



Port of Liverpool



Pilotage Directions

2011

Peel Ports Group

Amended May 2011

Port of Liverpool Pilotage Directions

1. PILOTAGE DIRECTIONS

The Mersey Docks and Harbour Company Limited as the Competent Harbour Authority for the Port of Liverpool and as agent for Associated British Ports Holdings Plc in respect of Garston Docks pursuant to the Pilotage Act of 1987 and in exercise of their powers under Section 7 of the said Act hereby give Pilotage Directions for the Port of Liverpool and for Garston Docks.

2. DEFINITIONS

Unless the context otherwise requires:

- (a) "the Act" means the Pilotage Act 1987 and any statutory amendment or re-enactment thereof.
- (b) "Certificate" means a Pilotage Exemption Certificate granted by the Company.
- (c) "the Company" means The Mersey Docks and Harbour Company Limited, Maritime Centre, Port of Liverpool L21 1 LA
- (d) "Dangerous Goods and/or Harmful Substances" means those cargoes defined as Hazardous Cargoes in paragraph 11 of the General Direction for Navigation in the Port of Liverpool (No. 4) 2000 or any amendment or revision thereof.
- (e) "ISPS" means the International Ship and Port Facility Security Code
- (f) "length" means the overall length of the vessel.
- (g) "Pilotage Manager" means the Pilotage Manager from time to time of the Company.
- (h) "the Port" and "the Port of Liverpool" means the Port of Liverpool as defined in The Mersey Docks and Harbour Act 1971 and any statutory amendment or re-enactment thereof together with the docks at Garston.
- (i) "Port Operations Control" means the Port Operations Control for the Port of Liverpool (Liverpool VTS).
- (j) "Pilot" means a pilot authorised by the Company.

In these Directions, the singular shall include the plural and vice versa and words importing gender shall include any other gender unless the context otherwise requires.

3. COMPULSORY PILOTAGE

- (a) Pilotage shall be compulsory for all vessels 82m and above in length, including a vessel under tow where the length of tug and tow exceeds 82m, navigating within the Port with the exception of those owned or operated by the Corporation of Trinity House of Deptford Strond
- (b) Pilotage shall be compulsory for any vessel less than 82m in length navigating within the Port when:
- (i) carrying Dangerous Goods and/or Harmful Substances, or
 - (ii) the navigation of which is in the opinion of the Company affected by a defect in or damage to the vessel or her equipment or incompetence or inadequacy of the Master or crew, or
 - (iii) navigating within the Port limits solely to adjust her compass.
 - (iv) carrying more than 12 fare-paying passengers
 - (v) in respect of a vessel of more than 50 gross tonnes, the Master or First Mate has not previously navigated that vessel or a vessel of a similar class to that vessel within the Port within the previous 12 months.

4. PILOTAGE EXEMPTION CERTIFICATES

(a) Vessels of 82 metres and above in length

A Certificate for a bona fide Master or First Mate of a vessel of 82m and above in length will be granted by the Company, on examination, and on the written application of such Master or First Mate, provided that such Master or First Mate shall:

- (i) hold a valid Certificate of Competency for the class of vessel to which the Certificate is intended to relate, and
- (ii) have experience of navigation in the Port and knowledge of the Port Byelaws, Port Control System and the English language, which experience is sufficient in the opinion of the Company to enable the applicant to be capable of navigating the vessel of which he is Master or First Mate in the Port and of manoeuvring the said vessel alongside, and
- (iii) have satisfied the Company in examination that he has the skill sufficient for the purpose of piloting the vessel to which the Certificate is to relate within the Port, and
- (iv) as bona fide Master or First Mate of a vessel of substantially the same class as that to which the Certificate is to relate, have performed:
 - not less than 36 trips (18 in, 18 out), or
 - in respect of any vessel of 95m or less in length that does not carry Dangerous Goods and/or Harmful Substances, except for class 3 with flashpoint greater than 23°C in bulk or a dredger, 20 trips (10 in and 10 out).

In each case the trips shall be through the area to which the certificate is to relate and in the case of a dredger, between the dredging area in the area to which the certificate is to relate and the spoil ground.

At least one of such trips shall be undertaken in darkness and all within the period of 12 months immediately preceding the application for a Certificate. During each such trips the applicant must have been with the bridge team of such vessel. The trip in darkness shall preferably be inward bound and shall preferably be under the supervision of a First Class Pilot and the Pilotage Manager.

Where the Company is not satisfied that the necessary experience referred to in paragraph 4(a) (ii) above has been attained, the Company may require such Master or First Mate to perform one or more further trips through the area to which the Certificate is to relate in a vessel of substantially the same class as that of the vessel to which the Certificate will relate, accompanied by a Pilot until it is so satisfied.

