




# Port of Great Yarmouth Pilotage Directions 2024


Including Schedules

Issued on behalf of Great Yarmouth Port Authority

	Peel Ports – Great Yarmouth		
	Pilotage Directions	Doc No.	GYPC – P14 PD 2024
		Ver.	4.1
	PILOTAGE DIRECTIONS		

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# PILOTAGE DIRECTIONS

## 1.0 Authorisation

- 1.1 The Port of Great Yarmouth (as defined by the Great Yarmouth Port Authority Acts and Orders 1866 to 2015 as amended by the Norfolk and Suffolk Broads Act 1988, and the Broads Authority Act 2009) is the Competent Harbour Authority (CHA) for the purposes of the making of these directions under Section 7 of the Pilotage Act 1987 (as amended by the Marine Navigation Act 2013, sections 2, 3 & 4).
- 1.2 These directions are published by Great Yarmouth Port Company (t/a Peel Ports Great Yarmouth) for and on behalf of Great Yarmouth Port Authority.

## 2.0 Area of Jurisdiction

- 2.1 For the purposes of this Pilotage Direction the areas of jurisdiction as defined by the Port Limits described in the Great Yarmouth Port Acts 1866 to 2015, as amended by the Broads Authority Act 2009, shall apply.

## 3.0 Application

- 3.1 These directions shall apply to all vessels<sup>1</sup>, except:
  - 3.1.1 Vessels, tugs and tows<sup>2</sup> of less than 40 metres in overall length.
  - 3.1.2 Fishing vessels of less than 47.5 metres in overall length.
  - 3.1.3 UK Ministry of Defence owned or operated vessels including those on charter.


## 4.0 Compulsory Pilotage Area

- 4.1 Within the Port Limits pilotage shall be compulsory for all ships to which these directions apply, subject to the exceptions defined in Section 3, in the following areas:
  - 4.1.1. The Outer Harbour.
  - 4.1.2. River Port South.
  - 4.1.3. River Port North.
  - 4.1.4. The Seaward Port Limits<sup>3</sup>.

<sup>1</sup> For the purposes of this Pilotage Direction a vessel is defined as every description of watercraft, including non-displacement craft, WIG craft and seaplanes, used or capable of being as a means of transportation on water.

<sup>2</sup> Length of tow is to be measured from the bow of the towing vessel to the stern of the towed craft/object.

<sup>3</sup> Vessels transiting the area on passage North or South and not entering the port are exempt from these directions.

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## 5.0 Voluntary Pilotage

- 5.1 Notwithstanding the definition of the Compulsory Pilotage Area in Section 4 above, pilotage shall be voluntary, to or from the Seward Port Limits and the Outer Boarding station (as defined in Schedule 1).

## 6.0 Safety of Navigation

- 6.1 Notwithstanding any other pilotage direction, the CHA may compel any vessel to take a Pilot if it is deemed to be a potential hazard to safe navigation, for example:
- 6.1.1. Vessels with dangerous or hazardous cargo onboard.
  - 6.1.2. When the Vessels' main propulsion or steering systems are not fully operational.
  - 6.1.3. When the Vessel is in distress or taking on water.
  - 6.1.4. When the Vessels does not have serviceable navigation aids or communication equipment necessary for safe navigation within the CHA's area of jurisdiction.
  - 6.1.5. When the vessel has a reported defect, the nature of which may necessitate the use of a pilot.
  - 6.1.6. At the discretion of the Harbour Master.

## 7.0 Constituent Parts

- 7.1 The following Schedules are supplemental to and should be read alongside these Directions:
- 7.1.1 **Schedule 1** – Pilot Stations and Notifications.
  - 7.1.2 **Schedule 2** – Pilotage Exemption Certificates.
  - 7.1.3 **Schedule 3** – PEC Voyage Criteria.


