000*, 2100* (* - summer)
Minimum UKC.
Defects.

PILOT NAME	SIGNATURE
MASTER NAME	SIGNATURE