(b) Vessels of less than 82 metres in length

A Certificate for a bona fide Master or First Mate of a vessel of less than 82m in length that is required pursuant to these Pilotage Directions to have a Pilot on board, will be granted by the Company, on examination, subject to the same provisions as apply to the granting of a Certificate for Masters and First Mates of vessels of 82m and above in length pursuant to paragraph 4(a) hereof.

(c) Renewal of Certificates

A Certificate will be renewed annually on the first day of January in any year on the written application of the relevant Master or First Mate, provided that the said Master or First Mate shall have performed 24 trips (12 in, 12 out) or in respect of any vessel of 95m or less in length that does not carry Dangerous Goods and/or Harmful Substances in bulk, except for class 3 with flashpoint greater than 23°C in bulk or a dredger, 12 trips (6in, 6 out), through the area to which the Certificate is to relate, including 4 trips (2 in, 2 out) to or from each sub area within the Port to which the Certificate is to relate, in the 12 months preceding the date of renewal as bona fide Master or First Mate of a vessel to which the Certificate relates.

(d) Revalidation of Certificates

Where a certificate is continuously renewed the holder will be subject to a reassessment during the year after the fourth renewal by means of a check ride. If the candidate's performance is satisfactory the subsequent renewal will be classed as a revalidation. If there is any cause to doubt a candidate's performance or evidence that their local knowledge has not been kept up to date, a full re-examination will be required.

(e) Procedure in relation to accidents or incidents involving the holder of a Certificate;

(i) Preliminary Procedure

Following any accident or incident to a vessel within the Port whilst under the charge of a Master or First Mate who is the holder of a Certificate such Master or First Mate shall submit in writing to the Pilotage Manager, and as soon as practicable, a report of the accident or incident.

On receipt of such report the Pilotage Manager of the Company may request an interview with such Master or First Mate who may, if he so wishes be accompanied by a companion.

Having established the facts the Pilotage Manager may take no further action or refer the matter to the Harbour Master who may suspend such Master or First Mate and hold an inquiry.

The Inquiry

The inquiry shall be heard before the Company's Pilotage Committee, which shall be chaired by the Harbour Master and shall include the Pilotage Manager and a Representative of Liverpool Pilotage Services Ltd (LPSL).

The Master or First Mate may, if he so wishes be accompanied by a companion.

The facts of the case and the disciplinary action to be taken shall be submitted to the Company for its endorsement. The Company may take the advice and penalty as so given or reduce it, but shall not increase it nor impose no penalty.

The following actions may be taken in relation to the relevant Master or First Mate:

1. A caution to be recorded and deleted after six months
2. A warning to be recorded and deleted after six months
3. A reprimand to be recorded and deleted after one year
4. A re-qualification and re-examination and / or a check trip.
5. Revocation of Certificate.

Appeal Procedure

The relevant Master or First Mate may within five business days from the date of being informed in writing of the Committee's decision appeal against that decision by notifying the Pilotage Manager in writing of his intention to appeal. The appeal shall be heard by a director of the Company, the Pilotage Manager and a Director of LPSL and their decision will be final.

For the avoidance of doubt, where an appeal against revocation of an authorisation is unsuccessful, the effective date of the revocation will be the date of the inquiry and not the appeal.

(f) Additional Areas

A Master or First Mate holding a Certificate may request that his Certificate be extended to include additional areas of the Port in which case the applicant must complete the

voyages required in 4 (a) for each additional area and demonstrate proficiency in those additional areas by completing a check trip for each additional area. The check trip will include examination of underpinning knowledge. However Area E can only be extended by completing the voyages required in 4 (a) and a full examination for the new area.

There are five designated areas for the purposes of a Certificate namely A,B,C ,D and E as defined below, and within Areas A – D, there are sub areas in the form of river entrances and river berths.

A full Certificate shall have effect within the areas bounded by the outer Port limit (6.5mls west of the Bar Light) to a position in the River Mersey bounded by a straight line drawn on a bearing of 229° T from Stalbridge Dock West Pier Head to Eastham Locks East Pier Head (50ft lock), encompassing all the areas from A to E inclusive.

Area A comprises the area bounded by the said Outer Limits of the Port to a straight line drawn across the approach channel of the Port on a bearing of 052° T from C13 green conical buoy to C10 red can buoy

Area B comprises the area bounded by a straight line drawn across the approach channel on a bearing of 052° T from C13 green conical buoy to C10 red can buoy to a straight line drawn on a bearing of 071° T from the Rock Lighthouse to Gladstone River Entrance West Pier Head.

Area C comprises the area bounded by a straight line drawn on a bearing of 071° T from the Rock Lighthouse to Gladstone River Entrance West Pier Head to a straight line drawn on a bearing of 073° T from the flashing green light on the south end of Cammell Lairds River Wall to the docking lights at Brunswick Dock.