## 8.0 Cancellation

- 8.1 The Pilotage Directions made by the Great Yarmouth Port Authority and dated the 01 January 2019 are cancelled with effect from 1<sup>st</sup> March 2024.

**G Doyle**

**Harbour Master  
Great Yarmouth Port Authority**

**Dated XXXXXXXXXX**

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# SCHEDULE 1 - PILOT STATIONS AND NOTIFICATIONS

## 1.0 Estimated Time of Arrival

- 1.1 Vessels bound for the Great Yarmouth Pilotage Area requiring the service of a pilot shall give at least 24 hours notification; or on departure from the last port or operating area if closer than 24 hours sailing time. The Estimated Time of Arrival (ETA) notification shall be sent either direct to the Port or through the vessels appointed agent, along with the maximum draught and the nature of any defects.
- 1.2 An update on the vessels ETA should be sent directly to the Port via VHF Radio Channel 12 not later than 2 hours before arrival at the pilot boarding station.
- 1.3 A final confirmation of ETA should be given via VHF Radio Channel 12 not later than 1 hour prior to arrival at the Pilot Station.
- 1.4 On completion of the 2-hour update vessels should maintain a listening watch on VHF Radio Channel 12 in case of changes to the ETA required by the port or for any other relevant information.

## 2.0 Estimated Time of Departure

- 2.1 Vessels departing from the Port Area which require the services of a pilot must give at least 2 hours' notice of their estimated time of departure (ETD). The ETD should be sent directly to the Port via VHF Radio Channel 12.
- 2.2 A final confirmation of ETD should be given via VHF Radio Channel 12 not later than 1 hour prior to booked departure time.


## 3.0 Additional Movements Requiring a Pilot

- 3.1 Vessels requiring to shift within the Port area which require the services of a pilot must give at least 2 hours' notice of their estimated time of movement (ETM). The request should be sent directly to the Port via VHF Radio Channel 12.
- 3.2 A final confirmation of ETM should be given via VHF Radio Channel 12 not later than 1 hour prior to booked shifting time.

## 4.0 Deployment of Pilot Launches

- 4.1 The Pilot Launch provided by the CHA will only put to sea when their services are required. Great Yarmouth does not provide any cruising or anchored pilot vessel. It is therefore essential that the advance notice of any intention to use the service of a pilot is given to the port.



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## 5.0 Failure to Provide Notice of Intent


- 5.1 Vessels who fail to provide an ETA, ETD or berth shift time may be delayed due to a lack of pilot availability. In such an event, these vessels will be prioritised after any existing booked movements.
- 5.2 Vessels who fail to make their designated ETA, ETD or shift time by 20 minutes may be delayed due to a lack of pilot availability. In such an event, these vessels will be prioritised after any existing booked movements.
- 5.3 Vessels who fail to provide sufficient notice as laid out above may be delayed due to lack of availability of a pilot. In this case the vessel movements will be prioritised in order, at a time 2 hours from the initial request.

## 6.0 Pilot Boarding Positions

- 6.1 The following Pilot Boarding areas exist for the Port of Great Yarmouth and are marked on British Admiralty Chart 1534:
  - 6.1.1. Great Yarmouth Inner: 52°34.75'N 001°46.00E (0.7NM from the Outer Harbour entrance).
  - 6.1.2. Great Yarmouth River Port: 52°34.20N 001°45.70E (0.8NM from the River Port entrance).
  - 6.1.3. Great Yarmouth and Lowestoft Outer: 52°32.00N 001°51.90E.
- 6.2 Great Yarmouth and Lowestoft Outer Pilotage position will be used for any vessel requesting pilotage to or from the Voluntary Pilotage Area. An additional charge will be applied for vessels using this service as detailed in the port tariff.

