

ASSOCIATED BRITISH PORTS

PILOTAGE DIRECTIONS FOR SHIPS TO BE NAVIGATED WITHIN THE HUMBER PILOTAGE AREA

Associated British Ports (“ABP”) in exercise of powers as a Competent Harbour Authority under the provisions of the Pilotage Act 1987 (“the Act”), and having carried out consultations required by the Act, give the following pilotage directions to ships to be navigated in the Humber Pilotage Area.

1. INTERPRETATION

In these Directions:

1.1 “the Humber Pilotage Area” means

- (a) so much of the River Ouse as is within the limits of improvement as defined by Section 3 of the Ouse (Lower) Improvement Act 1884;
- (b) the River Trent below the south side of the stone bridge at Gainsborough;
- (c) the River Humber and the estuary thereof from the confluence of the Rivers Ouse and Trent to the seaward limits; (using geographical references based on WGS 84 datum) viz:-

a straight line drawn from Easington Church in the County of East Riding of Yorkshire (Latitude 53° 39'.02 North, Longitude 0° 06'.90 East) in a direction 060° (T) to a position 53° 45'.02 North, 0° 24'.10 East.

Then a straight line in a direction of 090°(T) to a position 53° 45'.02 North, 0° 39'.90 East.

Then a straight line in a direction 180° (T) to a position 53° 30'.02 North, Longitude 0° 39'.90 East.

Then a straight line in a direction 264° (T) to the site of the former Donna Nook Beacon in the County of

Lincolnshire (Latitude 53° 28'.40 North: Longitude 0° 09'.23 East).

- (d) All navigable channels, havens, creeks, closed docks and locks which lie within those limits, including the Old Harbour at Hull below the North Bridge and the Dutch River at Goole (otherwise known as the River Don) below the railway bridge.
- 1.2 “VLS” (Very Large Ship) means vessels of 40,000 DWT or over and/or 11 metres draught or over. Gas carriers with a cubic capacity of 20,000 cubic metres or over will be classed as “VLS” irrespective of draught or DWT.

2. **COMPULSORY PILOTAGE**

ABP (a competent Harbour Authority within the meaning of the Pilotage Act 1987) in the exercise of its powers under S.7 of that Act directs that on and from the coming into force of these Directions pilotage in the Humber Pilotage Area shall be compulsory:-

2.1

- (a) within that part of the Humber Pilotage Area (including the river Ouse as defined) as far as, but not seaward of, the following lines, (geographical references based on WGS 84 datum) namely:
 - (i) A straight line drawn from Easington Church in the County of East Riding of Yorkshire (Latitude 53° 39'.02 North, Longitude 0° 06'.90 East) in a direction 136° (T) until it intersects the line mentioned below; and
 - (ii) A straight line drawn from the site of the former Donna Nook Beacon in the County of Lincolnshire (Latitude 53° 28'.40 North, Longitude 0° 09'.23 East) in a direction 029° (T)
- (b) On the River Trent seaward of the Northside of the King George Railway bridge at Keadby,

Which area shall be known as the “Compulsory Pilotage Area”.

2.2 A ship navigating or moving between tidal river berths, (which involves the shifting of mooring ropes between bollards ashore to effect the move) within any part of the Compulsory Pilotage Area shall be in the charge of:-

- (a) a pilot authorised by ABP; or
- (b) a Pilotage Exemption Certificate Holder authorised by ABP; or
- (c) in the case of a VLS two pilots both of whom may be pilots authorised by ABP or one of whom may be a pilot authorised by ABP and the other of whom may be a holder of a Pilotage Exemption Certificate authorised by ABP.

with the exception:-

- (i) that subsections (1) to (4) of Section 17 of the Act shall not apply to a ship under 100 metres in length while being moved within the docks for the purpose of changing from one mooring to another mooring within the docks.
- (ii) A VLS departing from the Tetney Monobuoy may depart with only one pilot or one Pilotage Exemption Certificate holder.

2.3 Stress of Weather

When, because of adverse weather and sea conditions, it is considered by the Harbour Master or any of his Assistant Harbour Masters to be unsafe for a pilot to disembark/board at the outer extremities of the Compulsory Pilotage Area, the pilot may disembark/board inside the Compulsory Pilotage Area.

In assessing and in deciding upon the point at which the pilot shall disembark/board, the Harbour Master or the Assistant Harbour Master of ABP at VTS shall take into account the following factors:

- (i) The vessel's draught, size, cargo and characteristics including any feature of a particular vessel's construction which may make boarding or disembarking

that vessel in adverse weather conditions more difficult or dangerous;

- (ii) The prevailing and forecast sea conditions;
- (iii) The prevailing and forecast tidal conditions;
- (iv) The prevailing and forecast weather conditions.

2.4 Exemption

2.4.1 A vessel of less than 60 metres length shall be exempt from compulsory pilotage in the Compulsory Pilotage Area, unless carrying a bulk cargo of dangerous substances as defined and categorised in the Dangerous Substances in Harbour Areas Regulations 1987.

