

## **RIVER HUMBER PILOTAGE DISTRICT**

### **EXAMINATION SYLLABUS FOR PILOT EXEMPTION CERTIFICATES FOR MASTERS OR MATES OF VESSELS OVER 60 METRES IN LENGTH (CLASSES A AND B)**

---

#### **Scope**

Candidates 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 District.

#### **Subject**

- The International Regulations for the Prevention Of Collisions At Sea 1972 (as amended)
- The IALA Maritime Buoyage System A
- The Humber Navigation Byelaws 1990
- The current ABP Standing Notice To Mariners for the Humber
- The current ABP Notice To Mariners for the Humber
- The Humber Serious Marine Emergency Plan (HSMEP)
- A general knowledge of the purpose of the VTS tower at Spurn Point, 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

#### **Local Knowledge and Experience**

Candidates will be asked to demonstrate by oral examination a detailed knowledge of all areas of the Humber Pilotage District relevant to the Dock or Jetties for which the examination is being held. Candidates will be required to have a detailed knowledge of the river to approximately one mile above the berth or dock to which the exemption is required, and in the case of the Humber Sea Terminal, to also include the Foul Holme channel.

Candidates for Goole will be expected to have a detailed knowledge as far up as one hundred yards below Skelton Railway Bridge.

Candidates for Keadby and Top Gunness will be expected to have a detailed knowledge of the river as far as the Keadby Road/Rail Bridge.

Particular reference will be made to:

- Port and Pilotage limits of the River Humber
- 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 maximum strengths

- Demonstrate ability to carry out passage planning taking into account passing over critical areas to navigation, ie Grimsby Middle, Halton Middle 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 Spurn and Grimsby
- 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 the examiner that the candidate 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
- Candidates 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 candidates are fully familiar with these publications.
- Knowledge of assistance and information, which may be obtained from VTS Humber. (All candidates are required to visit the VTS Tower at Spurn prior to examination)
- Knowledge of the existence of the oil spill contingency plan 'Humber Clean'
- Knowledge of the duty fire tug at Immingham

### **Detailed Navigation in the Humber Pilotage District**

- The names and characteristics of buoys, light floats, beacons, and other sea marks, 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 buoy to the next on each side of the channel, from Spurn Light Float up river. Candidates will be asked to come up the river on the starboard side buoys (Greens), and out on the port side buoys (Reds). For all other buoys in the outer reaches, the mid channel marks in the inner traffic separation scheme, Sunk Dredge Channel, 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
- The depths of water throughout the area, particularly at areas critical to navigation, ie shoals
- An appreciation of squat and the use of underkeel clearances when passage planning
- The mean spring and neap rise and fall of tide off Spurn Point and any port, jetty, or haven the candidate is being examined for

- The direction of, and maximum rate of, tide three hours before and three hours after high water off Spurn Point, Immingham, Hull Roads, and any dock, jetty, or haven the candidate is being examined for
- The general direction of tidal flow on the ebb and flood experienced during a transit of the Humber District
- Any clearing marks, transits by day or night, or radar parallel indexing which may be used as an aid to safe navigation
- The names of all designated and undesignated anchorages in the area of examination, including any restrictions. The general location of each anchorage, depths and type of bottom
- The prohibited anchorage areas
- The prohibited areas
- 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 regard to whole river transit, including possible interaction with other vessels and manoeuvring operations off the dock or berths
- The use of tugs. To include communications, availability, type of tug, and bollard pulls. Tug terminology and how they would be deployed for manoeuvres to assist own vessel berthing and unberthing
- Manoeuvring signals in use on the river
- Action to be taken in the event of an emergency taking place on-board

The examinations will normally be held in Port House, King George Dock Hull, but may be held in other locations, including on-board the vessel depending on the circumstances of the case.

The examination will be conducted by the Harbour Master Humber, the Pilotage Operations Manager, or their Deputies.

Candidates are welcome to visit Port House and discuss the exam, or any matter connected with pilotage on the river. Appointments can be made by ringing 01482 617200 during office hours.