## 7.0 Pilot Embarkation/Disembarkation

- 7.1 To Seaward:
  - 7.1.1 Pilots will board and disembark from the Pilot Launch.
  - 7.1.2 Masters are responsible for providing an adequate lee for the manoeuvre in consultation with the Coxswain of the Pilot Launch.
  - 7.1.3 Masters of vessels are responsible for providing suitable, safe pilot embarkation/disembarkation points equipped with adequate, suitable, tested and in code equipment for use in the operation. The International Convention for Safety of Life at Sea (SOLAS 2004) Chapter V Reg. 23 and Annex 21 of International Maritime Organisation (IMO) resolution A889 (21) (1999) provide the standards required.
  - 7.1.4 Defective and/or non-compliant boarding arrangements will be reported to the MCA.

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7.1.5 It is the right of every Pilot to refuse to embark or disembark from a vessel if they consider it unsafe to do so. Such a decision may be based on, but not limited to:

7.1.5.1 The prevailing circumstances and conditions.

7.1.5.2 The position of the pilot embarkation/disembarkation point.

7.1.5.3 The standard and construction of the pilot embarkation/disembarkation point.

7.1.5.4 The provision and standard of equipment provided by the vessel.

7.1.6 It is the right of every Coxswain of the Pilot Launch to refuse to embark or disembark a Pilot from a vessel if they consider it unsafe to do so. Such a decision may be based on, but not limited to:

7.1.6.1 The prevailing circumstances and conditions.

7.1.6.2 The position of the pilot embarkation/disembarkation point.

7.1.6.3 The lack of provision of a suitable lee to conduct the transfer.


## 7.2 River and Outer Harbour Berths

7.2.1 Pilots will, whenever possible, board and disembark from shore via the gangway, but may, on occasion, use the pilot ladder via Pilot Launch.

## 8.0 Pilot Cancellation

8.1 Booked pilotage acts may be cancelled without cost up to 2 hours prior to the booked movement.

8.2 Pilotage acts cancelled within 2 hours of the booked move will be charged as detailed in the port tariff.

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# SCHEDULE 2 - PILOTAGE EXEMPTION CERTIFICATES

## 1.0 Pilotage Exemption Certificate

- 1.1 Pursuant to Section 8 of the Pilotage Act 1987 and the Marine Navigation Act 2013, bona fide deck officers with sufficiently high level of skill, experience and local knowledge, of all vessels to which Compulsory Pilotage applies, may apply for and be granted an appropriate class of Pilotage Exemption Certificate (PEC) by the CHA, providing that the 'Criteria of Qualification' can be satisfied.


## 2.0 Criteria of Qualification

- 2.1 The 'Criteria of Qualification' are designed to ensure that the applicant for a PEC has the knowledge, skills, training, and experience to safely navigate their vessel across the broad spectrum of conditions encountered in the port.
- 2.2 The criteria are:
- 2.2.1 Documented evidence that the applicant holds the relevant, validated, Certificate of Competency for the vessel that the PEC application is for.
  - 2.2.2 Documented evidence that the applicant has a valid medical certificate.
  - 2.2.3 An effective working knowledge of the English language, with particular emphasis on Standard Maritime Communication Phrases.
  - 2.2.4 To pass the applicable PEC written examination for the Port.
  - 2.2.5 To undertake the required number of formal qualifying assessment trips as detailed in Schedule 3.
  - 2.2.6 To pass the applicable PEC oral examination for the Port.

## 3.0 Pilotage Notification and Charges

- 3.1 There is a legal duty for the Master of a vessel to take a Pilot if required by Pilotage Directions issued by the CHA unless the vessel is to be piloted by the holder of a valid PEC. Before entering or leaving the CHA area the Master must give a Pilotage Notification stating that a Pilot is required or that a PEC holder will be undertaking the Pilotage and identifying that PEC holder with the relevant PEC Reference Number.
- 3.2 Any vessel under pilotage in Great Yarmouth Pilotage Area, where a PEC holder undertakes the pilotage, will be subject to a discounted charge for each act of pilotage undertaken as detailed in the port tariff.