3. **GENERAL**

3.1 These Directions shall come into operation on 01 January 2016.

3.2 These Directions supersede the Directions issued 01 January 2010.

Capt. A. Firman
Harbour Master Humber
Associated British Ports
Humber
01 January 2016
Note

Details of Authorisation Procedures regulating Pilotage Exemption Certificates are set out in separate Pilotage Supplementary Provisions which do not form part of these Directions and a copy of which can be obtained from the Harbour Master Humber.

PILOTAGE SUPPLEMENTARY PROVISIONS REGULATING PILOT AUTHORISATION PROCEDURES AND PILOTAGE EXEMPTION CERTIFICATES (PECs) AND ASSOCIATED MATTERS

1. PILOTAGE AUTHORISATION PROCEDURES

- 1.1 Pilots are authorised by ABP on the recommendation of the Harbour Master or his deputy.
- 1.2 Authorisation follows successful completion of training as laid out by the Competent Harbour Authority followed by an oral examination, and on-board assessments.
- 1.3 Authorisation may be for the whole of the Compulsory Pilotage Area or any specific area and be restricted by the vessel's size, type and destination.
- 1.4 ABP may alter these Supplementary Provisions and the Schedule at any time, the latest version is available to view at www.humber.com

2. PILOTAGE CLASSES

Pilotage Class	Draught (metres)	Deadweight (tonnes)	Gas Carriers (m³)
3rd	≤ 7.0	≤ 10000	
2nd	≤ 8.5	≤ 20000	
1st	< 11.0	< 40000	
VLS	≥ 11.0	≥ 40000	≥ 20000

VLS - These vessels are classed as VLS (Very Large Ships) within the Humber Pilotage Area. These vessels must be piloted by two

Pilots, one of whom must be a VLS Pilot, who work as a team in support of the vessel's passage plan and the Humber Passage Plan.

VLS Exceptions

A Pilotage Exemption Certificate Holder may take the place of one Pilot in the team as long as the other is a VLS Pilot.

A VLS departing the Tetney Mono-Buoy may use only one VLS Pilot or Pilotage Exemption Certificate holder.

VLS pilots are authorised to pilot any vessel to the areas designated on their authorisations.

3. PILOTAGE EXEMPTION CERTIFICATES

There are four categories of Pilotage Exemption Certificate: Class A, B, C and D

3.1 Class A

A bona fide deck officer with sufficiently high level of skill, experience, local knowledge and standing within the ships onboard command structure, of a ship 100 metres or over in length may apply for a Pilotage Exemption Certificate, but must satisfy ABP by examination that they have a sufficiently high level of skill, experience and local knowledge for them to be capable of piloting that ship (or any ships specified in the certificate) and that their knowledge of the English language is sufficient for that purpose and at the discretion of ABP, they may be required to attend before such of its officers, employees or advisors as ABP shall from time to time specify. The provisions of Part I of the Schedule shall apply to Class A Pilotage Exemption Certificates.

3.2 Class B

A bona fide deck officer with sufficiently high level of skill, experience, local knowledge and standing within the ships onboard command structure, of a ship of 60 metres or over but less than 100 metres in length, and of a ship of less than 60 metres carrying a bulk cargo of dangerous substances as defined and categorised in the Dangerous Substances in Harbour Areas Regulations 1987,

which proceeds to or from sea, may apply for a Pilotage Exemption Certificate, but must satisfy ABP by examination that they have a sufficiently high level of skill, experience and local knowledge for them to be capable of piloting that ship (or any ships specified in the certificate) and that their knowledge of the English language is sufficient for that purpose and at the discretion of ABP, they may be required to attend before such of its officers, employees or advisors as ABP shall from time to time specify. The provisions of Part I of the Schedule shall apply to Class B Pilotage Exemption Certificates.

3.3 Class C

Applies to river craft (as defined in the Humber Navigation Byelaws 1990) of 20 metres or more in length, carrying dangerous cargo in bulk, (see paragraph 2.4.1 Pilotage Directions), or a river craft engaged in towing (total length of tow is 60 metres or more), or a dredger engaged in maintenance dredging of 60 metres or more in length, navigating within the Humber Pilotage Area subject to Compulsory Pilotage. A bona fide deck officer with sufficiently high level of skill, experience, local knowledge and standing within the ships onboard command structure, of a vessel to which this paragraph applies may apply for a Class C Pilotage Exemption Certificate, but must satisfy ABP that their knowledge, experience and skill is sufficient for them to be capable of piloting that ship (or any ships specified in the certificate) and that their knowledge of the English language is sufficient for that purpose and at the discretion of ABP, they may be required to attend before such of its officers, employees or advisors as ABP shall from time to time specify and in addition must comply with paragraphs 3.8 and 3.9 hereof. The provisions of Part II of the Schedule shall apply to Class C Pilotage Exemption Certificates.

