

Chronology of Pilotage Exemption Certificates.

- 1849 Pilotage Act allows for British Masters and Mates to be examined and issued a pilotage certificate
- 1850 First P.E.C. issued for lower Humber.
- 1850 First P.E.C. issued for Hull to Goole
- 1854 Pilotage Act now allows for foreigners to be issued with pilotage certificates.
- 1873 Local regulations increase exempted vessels to Goole to include vessels up to 150 T.
- 1888 Local regulations increase exempted vessels to Goole to include
- 1) All vessels on Home Trade runs. (Only trading to British ports)
 - 2) Vessels loaded with stone from the Channel Islands and Isle of Man.
 - 3) Vessels less than 150 Tons
 - 4) Vessels of less than 10 feet draught.
- 1894 Pilotage Act upholds the right for anybody to hold a pilotage certificate.
- 1906 Pilotage Act takes away the right of foreigners to have pilotage certificate.
- 1913 Pilotage Act states that if a ship had had an exempted Master or Mate then they could be re-issued with a pilotage certificate.

Local regulations are also changed for vessels on passage from sea to Hull.

- 1) Vessels on home trade runs
- 2) Vessels weather bound
- 3) Vessels with less than 6 feet draught.

Pilotage Act states that foreigners may be issued with a licence in cases where the ship is on a trade the same as a British ship.

- 1987 The latest legislation with regard to PEC is the Pilotage Act of 1987. The section on PEC is shown here.
- (1) Subject to subsection (3) below, a competent harbour authority which has given a pilotage direction shall, on application by any person who is bona fide the master or first mate of any ship, grant a certificate (in this Act referred to as a "pilotage exemption certificate") to him if it is satisfied (by examination or by reference to such other requirements as it may reasonably impose)—
- (a) that his skill, experience and local knowledge are sufficient for him to be capable of piloting the ship of which he is master or first mate (or that and any other ships specified in the certificate) within its harbour or such part of its harbour as may be so specified; and

- (b) in any case where it appears to the authority to be necessary in the interests of safety, that his knowledge of English is sufficient for that purpose.
- (2) The requirements imposed under subsection (1) above—
- (a) must not be unduly onerous having regard to the difficulties and danger of navigation in the harbour in question; and
 - (b) must not be more onerous than those required to be met by a person (other than a person who immediately before the appointed day was the holder of a licence under section 12 of the Pilotage Act 1983 or a time-expired apprentice pilot or recognised assistant pilot within the meaning of section 3 above) applying to the authority for authorisation under section 3 above.
- (3) If the Secretary of State is satisfied, on application by a competent harbour authority, that it is appropriate to do so by reason of the unusual hazards involved in shipping movements within its harbour, he may direct that during such period (not exceeding three years) as he may specify, notwithstanding that the authority is satisfied as mentioned in subsection (1) above, it may refuse to grant pilotage exemption certificates under that subsection.
- (4) Where a direction is given in respect of a competent harbour authority under subsection (3) above any pilotage exemption certificate granted by the authority shall cease to have effect and the authority shall notify the holders of such certificates of that fact.
- (5) A pilotage exemption certificate shall not remain in force for more than one year from the date on which it is granted, but—
- (a) if the holder continues to be the master or first mate of a ship, may be renewed annually by the competent harbour authority on application by the holder if the authority continues to be satisfied as mentioned in subsection (1) above; and
 - (b) on the application of the holder may be altered so as to refer to different ships from those to which it previously referred if the authority is so satisfied as respects those ships.
- (6) A competent harbour authority may suspend or revoke a certificate granted by it under this section if it appears to it that the holder has been guilty of any incompetence or misconduct affecting his capability to pilot the ship of which he is master or first mate or any other ships specified in the certificate.
- (7) Before refusing an application by any person under this section for the grant, renewal or alteration of a certificate or suspending or revoking a certificate held by any person a competent harbour authority shall give him

written notice of its intention to do so, stating the reasons for which it proposes to act, and shall give him a reasonable opportunity of making representations.

(8) A competent harbour authority may charge such fees in respect of any examination required to be taken for the purposes of this section or the grant, renewal or alteration of any pilotage exemption certificate as the authority considers reasonable for the purposes of meeting its administrative costs in connection therewith

A history of the Pilotage Exemption Certificate.

From 1800 until 1849 the only official pilots on the river Humber were the ones authorised by Trinity House. There was an act of parliament in this year, which was to change the face of piloting forever more.

The Act of 1849 allowed Masters and Mates of Merchant Ships to apply to the Pilotage authority to be examined and be issued a pilot licence to do their own piloting.

January 5th 1850 was a landmark day as John Hurst of the steamer "Lion" was authorised to take his own vessel up the River Humber. Many others followed suit and by the end of the year there had been 31 Pilotage Exemption Certificates issued. The Act allowed for foreign people to be authorised as well but the Authorising authority (Trinity House) took up their option and refused to do this. This worked well until 1853 when a British Master, George Liddemore, who held exemption certificates for the lower and upper Humber started working for a Belgian company. Trinity House ordered him to hand in his exemptions. Captain Liddemore, the ships agent and the Belgian Ambassador were all perturbed at this and eventually the Board of Trade forced Trinity House into granting him his licence. Later this year an Act of parliament giving the Board of Trade the power to grant a license if the local authority refused was passed. This would ensure that this didn't happen again.

By 1888 there was still no official authorisation of foreigners on the Humber. It seems that by authorising British Masters who sailed on foreign ships, such as Captain Liddemore, Trinity House were doing as much as they wanted to do.

The Pilotage Act of 1906 took away the confusion and said that only British subjects would be eligible for a Pilotage Exemption Certificate. This hard line only stayed until the Act of 1913, which repealed this and stated that foreigners may be issued with a licence in cases where the ship is on a trade the same as a British ship.

The Pilotage Act of 1983 was starting to relax this requirement and would allow Commonwealth citizens, Citizens of Ireland and also citizens of the European Union.

As can be seen from the 1987 act the only stipulation now is that the candidate must have an acceptable command of the English language. The 230 PEC holders on the Humber estuary today comprise of nationalities as diverse as Estonia, Latvia, Poland, Iceland, Britain and Holland to name but a few and they are responsible for approximately 11000 acts of pilotage each year.