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## 4.0 PEC Application


- 4.1 PEC application forms are available from the Great Yarmouth Harbour Office. Completed application forms should be submitted in writing to the Harbour Office.
- 4.2 The application must clearly identify the individual applicant, the vessel or vessels for which the Certificate is to be held, and the area or areas for which it is to be valid.
- 4.3 Vessel and area classifications, along with the number of qualifying pilotage acts, are detailed in Schedule 3.
- 4.4 The latest charges applicable at time of application will be included with the application pack, along with a copy of the process and a copy of the examination syllabus.
- 4.5 The charges associated with the administration, examination and renewal of PECs will be reviewed annually as detailed in the port tariff.

## 5.0 PEC Process


- 5.1 The intention of the PEC process is to assure the Port Authority that the applicant has sufficient theoretical knowledge, practical experience, and exposure to the full range of conditions to safely navigate within the CHA Area.
- 5.2 The process to be followed by any applicant for a PEC is:
  - 5.2.1 On receipt of a completed application form the name and vessel of the applicant will be noted and logged as 'Probationary'.
  - 5.2.2 The Great Yarmouth Pilots will be informed of the application.
  - 5.2.3 The applicant will be invited to undertake the written examination, to ensure a sufficient base level of knowledge to begin the practical assessments.
  - 5.2.4 The applicant may begin logging qualifying acts of pilotage for the area or areas applied for on successful completion of the written examination.
  - 5.2.5 On completing the required number of acts of pilotage for the area or areas applied for in the PEC, the applicant will be required to attend and successfully pass an oral examination on the Port.
  - 5.2.6 The applicant will make a formal written application for award of the PEC.

## 6.0 Standards and Assessment

- 6.1 PEC holders will be required to meet the same examination and practical assessment standards as required for an authorised pilot for that vessel and area of operation.

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- 6.2 The written and oral examinations are designed to ensure an applicant has a sound level of knowledge of the following areas:
- 6.2.1 Radio Telephony.
  - 6.2.2 Passage Planning.
  - 6.2.3 Hydrography of the Port.
  - 6.2.4 Hydrology of the Port.
  - 6.2.5 Port Berths, including types and restrictions.
  - 6.2.6 Shiphandling.
  - 6.2.7 Berthing and Mooring.
  - 6.2.8 Charting.
  - 6.2.9 Meteorology, including prevailing conditions.
- 6.3 All qualifying acts of pilotage must be recorded, witnessed by the applicant and counter signed by the accompanying Authorised Pilot or qualified PEC holder for the vessel for which the application has been made. As a minimum the following information should be recorded for each pilotage act:
- 6.3.1 Date and time of day.
  - 6.3.2 Duration.
  - 6.3.3 Locations from and to.
  - 6.3.4 Vessel details, including draught, machinery state and lading.
  - 6.3.5 Prevailing weather and wind conditions.
  - 6.3.6 The state of tide.
- 6.4 The applicant must be present on the Navigation Bridge for the duration of a PEC qualification or assessment act of pilotage.
- 6.5 The applicant must have understudied the Pilot/PEC holder and/or had effective responsibility for the conduct of the vessel under the direct supervision of the Pilot/PEC holder.
- 6.6 During a qualification or assessment act of pilotage the embarked Pilot or qualified PEC holder retains full responsibility for the conduct of the vessel for the duration of the pilotage.
- 6.7 On completion of each qualifying or assessment act of pilotage the embarked Pilot (where applicable) will provide an immediate verbal debrief to the applicant. They will also provide a short written debrief on the act of pilotage, within 48 hours of the act being undertaken, providing copies to the Harbour Office.