3.4 Class D

A bona fide deck officer with sufficiently high level of skill, experience, local knowledge and standing within the ships onboard command structure, of a ship of 60 metres or over in length and of a ship of less than 60 metres carrying a bulk cargo of dangerous substances as defined and categorised in the Dangerous Substances in Harbour Areas Regulations 1987, wishing to proceed between the seaward limits of the Compulsory Pilotage Area and the Bull Anchorage (as designated on the latest ABP

Chart “River Humber – Spurn to Barton Haven”) may apply for a Class D Pilotage Exemption Certificate, but must satisfy ABP that their knowledge, experience and skill is sufficient for them to be capable of piloting that ship (or any ships specified in the certificate) and that their knowledge of the English language is sufficient for that purpose and at the discretion of ABP they may be required to attend before such of its officers, employees or advisors as ABP shall from time to time specify. In addition must comply with paragraphs 3.10 and 3.11 hereof. The provisions of Part III of the Schedule shall apply to Class D Pilotage Exemption Certificates.

3.5 Geographical Restrictions

Certificates will entitle the holders to pilot ships listed on their certificates either:

3.5.1) Over the whole of the Compulsory Pilotage area; or

3.5.2) Only over such part of the Compulsory Pilotage Area as is between the sea and their intended berth and vice versa or such other part of the Compulsory Pilotage Area as is specified in the Certificate.

3.6 A deck officer of a ship applying for a Class A or B Pilotage Exemption Certificate must produce evidence that during the eighteen months prior to the application they have made nine voyages (9 trips in and 9 trips out) over that part of the Humber Pilotage Area to which the Certificate will relate as deck officer on ships of substantially the same class and report to VTS Humber their tripping number prior to the commencement of each qualifying voyage.

3.7 A Holder of a Class A or B Pilotage Exemption Certificate applying for its renewal must produce evidence that during the twelve months prior to the application for renewal the Holder has made at least six voyages (6 trips in and 6 trips out) over that part of the Compulsory Pilotage Area to which the Certificate relates as deck officer of the ship or ships named on the Certificate and will be required to attend before an officer of ABP prior to its renewal.

3.8 A deck officer applying for a Class C Pilotage Exemption Certificate must produce evidence of their knowledge and experience of the area applied for to the satisfaction of ABP in accordance with these provisions.

- 3.9 Prior to the renewal of a Class C Pilotage Exemption Certificate the owner or operator of the craft must certify to ABP that the holder continues to serve as a deck officer on the relevant vessel and to the best of the Owner or Operator's belief continues to have current requisite knowledge of the area endorsed on the Pilotage Exemption Certificate and will be required to attend before an officer of ABP prior to its renewal.
- 3.10 A deck officer of a ship applying for a Class D Pilotage Exemption Certificate must produce evidence that during the twelve months prior to the application they have made three voyages (3 trips in and 3 trips out) over that part of the Compulsory Pilotage Area to which the Certificate will relate as a deck officer and report to VTS Humber their tripping number prior to the commencement of each qualifying voyage.
- 3.11 Prior to the renewal of a Class D Pilotage Exemption Certificate the owner or operator of the craft must certify to ABP that the holder continues to serve as a deck officer on the relevant vessel and to the best of the Owner or Operator's belief continues to have current requisite knowledge of the area endorsed on the Pilotage Exemption Certificate.

4 **CHARGES**

- 4.1 The fees for the examination or re-examination of applicants and for the grant, renewal or alteration of Pilotage Exemption Certificates shall be those as published on the website www.humber.com.
- 4.2 The owner or operator of every ship whose deck officer holds a class A or B Pilotage Exemption Certificate for any part of the Compulsory Pilotage Area shall, for each occasion on which such a deck officer may navigate their ship within any part of the Pilotage Area to which the certificate applies, in circumstances in which the employment of a pilot would otherwise be compulsory, pay to ABP one-quarter of the pilotage dues (pilotage rates and boarding and landing rates) which would have been payable in respect of the ship if a Pilot had been employed but such payments shall be limited to the first eighty complete movements of the ship in the Compulsory Pilotage Area in any one calendar year.

- 4.3 For the purpose of these Regulations, a complete movement shall mean the movement of a ship from the seaward limits of the Compulsory Pilotage Area to her place of destination within the Compulsory Pilotage Area or vice versa; and shall include any inter Port movement that form part of such a complete movement.
- 4.4 Each month ABP shall notify the holder of a class A or B Pilotage Exemption Certificate of the number of complete movements made by vessels pursuant to the Pilotage Exemption Certificate and shall invoice the holder of the Certificate and/or the owner/operator of the vessel for the charges due to ABP in accordance with these provisions. The invoice delivered by ABP in accordance with this paragraph shall be paid within 30 days of its date.

5. **AMENDMENTS TO PILOTAGE EXEMPTION CERTIFICATES**

- 5.1 The holder of a class A or B Pilotage Exemption Certificate may apply to ABP to add additional vessels to the Certificate. This application should be made in writing on the required ABP form and be signed by the holder and be followed by an interview by the Harbour Master or their deputy, and should be accompanied by the appropriate fee as published on the website www.humber.com. Provided ABP are satisfied that the additional vessel(s) is of a similar type, size, draught as the vessel in respect to which the Pilotage Exemption Certificate already relates, that the holder is familiar and satisfied with the onboard management arrangements, and that it is appropriate to do so ABP may add the additional vessel(s) to the Pilotage Exemption Certificate.
- 5.2 The holder of a class C or D Pilotage Exemption Certificate may apply to ABP to add additional vessels to the Certificate. This application should be made in writing on the required ABP form and be signed by the holder and should be accompanied by the appropriate fee as published on the website www.humber.com. Provided ABP are satisfied that the additional vessel(s) is of a similar type, size, draught as the vessel in respect to which the Pilotage Exemption Certificate already relates, that the holder is familiar and satisfied with the onboard management arrangements, and that it is appropriate to do so ABP may add the additional vessel(s) to the Pilotage Exemption Certificate.

