

HARBOUR AND PORT OF MANCHESTER

REQUIREMENTS FOR THE USE OF ASSISTANT PILOTS FOR VESSELS NAVIGATING ON THE MANCHESTER SHIP CANAL

In accordance with the Harbour and Port of Manchester Pilotage Directions, whenever The Manchester Ship Canal Company Limited (“the Company”) considers that the safe navigation of a vessel may be impaired for any reason whatsoever, the Company shall be at liberty to direct that a Pilot be assigned to the vessel and that he may also be accompanied by an Assistant Pilot.

Experience has shown that, in addition to a Pilot, Assistant Pilots are required (and should be ordered) when any one of the following criteria is met:

Navigating Between	Vessel LOA Exceeding	Vessel Beam Exceeding	Vessel Draught Exceeding
Eastham Locks and Ince Oil Berth	112.00m	19.00m	7.50m
Ince Oil Berth and Runcorn	110.00m	16.75m	7.50m
Runcorn and Manchester Docks	100.00m	16.75m	7.00m

Notwithstanding the above, vessels under the aforementioned limits may also require an Assistant Pilot if deck cargo or cranes etc. reduce visibility from the steering position.

Furthermore, the Pilot assigned to any vessel may request an Assistant Pilot if he believes that safe navigation of the Ship Canal may be impaired for any reason whatsoever.

If the owners or master believe that their vessel is suitable to navigate without an Assistant Pilot, they may request an assessment to be undertaken by the Pilot on the suitability of the vessel navigating without an Assistant Pilot on future voyages (but excluding the first transit of the Ship Canal).

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