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6.8 After the minimum number of qualifying acts, as laid out in Schedule 3, any consistent deficiencies or negative aspects raised in such reports will be considered by the Pilotage Examination Committee and may result in either:

6.8.1 The applicant being required to undertake additional acts of pilotage to prove capability or;

6.8.2 The application for a PEC being denied.

## 7.0 Pilotage Examination Committee

7.1 The Great Yarmouth Pilotage Examination Committee (GYPEC) consists of the following members:

7.1.1 Lead Marine Operations Manager/Head of Marine SE Cluster.

7.1.2 An experienced Pilot.

7.1.3 Marine Operations Manager – Responsible for Pilotage Management.

7.2 Great Yarmouth Port Authority are the arbiter of Pilotage standards within the Port of Great Yarmouth and retain the powers to issue, deny, suspend, or revoke a PEC, under the Pilotage Act Section 8 (6) & Section 3 of the Marine Navigation Act 2013.

## 8.0 PEC Issue

8.1 On successful completion of the PEC applicant's oral examination, an applicant will formally apply for their PEC to the Great Yarmouth Port Authority.

8.2 The Pilotage Examination Committee will convene and review both the tripping reports and examination results of the applicant prior to making a recommendation to the Great Yarmouth Port Authority. The possible recommendations are:

8.2.1 Issue of a PEC as requested.

8.2.2 Recommendation for a further period of Probationary assessment.


8.2.3 Denial of the requested PEC.

8.3 Great Yarmouth Port Authority will consider the application and recommendation of the GYPEC and may:

8.3.1 Issue a PEC as requested.

8.3.2 Require a further period of Probationary assessment.

8.3.3 Deny the issue of a PEC.

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8.4 A PEC will:

8.4.1 be valid for 12 months from date of issue.

8.4.2 Be uniquely numbered and identified to a single individual.

8.4.3 Be annotated with the name of the vessel or vessels it relates to.

8.4.4 Be annotated with the specific area/areas of operation.

8.4.5 Be non-transferable.

8.5 A PEC holder will be required to strictly conform to all local Pilotage requirements and applicable extant legislation.

## 9.0 PEC Amendments

9.1 Application forms to request to amend a PEC are available from the Great Yarmouth Harbour Office and the Peel Ports website. Completed application forms should be submitted in writing to the Harbour Office.

9.2 The application must clearly identify the individual applicant, the unique number of the PEC, the vessel or vessels, and/or area for which the amendments are required.

9.3 Where a requested amendment for a class of vessel and/or operating area remains within that already awarded to the applicant then the granting of the amendment is likely to be an administrative procedure.

9.4 Where an additional class of vessel and/or operating area is requested then the applicant will have to undertake the required acts of pilotage for the new vessel/area to demonstrate competency. The applicant will not be required to undertake the written or examination as part of the assessment but will require and oral examination for the new area.

9.5 The Port reserves the right to amend the above requirements to those it deems fit and proper to ensure the safe navigation of vessels within the CHA area, dependent on the applicant, requested amendments or prevailing circumstances and conditions.

## 10.0 PEC Renewal


10.1 Holders will be required to renew their PEC annually.

10.2 Renewal will take the following form:

10.2.1 A formal application for renewal must be made in writing to the Harbour Office.

10.2.2 Documented evidence that the applicants, Certificate of Competency for the vessel and holders medical certificate remains valid.

10.2.3 Documented evidence that at least six qualifying acts of pilotage, two of which must have been at night, have been undertaken in the last 12 months.

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10.2.4 A check trip with an Experienced Pilot has been conducted.

10.2.5 Payment of applicable fees as set out in the extant Port Tariff.

10.3 If no application for renewal is received by the renewal date, the PEC will automatically be cancelled at midday on the renewal date.

10.4 If a PEC has been cancelled, through failure to renew, then a Pilot must be embarked for all compulsory moves.

## 11.0 Insufficient Acts of Pilotage

11.1 Where a PEC holder has not achieved the required acts of pilotage to renew a PEC in accordance with Section 10 of this schedule, then a PEC will automatically be cancelled at midday on the renewal date.

11.2 If a PEC has been cancelled, through insufficient acts of pilotage, then a Pilot must be embarked for all compulsory moves.