- 5.3 The holder of a Pilotage Exemption Certificate may apply to ABP to add an additional area within the Compulsory Pilotage Area to their Pilotage Exemption Certificate. The application must be in writing and accompanied by the appropriate fee as published on the website www.humber.com. The applicant must satisfy ABP by examination as to their knowledge of and experience of the additional area in accordance with the provisions of paragraph 3 save that the number of voyages referred to at paragraph 3.6 may be reduced from nine in and nine out to three in and three out where at ABP's discretion it would be appropriate to make that reduction.

6. **RENEWAL OF CERTIFICATES**

- 6.1 A Pilotage Exemption Certificate granted to a deck officer shall expire on the 13 July next following the date of such certificate. In the case where initial certificate is granted after 01 May, expiry will be 13 July of the following year. Upon application, ABP may renew each year on the 14 July the Pilotage Exemption Certificate of a deck officer should ABP consider the holder still to be competent to fulfil their duties with efficiency. Notice of application for renewal of a Pilotage Exemption Certificate should be made to ABP not later than the 01 July in any year in such form as ABP may prescribe.
- 6.2 A holder of a Class A, B or C Pilotage Exemption Certificate shall attend an interview with an officer of ABP prior to the renewal of their certificate.
- 6.3 ABP may, at its discretion, require that an applicant for renewal of a Pilotage Exemption Certificate shall submit them self for re-examination or practical review during river transit.
- 6.4 In addition to their annual review a holder of any Pilotage Exemption Certificate for five continuous years will be formally reassessed before the re-issue of the Certificate.

7. **CONDITIONS OF USE**

- 7.1 A deck officer holding a Pilotage Exemption Certificate shall not attempt to pilot any ship, whether belonging to the same owners or otherwise, even though the name of such vessel be on their Certificate, unless they are the actual deck officer and not merely performing a temporary service.

- 7.2 A “deck officer”, in relation to a ship, includes the master and first mate.
- 7.3 A deck officer holding a Pilotage Exemption Certificate shall comply with and be subject to the provisions set out in Part IV of the Schedule.
- 7.4 Where it seems likely that formal disciplinary action may be taken against the holder of a Pilotage Exemption Certificate the Harbour Master may suspend the holder concerned for such period of up to 28 days, and if consideration is being given as to whether to revoke the certificate, this may be extended by a further, single 28 day period. The holder will not use their Pilotage Exemption Certificate during the period of suspension.
- 7.5 A deck officer holding a Pilotage Exemption Certificate and observing that a wreck or an alteration in a sand bank or channel has occurred, or that a wreck-marking vessel, lightship, light float or buoy has been driven away or damaged, or that anything is out of place or is likely to affect the safety of navigation shall report the same as soon as possible to VTS, Humber.
- 7.6 A deck officer holding a Pilotage Exemption Certificate shall, on notice attend any meeting of ABP as Competent Harbour Authority to which they may be summoned.

8. APPLICATION PROCEDURES FOR PILOTAGE EXEMPTION CERTIFICATES

Any candidate wishing to undertake the Pilotage Exemption Certification process is advised to contact the HES Pilotage Department at the earliest opportunity to obtain the latest requirements and advice. The matrix in section 12 summarises the requirements for each class of Pilotage Exemption Certificate.

- 8.1 The prescribed application form (which can be obtained from the HES Pilotage Department along with all up to date qualifying criteria information) must be completed in English, typewritten or printed in block capitals throughout and submitted to the HES Pilotage Department, Associated British Ports, Port Office, Cleethorpe Road, Grimsby, N E Lincolnshire, DN31 3LL, together with the appropriate fee.