Area D comprises the area bounded by a straight line drawn on a bearing of 073° T from the flashing green light on the south end of Cammell Lairds River Wall to the docking lights at Brunswick Dock to a straight line drawn on a bearing of 229° T from Stalbridge Dock West Pier Head to Eastham Locks East Pier Head (50ft lock).

Area E shall comprise an area bounded by the Liverpool Internal Dock System. A certificate for this area in addition to the general tripping requirements shall require the master or bona fide first mate to have navigated that vessel or that class of vessel for at least 3 calendar months in Area E. A qualifying trip within area E is defined as any movement between two different berths where the vessel is securely made fast at such berth.

A Certificate may be issued restricted as to the river entrance or river berth in respect of

which it is to have effect and the relevant river entrance or river berth in respect of which such restricted Certificate it is to have effect will be identified as follows;-

Gladstone River Entrance -	Area	C1
Langton River Entrance		C2
Seacombe / Woodside Stages		C3
Alfred River Entrance		C4
Liverpool Landing Stage		C5
12 Quays		C6
Cammell Lairds		C7
Tranmere Oil Stage		D1
Eastham / Bromborough River Wall		D2
Garston		D3

5. BOARDING AND DISEMBARKING STATIONS

(a) The sea stations for the boarding and disembarking of Pilots from and to pilot boats shall be as follows:

- (i) Liverpool Bar Station, which is situated in the vicinity of the Bar Buoy which is positioned at a point approximately 53 32'N 3 21'W, or such other location as may be nominated from time to time by the Company;
- (ii) In the case of bad weather or at the request of the Master or for large vessels on certain trades as specified from time to time by the Company; Lynas Station which is situated off Point Lynas, Anglesey at a point approximately 53 25'N 4 17'W or such other location as may be nominated from time to time by the Company.

6. VESSELS WARPING IN THE PORT OR MOVING WITHIN GARSTON DOCKS

A vessel which is being warped from one berth to another within an enclosed dock in the Port and without the release of mooring lines shall not be required to have a Pilot on board. A vessel which is being moved from one berth to another with the assistance of a tug or tugs, shore based machinery or with use of engines within an enclosed dock in the Port shall be required to have a Pilot on board. A vessel which is being moved from a berth or point within Garston Docks to another berth or point within Garston Docks without entering the River Mersey shall not be required to have a Pilot on board.

7. ESTIMATED TIME OF ARRIVAL

(a) Inward Bound Vessels

- (i) An Estimated Time of Arrival message ("ETA") shall be sent to the

Port Operations Control for each inward bound vessel for which a Pilot is required. The ETA must be received at the Port Operations Control at least 24 hours before the expected time of arrival of the relevant vessel at the Pilot Station at which the Pilot is to be boarded, and shall state:

Ship's name, draft, Gross Tonnage, overall length, destination, date and time of expected arrival of the vessel, the Pilot Station at which the Pilot is to be taken, last port of call, ISPS security level relating to the relevant vessel and origin of message.

(ii) If a vessel will not arrive within 3 hours after the time specified in the ETA, an amended ETA must be sent to the Port Operations Control at least 8 hours before the time stated in the original ETA (and at least 12 hours before the new ETA).

(iii) If a voyage is of less than 24 hours duration, a vessel shall be required to give the ETA to Port Operations Control immediately on leaving its last port prior to arriving at the Port.

(iv) If a vessel fails to arrive at the relevant Pilot Station within 6 hours after the time stated in the last ETA notification, the ETA shall be deemed to have lapsed.

(v) Failure to comply with the above requirements will result in an increase of pilotage charges payable for the vessel, as provided in the schedule of Pilotage Charges.

(b) Outward Bound Vessels

(i) An Estimated Time of Departure message ("ETD") shall be sent to the Port Operations Control for each outward bound vessel and each vessel to be moved solely within the Port and for which a Pilot is required. The ETD must be received at the Port Operations Control at least 3 hours before the intended departure time of the relevant vessel and shall state the vessel's position, estimated time of departure, Gross Tonnage, overall length, next port of call and her sailing draft.

(ii) When a Pilot is required for an outward bound vessel or a vessel moving solely within the Port at less than 3 hours notice, a Pilot will be supplied as soon as possible but an additional charge shall be payable as provided in the schedule of Port Charges.

8. COMMUNICATIONS

(a) Email address: vts.pilotage@merseydocks.co.uk

(b) Vessels wishing to communicate with the Lynas Pilot Station by VHF should call "Lynas Pilot" on Channel 9. Channel 16 may be used to establish initial contact.

(c) Vessels wishing to communicate with the Liverpool Bar Pilot VHF should call, "Liverpool Bar Pilot" on Channel 11, or Channel 12. Channel 16 may be used to establish initial contact.

(d) Port Operations Control - Liverpool has the following telephone numbers:

Duty Officers 0151 949 6134 / 6135

Booking of Pilots 0151 949 6131 / 6133 / 6137

Fax 0151 949 6090