11.3 Where a PEC has been cancelled, through insufficient acts of pilotage, and the holder wishes to regain their PEC they will have to undertake the full application process as detailed in Section 5.

## 12.0 PEC Revocation or Suspension

12.1 The CHA has the right to suspend or revoke a PEC if:

12.1.1 it is no longer satisfied that the holder has the necessary skills, experience, and local knowledge necessary to safely pilot a vessel within the CHA Area.


12.1.2 it is shown that the holder provided false information in the application for the issue of the PEC.

12.1.3 it is shown that the holder has been guilty of professional misconduct, or in respect of any marine casualty which may have occurred, whilst they were conducting the pilotage of a vessel within any part of the CHA's pilotage area.

12.1.4 it is shown that the holder has breached the Ports drug and alcohol policy whilst they were conducting the pilotage of a vessel within any part of the CHA's pilotage area.

12.1.5 it is no longer satisfied that the holder is medically fit, to safely pilot a vessel within its' CHA's Area.

12.1.6 it is shown that the PEC holder was not piloting the vessel for an act of pilotage for which the CHA had been notified that the holder would be the person in control of the vessel.


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- 12.2 The decision to revoke or suspend a PEC, outside of a formal Revalidation, will be undertaken by the Great Yarmouth Pilotage Misconduct Committee (GYPMC). This committee will comprise:
- 12.2.1 The Port Director.
  - 12.2.2 Lead Marine Operations Manager/Head of Marine SE Cluster.
  - 12.2.3 An experienced Pilot.
- 12.3 The process for suspension or revocation of a PEC is detailed below:
- 12.3.1 The PEC holder will receive formal notification that the CHA is considering taking action to suspend or revoke a PEC.
  - 12.3.2 The PEC holder will be summoned to appear before the Pilotage Misconduct Committee, where they will be able to make a representation and have the opportunity to answer any complaint or charge made against them.
  - 12.3.3 The Pilotage Misconduct Committee will consider the case and issue one of the following rulings:
    - 12.3.3.1 Take no action. The PEC remains as originally issued.
    - 12.3.3.2 Issue a formal written warning to the individual but the PEC remains as originally issued.
    - 12.3.3.3 Suspend the PEC.
    - 12.3.3.4 Revoke the PEC.
- 12.4 A formal warning will last for the duration of the PEC.
- 12.5 Three formal warnings will incur the automatic Suspension of a PEC.
- 12.6 Suspension of a PEC will be for a period of 28 days, or for the next eight acts of pilotage where the individual would be expected to have conducted the pilotage as a PEC, whichever is the longer. The period of suspension will commence from the date of issue of the letter of suspension.
- 12.7 Two suspensions of licence will incur the automatic revocation of a PEC.

## 13.0 Appeals

- 13.1 The Pilotage Act 1987 provides a right for a Pilot/PEC Holder to make representation in the event of a suspension or revocation of a Licence.
- 13.2 In all cases the decisions of the CHA Licensing Committee and Misconduct Committee will be final.



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## 14.0 Safety of Navigation


- 14.1 A PEC holder may be compelled to take a Pilot, if for any reason, it is deemed by the Port Authority or Master that their vessel may be a potential hazard to safe navigation within the CHA Area. Examples are:
- 14.1.1 Vessels carrying dangerous goods or polluting cargoes that have any defects or deficiencies, either of machinery or personnel that may be prejudicial to safe navigation, for example, loss of a radar, reduced manning through sickness.
  - 14.1.2 A vessel with main engine or steering difficulties.
  - 14.1.3 A vessel in distress.
- 14.2 In any such case the Master is required to notify the port at least 2 hours prior the vessels arrival, declaring any defects.