- 8.2 Every applicant for a Pilotage Exemption Certificate is required to visit VTS Humber to acquaint themselves with the procedures operated in the Humber Pilotage Area and must submit with their application a certificate, to be issued by the Assistant Harbour Master, confirming their attendance. Only by visiting VTS Humber can a candidate be issued with a tripping number to enable qualifying voyages being used towards the minimum requirement.
- 8.3 All applicants for Category A, B and D Pilotage Exemption Certificates must produce to ABP an original or certified copy of a valid STCW 95 Certificate relevant for the vessels to be exempted. An applicant for Class C should produce some form of relevant marine qualification.
- 8.4 Applicants must produce evidence of medical fitness, including eyesight, by a qualified medical practitioner equivalent to that required under the Merchant Shipping (Medical Examination) Regulations 1983 or, if for a vessel other than a UK registered vessel, the equivalent national maritime law certificate.
- 8.5 The application form duly completed must be counter-signed by the authorised signatory of the Owner or Operator of the vessel along with a declaration of understanding of the rules and limitations applicable to that Pilotage Exemption Certificate.
- 8.6 Applicants for a Class A & B Pilotage Exemption Certificate are required to undertake two trips within the Humber Pilotage Area on the bridge of a tug whilst undertaking towage operations. Attendance Certificates should be signed by the respective tug masters and forwarded together with the application form.
- 8.7 An Applicant for any Pilotage Exemption Certificate will be required to have their practical competencies examined on board their vessel during a river transit on both an inward and outward act of pilotage in addition to any requirement to attend at the examination centre.
- 8.8 An applicant for a class A or B Pilotage Exemption Certificate must produce a certificate to confirm that they have been fully trained in the use of Bridge Resource Management.

9. **THE PROVISION OF PILOTAGE SERVICES**

- 9.1 The provision of Pilotage Services is described in ABP Standing Notice to Mariners No. SH.4 The continuation of these notices is confirmed in January each year.
- 9.2 The Master and Owners of vessels requiring the services of an Authorised pilot should consult and comply with the relevant notices.

10 **VESSELS EXEMPT FROM USING THE SERVICES OF AN AUTHORISED PILOT**

- 10.1 The Master and Owners of these vessels should consult Standing Notice to Mariners No. SH.5, which is published by ABP.

11 **PILOTAGE COMMUNICATION**

- 11.1 Details of VHF channels used within the Pilotage area can be found in Standing Notice to Mariners No. SH.2.

12 **PEC REQUIREMENT MATRIX**

- 12.1 The table below sets out the requirements for the issue of a Pilotage Exemption Certificate in the Humber Pilotage Area. A Tick denotes that an item is a mandatory requirement.

REQUIREMENTS FOR HUMBER PILOT EXEMPTION CERTIFICATE (PEC)

REQUIREMENT	CLASS A	CLASS B	CLASS C	CLASS D
VTS VISIT	✓	✓	✓	✓
TRIPPING NO. ISSUED BY VTS	✓	✓	N/A	✓
PRE - PEC CHAT	Recommended	Recommended	Recommended	Recommended
BRM CERTIFICATE	✓	✓	N/A	N/A
TUG TRIPS (2)	✓	✓	N/A	N/A
EVIDENCE OF TRIPPING ON RELEVANT V/L (MINIMUM 33% IN DARKNESS) CONSIDERATION OF FLOOD/EBB	✓	✓	✓	✓
2 X ASSESSMENT TRIPS (IN & OUT)	✓	✓	Subject to Risk Assessment	One assessment voyage (Inward)
EVIDENCE OF MEDICAL FITNESS	✓	✓	✓	✓
EVIDENCE OF CERT. OF COMPETENCY	✓	✓	Relevant Marine Qualification	✓
DECLARATION SIGNED	✓	✓	✓	✓
PAYMENT	✓	✓	✓	✓
ADDITIONAL VESSELS REQUEST	As applicable	As applicable	As applicable	As applicable
ANNUAL RENEWAL	Visit required	Visit required	Visit required	✓
EXAMINATION TO REQUIRED STANDARD	✓	✓	✓	✓
GOOD COMMAND OF ENGLISH	✓	✓	✓	✓

THE SCHEDULE

PART I

Criteria required prior to the issuing of Class A & B Pilotage Exemption Certificates (PECs).

Scope

Applicants appearing for examination should be fully acquainted with the following subjects, but this list is not exhaustive and a candidate may be questioned on any other information, which is believed to be of relevance to the safety of navigation within the Humber Pilotage Area.

Subject

- The International Regulations for the Prevention Of Collisions At Sea 1972 (as amended)
- The I.A.L.A Maritime Buoyage System A.
- The Humber Navigation Byelaws 1990.
- The current ABP Standing Notices To Mariners for the Humber.
- The current ABP Notices To Mariners for the Humber.
- The Humber Estuary Serious Marine Emergency Plan (HESMEP).
- The “Humber Clean” Oil Spill Response Plan.
- A general knowledge of the purpose of VTS Humber, including the VHF working frequencies, and reference to the regular, and other information broadcasts to river users.
- The Dangerous Substances In Harbour Areas Regulations as applicable to the Humber
- The Humber Passage Plan booklet.

Local Knowledge and Experience

Applicants will be asked to demonstrate by oral examination a detailed knowledge of all areas of the Humber Pilotage Area relevant to the Dock or Jetties for which the Pilotage Exemption Certificate examination is held.

Applicants will be expected to have a detailed knowledge of the river to approximately one mile upstream of the berth or dock to which the exemption is required, and in the case of North Killingholme and the Humber Sea Terminal to also include the Foul Holme Channel.

Applicants for Goole will be expected to have a detailed knowledge of the Ouse up to a position one hundred yards (or metres equivalent) below Skelton Railway Bridge.

Applicants for Keadby and Top Gunness will be expected to have a detailed knowledge of the Trent as far as the Keadby King George V Road/Rail Bridge.