## 15.0 Reporting Navigational Changes

- 15.1 It is the duty of PEC holders to notify the Port, when they observe during an act of pilotage, any alterations in:
- 15.1.1 Depths.
  - 15.1.2 The position of navigable channels.
  - 15.1.3 The position and characteristics of harbour marks and lights.
  - 15.1.4 That any sea marks of the General Lighthouse Authority are out of place, do not conform or show their proper distinctive character.
- 15.2 Such a report can be made immediately via VHF and/or as soon as practicable in writing to the Port.

## 16.0 Reporting Collisions, Groundings and Close Quarter Situations


- 16.1 It is the duty of a PEC holder to notify the Port and Maritime and Coastguard Agency (MCA) immediately, when a vessel piloted by the PEC holder has:
- 16.1.1 Touched the ground.
  - 16.1.2 Been in collision with any other ship, fixed or floating object.
  - 16.1.3 Been in a close quarters' situation with any other ship, fixed or floating object.
- 16.2 As soon as practicable after the incident the PEC Holder shall provide a written report on the occurrence to the Port and the MCA, and in any case within 7 days of the incident.

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- 16.3 Should an incident occur the PEC holder may have their Certificate suspended until completion of the relevant incident investigation.

## 17.0 Reporting Concerns

- 17.1 In accordance with the Port's Marine Safety Management System, PEC holders are required to report to the CHA any concerns they may have regarding the safety of navigation within the Pilotage Area. MCA Marine Guidance Note MGN 289 (M+F) Annex A – Reporting Requirements gives detailed guidance.

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## SCHEDULE 3 - PEC VOYAGE CRITERIA

### 1.0 Pilotage Exemption Certificate

- 1.1 Pursuant to Section 8 of the Pilotage Act 1987 and the Marine Navigation Act 2013, bona fide deck officers with sufficiently high level of skill, experience and local knowledge, of all vessels to which Compulsory Pilotage applies, may be granted a Pilotage Exemption Certificate (PEC) for the geographical area or areas defined in Section 2 and Section 6 of this Schedule after completing the required minimum number of acts of pilotage and passing the requisite examinations for the issue of a PEC.

### 2.0 Minimum Number of Voyages


- 2.1 The table below gives the minimum number of acts of pilotage required for the issue of a PEC for each class of vessel for each Port Area.

Certificate Class	Vessel Length Overall	Minimum Number of Acts of Pilotage
<b>River Port South and Seaward Approaches</b>		
1	Over 86 m	20
2	66 m to 86 m	15
3	51m to 65 m	10
4	Under 50 m	10
<b>River Port South Shifting Exemption</b>		
1	Over 86 m	10
2	66 m to 86 m	10
3	51m to 65 m	10
4	Under 50 m	10
<b>Outer Harbour and Seaward Approaches</b>		
1	Over 150 m	20
2	66 m to 150 m	15
3	51m to 65 m	10
4	Under 50 m	10

- 2.2 Pilotage Exemption Certificates are not currently available for the River Port North area.

### 3.0 Other Qualifiers

- 3.1 Qualifying acts of pilotage will only be counted after successful completion of the written examination.
- 3.2 At least 50% of the requisite acts of pilotage shall have been conducted in the hours of darkness.
- 3.3 At least 75% of the requisite acts of pilotage shall have been inwards (not applicable to Shifting Exemption).

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- 3.4 At least 75% of the requisite acts of pilotage shall have been performed in the vessel for which the certificate is requested.

## 4.0 Exemptions

- 4.1 These requirements shall not apply to vessels less than or equal to 40 metres length overall.
- 4.2 These requirements shall not apply to fishing vessels less than or equal to 47.5 metres length overall.
- 4.3 These requirements shall not apply to British and foreign warships.

## 5.0 Exceptions

- 5.1 Bona fide deck officers with sufficiently high level of skill, experience, and local knowledge, of multi-screw vessels or dredgers may, at the discretion of the Authority, be required to complete only one-half of the specified minimum number of voyages.

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6.0 PEC Areas (seaward approaches not shown)