Particular reference will be made to:

- Port and Pilotage limits of the Humber Pilotage Area.
- Coastal Features at the entrance to the Humber Estuary.
- Names of the outer reaches and other channels and fairways within the river.
- A general knowledge of tidal streams and their approximate directions and spring and neap tides.
- Demonstrate an ability to carry out passage planning taking into account passing over critical areas to navigation, i.e. Grimsby Middle, Halton Middle, the Whittons, Goole reaches etc.
- Traffic movements in the Humber, and areas of convergence, and crossing traffic, pilot boarding and disembarkation points, including location of pilot landing points at Grimsby and Spurn.
- Names of docks, jetties and havens along the length of the estuary and river that the candidate will be transiting, including a basic knowledge of their depths and standard manoeuvring methods employed, and any limitations. This is in order to satisfy ABP that the applicant can appreciate other events that are taking place in the river, and be able to appreciate the relevance of reports being made by VTS Humber.
- Applicants will be expected to demonstrate an ability to anticipate the actions of other river users with reference to their navigational requirements. Reference will be made to the Humber Passage Plan Booklet, which clearly describes the passage of large deep draughted vessels in and out of the Humber. It is important that all applicants are fully familiar with this publication.
- Knowledge of assistance and information, which may be obtained from VTS Humber. (All applicants are required to visit VTS Humber prior to issue of a tripping number.)
- Knowledge of the duty fire tug at Immingham and its role.
- Knowledge of the beaching areas in the Humber.

Detailed Navigation in the Humber Pilotage Area Relevant to the PEC

The Applicant will be examined on those items from the list below which are relevant to the PEC area required:

- The names and characteristics of all seamarks and beacons, including any racon and fog signal where fitted.
- The position and characteristics of all shore lights on jetties and approaches including fog signals where fitted.
- Names, location and characteristics of all leading lights, lights in line, and directional lights, including line of bearing and colour of light.
- Location and characteristics of the traffic warning lights at Immingham.
- Location of signal and other warning lights at dock entrances, their characteristics and meaning.
- Location of VTS radar towers in the Humber.
- The names of channels and shoal areas.
- The bearing and distance from one seamark to the next on each side of the channel. Applicants will be asked to come inwards on the starboard hand seamarks, and outwards on the portside hand seamarks. For all other buoys in the outer reaches, the mid channel marks in the inner traffic separation scheme, Sunk Dredge Channel (SDC), Foul Holme Channel, and areas upriver of the Humber Bridge, the shape colour and light characteristics only are required.
NB. [Courses to be within 5° and distances to the nearest cable]
- The magnetic variation to the nearest degree in the Humber and its rate and direction of change.
- The minimum depths of water at chart datum that are likely to be encountered on passage.
- The ability to ascertain the rise of tide at point on passage and how to apply chart datum.
- An appreciation of squat and the use of underkeel clearances when passage planning.
- The ability to extract from the published chart, neap and spring tidal information for the times and range relevant to the passage.
- The general direction of tidal flow on the ebb and flood experienced during a transit of the area relevant to the PEC area being examined for.
- Any clearing marks, transits by day or night, or radar parallel indexing which may be used as an aid to safe navigation.
- The names and general location of all anchorages in the area of the PEC including any restrictions. The Applicant needs to have the ability

to identify from the published chart individual anchorage circles within:

- a) Humber Deep Water Anchorage
 - b) Bull Anchorage
 - c) Haile Anchorage
 - d) Hawke Anchorage
 - e) Holme Hook Anchorage
- The prohibited anchorage areas.
 - The prohibited area between the Humber Power Intake and Outfall.
 - Position of gas pipelines, and other pipelines and cables.
 - General location of deposit grounds.
 - Location of all berths where vessels normally load and discharge liquid cargoes in bulk.
 - Ship handling characteristics of vessels being examined for with regards to:
 - a) Whole river transit,
 - b) Including possible interaction with other vessels, and
 - c) Manoeuvring operations off the dock or berths.
 - The use of tugs. To include:
 - a) Availability of tugs
 - b) Type of tugs
 - c) Bollard pulls
 - d) Communications (Terminology)
 - e) Manoeuvring
 - f) Tug restrictions
 - Manoeuvring signals in use on the river.
 - Action to be taken by vessel in the event of an emergency onboard (HESMEP).

VTS

- a) Mandatory Requirements:
 - i) Working channels
 - ii) Mandatory notice procedures
 - iii) Permission to use the Sunk Dredged Channel
 - iv) Mandatory reporting points
 - v) Shipping broadcast times
 - vi) General information
 - vii) Clearance to sail
 - viii) Reporting of incidents
- b) General Requirements:
 - i) Knowledge of those services generally available through VTS Humber.

The examinations will normally be held in Port Office, Grimsby, but may be held in other locations, including onboard the vessel depending on the circumstances of the case.

The Harbour Master Humber, Pilotage Operations Manager, or their Deputies/nominated representatives, will conduct the examination.

Applicants are encouraged to visit HES Pilotage Department and discuss the exam, or any matter connected with pilotage in the harbour area. Appointments can be made by contacting HES Pilotage Department..

PART II

Criteria required prior to the issuing of a Class C Pilotage Exemption Certificate.

Scope

Applicants appearing for interview must satisfy ABP as to their knowledge and experience of the area relevant to their PEC application and demonstrate familiarity with the functions and procedures of VTS, Humber including mandatory reporting requirements for shipping traffic. This may include any part of the subjects and areas set out in Part I of this section of the Provisions relating to Class A & B Pilotage Exemption Certificates, particularly for those areas above the Humber Bridge.

Applicants are encouraged to visit HES Pilotage Department and discuss the exam, or any matter connected with pilotage in the harbour area. Appointments can be made by contacting HES Pilotage Department.

PART III

Criteria required prior to the issuing of a Class D Pilotage Exemption Certificate.

Scope

Applicants appearing for examination should be fully acquainted with the following subjects, but this list is not exhaustive and a candidate may be questioned on any other information, which is believed to be of relevance to the safety of navigation within the Humber Pilotage Area.

Subject

- The International Regulations for the Prevention Of Collisions At Sea 1972 (as amended)
- The I.A.L.A Maritime Buoyage System A.
- The Humber Navigation Byelaws 1990.
- The current ABP Standing Notices To Mariners for the Humber.
- The current ABP Notices To Mariners for the Humber.
- The Humber Estuary Serious Marine Emergency Plan (HESMEP).
- The “Humber Clean” Oil Spill Response Plan.
- A general knowledge of the purpose of VTS Humber, including the VHF working frequencies, and reference to the regular, and other information broadcasts to river users.
- The Dangerous Substances In Harbour Areas Regulations as applicable to the Humber
- The Humber Passage Plan booklet.

Local Knowledge and Experience & Detailed Navigation in the Humber Pilotage Area Relevant to the PEC

Applicants will be asked to demonstrate by oral examination a detailed knowledge of all areas of the Humber Pilotage Area relevant to the area for which the Pilotage Exemption Certificate examination is held.

Applicants will be expected to have a detailed knowledge of the Humber Pilotage Area from the seaward limits to the Cleanness meridian and be able to identify the Port and Pilotage Limits of the Humber harbour area.

The Applicant will be examined on those items from the list below those

of which are relevant to the PEC area required:

- The names and characteristics of all seamarks and beacons, including any racon and fog signal where fitted.
- The position and characteristics of all shore lights on jetties and approaches including fog signals where fitted.
- Location of VTS radar towers in the Humber.
- The names of channels and shoal areas.
- The magnetic variation to the nearest degree in the Humber and its rate and direction of change.
- The minimum depths of water at chart datum that are likely to be encountered on passage.
- Names of the outer reaches and other channels and fairways within the river.
- A general knowledge of tidal streams and their approximate directions and spring and neap tides,
- Traffic movements in the Humber, and areas of convergence, and crossing traffic, pilot boarding and disembarkation points, including location of pilot landing points at Grimsby and Spurn. Particular reference should be made to the contents of SH 13.
- Applicants will be expected to demonstrate an ability to anticipate the actions of other river users with reference to their navigational requirements. Reference will be made to the Humber Passage Plan Booklet, which clearly describe the passage of large deep draughted vessels in and out of the Humber. It is important that all applicants are fully familiar with this publication.
- Knowledge of assistance and information, which may be obtained from VTS Humber. (All applicants are required to visit VTS Humber prior to issue of a tripping number.)
- An appreciation of squat and the use of under keel clearances when passage planning.
- The ability to extract from the published chart neap and spring tidal times and range relevant to the passage.
- The general direction of tidal flow on the ebb and flood experienced during a transit of the area relevant to the PEC area being examined for.
- Any clearing marks, transits by day or night, or radar parallel indexing which may be used as an aid to safe navigation.
- The names and general location of all anchorages in the area of the PEC including any restrictions. The Applicant needs to have the ability to identify from the published chart individual anchorage circles within:
 - a) Humber Deep Water Anchorage
 - b) Bull Anchorage

- c) Haile Anchorage
- d) Hawke Anchorage

- The prohibited anchorage areas.
- Manoeuvring signals in use on the river.
- Action to be taken in the event of an emergency taking place onboard (HESMEP).

VTS

a) Mandatory Requirements:

- i) Working channels
- ii) Mandatory notice procedures
- iii) Permission to use the Sunk Dredged Channel
- iv) Mandatory reporting points
- v) Shipping broadcast times
- vi) General information
- vii) Clearance to sail
- viii) Reporting of incidents

b) General Requirements:

- i) Knowledge of those services generally available through VTS Humber.

The examinations will normally be held in Port Office, Grimsby, but may be held in other locations, including onboard the vessel depending on the circumstances of the case.

The Harbour Master Humber, Pilotage Operations Manager, or their Deputies/nominated representatives, will conduct the examination.

Applicants are encouraged to visit HES Pilotage Department and discuss the exam, or any matter connected with pilotage in the harbour area. Appointments can be made by contacting HES Pilotage Department.

PART IV

PEC Suspension and Revocation Procedures including Casualty Procedure and Disciplinary Procedure

- 1) The Harbour Master (or his deputy) may by written notice suspend or revoke a Certificate from a Holder in the following cases:-
 - a) An event has occurred, whereby the Harbour Master (or his deputy) is no longer satisfied that the holder has proven they have the skill, experience and local knowledge sufficient for them to be capable of piloting the ship of which he/she is a deck officer.
 - b) The Harbour Master (or his deputy) thinks that the holder has provided false information with respect to their skill, experience and local knowledge.
 - c) If the Harbour Master (or his deputy) believes that the holder has been guilty of professional misconduct whilst piloting a ship.
 - d) Where it has been stated by notification that an authorised pilot will not be required due to the ship being navigated under the conduct of a Certificate Holder and it is later determined that the pilotage was carried out by a person who was neither an authorised pilot, nor acting in accordance with a pilotage exemption certificate.

- 2) Where a ship being navigated under the conduct of a deck officer possessing a Pilotage Exemption Certificate (“the Certificate Holder”), is involved in an incident of a collision, grounding, loss of anchor, close encounter or any situation which would cause concern to a prudent mariner, then the Certificate Holder shall notify the Harbour Master immediately, and within 24 hours of the incident, and/or as directed by the Harbour Master, submit to the Harbour Master a Certificate Holder Incident Report Form.

- 3) Depending on the nature of the incident, an Incident Investigation will then be conducted by the Pilotage Operations Manager (or his deputy) (“the investigators”) who will, as quickly as possible, seek to establish all the relevant circumstances of the incident and if necessary interview all available witnesses. The Certificate Holder will make himself available to answer such questions as the Investigators may put to him.

- 4) The Investigators will consider and discuss their findings with a view to recommending to the Harbour Master or his deputy what action (if any) should be taken.

- 5) The options open to them will be as follows:-
 - a) To recommend that no further action by way of formal disciplinary action should be taken.
 - b) To recommend an oral reprimand, confirmed in writing, be given to the Certificate Holder as regards his future conduct.
 - c) To recommend that formal disciplinary action be initiated. This will normally occur where the Investigators consider that the Certificate Holder may have been guilty of incompetence or misconduct so as to merit consideration of possible suspension or revocation of his certificate (see Section 1 above).
- 6) Having regard to the Investigation Report and the recommendations of the Investigators the Harbour Master or his deputy will decide what action, if any, shall be taken against the Certificate Holder.
- 7) In the event of it being decided to take no further action or to give an oral reprimand the Harbour Master or his deputy will advise the Certificate Holder of the decision and may convene a meeting with him to discuss any lessons to be learnt from the incident and/or administer the oral reprimand. The Investigation Report and the discussions will remain private to the parties involved.

7. Formal Disciplinary Action

- (a) In the event of it being decided to take formal disciplinary action, the Certificate Holder concerned will be given written notice by the Harbour Master, or his deputy, of the fact that such action is being taken accompanied by a summary of the allegations to be raised and a copy of the Investigation Report. A date of hearing will also be given being not less than 21 days and not more than 42 days from the date of notice.
- (b) The proceedings will be determined on behalf of ABP by a panel of three ("the Panel") consisting of the Personnel Manager of ABP (or any other person nominated by ABP from time to time), an authorised pilot, and a person with relevant marine experience nominated by the Shipping Committee of the Hull and Humber Chamber of Commerce and Shipping.
- (c) The Panel will determine matters on the basis of the Investigation Report and the submissions to be made in connection therewith by the Harbour Master (or his deputy) and the Certificate Holder,

- either of whom for this purpose may be represented by a friend or lawyer.
- (d) Having considered the Investigation Report and the submissions made, the Panel (if need be by a majority) will determine, and announce whether incompetence or misconduct has been made out. It will then be open to the parties to make submissions as to possible penalty
 - (e) The Panel may impose the following penalties:
 - i) A written reprimand
 - ii) Suspension of Certificate for a stated period of up to 28 days.
 - iii) Revocation of Certificate.
 - (f) A written reprimand will remain on the Certificate Holder's personal file for 3 years. If the Certificate Holder is involved in further disciplinary proceedings arising out of an incident occurring whilst the reprimand remains "live", then the existence of the reprimand shall be brought to the attention of the Panel dealing with the further disciplinary proceedings.
 - (g) If, having heard submissions as to possible penalty, the Panel are minded to suspend or revoke the Certificate ABP shall give written notice to the Certificate Holder of its intention to do so, stating the reasons for which it proposes to act.
 - (h) Before the Panel makes a final decision as to whether to suspend or revoke the Certificate the Certificate Holder will be given a reasonable opportunity of making representations.
 - (i) Subject in the case of the penalties referred to in paragraphs 7(e)(i), (ii) and (iii) to any submissions by the Certificate Holder, the Panel will determine and announce the penalty to be imposed.
 - (j) There shall be no right of appeal from the decision of the Panel.

For up to date contact details and relevant documentation please refer to our website: <http://www.humber.com>

Capt. A Firman
Harbour Master Humber
Associated British Ports
Humber
01 January 2016