



Ymddiriedolaeth Harbwr Caernarfon Harbour Trust (YHCHT) PMSC V1 2015

## **MENAI STRAIT PILOTAGE DISTRICT**

### **PILOTAGE DIRECTIONS**

These Pilotage Directions are made by the Caernarfon Harbour Trust, a Competent Harbour Authority (CHA) within the meaning of the Pilotage Act 1987, in exercise of its powers under Section 7 of that Act.

#### **Commencement**

These Pilotage Directions supersede all previous Pilotage Directions and came into force on the 11<sup>th</sup> January 2018 and remain in force until varied or supplemented by the Harbour Master who will advise all necessary changes, as and when required, generally by publishing on [www.caernarfonharbourtrust.org.uk](http://www.caernarfonharbourtrust.org.uk)

#### **Geographical Area**

Limits of jurisdiction for the purposes of pilotage shall include all that water within the Menai Strait, bounded by:

**Southern Limit:** An imaginary line joining positions 53° 09.6' N 004° 25.7'W (Malltraeth Bay); 53° 05.0'N 004° 32.15'W (Caernarfon bay) and 53° 00.55'N 004° 23.58'W (Afon Hen, Clynnog).

**Northern Limit:** An imaginary line drawn from Trwyn Dinmor in position 53° 18.8'N 004° 03.8'W to the Dinmor Bank Buoy in position 53° 19.35'N 004° 03.25' W to the NE tip of Puffin Island in position 53° 19.3'N 004° 01.15'W to Penmaenmawr Point in position 53° 16.05'N 003° 57.00'W.

#### **Boarding and Landing Areas:**

N.E. Entrance: Normally off Dinmor buoy.

S.W.Entrance: Normally off Caernarfon Bar.

**Use of an Assistant Pilot:** The circumstances in which an authorised pilot is to be accompanied by an assistant who is also an authorised pilot/Trainee Pilot, shall be determined by the Harbour Master, taking into account the size, characteristics of the vessel, its equipment, cargo, crew, meteorological conditions or any other relevant factors.

**PILOTAGE IS COMPULSORY** for the following categories of vessel within the Menai Strait between the Northern and Southern Limits of the Pilotage District:

1. PASSENGER VESSELS OVER 20 METRES IN LENGTH.
2. ALL VESSELS OVER 50 METERS IN LENGTH
3. ALL VESSELS OVER 1500 G.T.
4. VESSELS ENGAGED IN TOWING WHERE THE COMBINED LENGTH OF THE TOWING VESSEL AND THE TOW IS 50M IN LENGTH OR MORE.
5. VESSELS THAT YHCHT DEEM TO REQUIRE A PILOT IN THE INTEREST OF SAFE NAVIGATION
6. VESSELS CARRYING HAZARDOUS CARGO. AS DEFINED IN MGN 340 (IDGM)

#### **ADDITIONAL FOR VESSELS MAKING PASSAGE THROUGH THE SWELLIES CHANNEL:**

7. EVERY VESSEL HOLDING A PASSENGER CERTIFICATE, AND CARRYING PASSENGERS
8. ALL VESSELS IN EXCESS OF 3.5 METRES DRAFT AND/OR 50 METRES IN LENGTH, AND/OR IN EXCESS OF 500 G.T.

References to the tonnage of a ship are references to the vessel's gross tonnage ascertained in accordance with the International Convention on Tonnage Measurement of Ships 1969.



## **PILOTAGE REGULATIONS**

### **Procedure for Obtaining the Services of a Pilot:**

Sufficient notice must be given for the services of a Menai Strait Pilot. Non-compliance with the described ordering procedure may result in delay to the vessel or a surcharge.

A provisional order for the services of a Pilot should be made at least 72 Hours in advance, and confirmed 24 Hours in advance with:

The Harbour Master, Harbour Office, Slate Quay Caernarfon, Gwynedd, LL55 2PB.

**Tel. No:** 01286672118. **E-mail:** [hm@caernarfonharbour.org.uk](mailto:hm@caernarfonharbour.org.uk)

Outside normal office hours, or in an emergency, the Harbour Master may be contacted directly on:  
**Tel. No.** 07725 190438.

The following details should be provided when making a provisional order for a Pilot, together with any additional vessel details that may be requested by the Harbour Master:

- Ship name, IMO number, MMSI number, Call sign
- Last Port of call, Next Port of call
- ETA, ETD
- Total number of persons on-board
- Maximum draught fore and aft in metres (on arrival and on departure)
- Length, breadth, gross tonnage and ship type
- Cargo on board
- A full description of propulsion and steerage arrangements
- Defects, damage, deficiencies, limitations
- Name, address and phone number of agent, captain or operator

**To avoid any misunderstanding of instructions, the above details must be given through email.**

### **Local Radio Communications:**

The Pilot Boat will normally be at or near the boarding/landing position in anticipation of the vessel's arrival, and will be keeping a listening watch on VHF Channel 16 - Call sign is "Menai Strait Pilot"; or "Port Penrhyn Pilot" for vessels visiting Port Penrhyn. The working channel is normally VHF Channel 14.

During normal office hours, the Caernarfon Harbour Office maintains a listening watch on VHF Channel 16 - Call Sign "Caernarfon Harbour".

The Harbour Office at Port Penrhyn is manned in anticipation of a vessel's arrival and maintains a listening watch on VHF Channel 16 - Call sign "Port Penrhyn Harbour".

### **Boarding and Landing during adverse weather conditions:**

The normal boarding and landing positions at both entrances to the Menai Strait are in exposed locations. Vessels may be delayed until the onset of suitable sea/weather conditions.

In exceptional circumstances, the authorised Pilot may request that a vessel proceeds to a position within the Pilotage limit where boarding or landing may be possible. Such request will only be given if the authorised Pilot and Master of the vessel concerned are agreed it is safe to do so.



### **Non-Availability of Pilots:**

Vessels for which pilotage is compulsory under the Pilotage Directions but for which no Pilot is immediately available, shall not navigate within the Menai Strait Pilotage District without having obtained permission from the Harbour Master.

### **Reduced Visibility:**

Vessels for which pilotage is compulsory will not normally be allowed to enter the approach channel if the visibility on any part of the intended passage is less than 2 cables. Any vessel not fitted with a working radar installation should not navigate within the Menai Strait Pilotage District if visibility is less than 3 cables. Should a vessel experience a further reduction in visibility after entering the district, the vessel may proceed only if the authorised Pilot and Master of the vessel concerned are agreed it is safe to do so. International Regulations for Preventing Collisions at Sea, Rule 19 applies within the Menai Strait Pilotage District.

## **PILOTAGE EXEMPTION CERTIFICATES (PECs)**

### **Introduction**

The Pilotage Act 1987 lays down the requirements for granting, suspending and revoking pilotage exemption certificates, and nothing in these guidelines is to be understood as preventing the CHA from fulfilling its statutory duties under that Act. They are issued as guidance for the benefit of applicants for and holders of PECs.

The standards for PECs must not be more onerous than those required for an Authorised Menai Strait Pilot; but they should be equivalent. A PEC relates to a particular vessel or vessels and may have restrictions imposed.

PECs for the Menai Strait Pilotage District will be granted by the Authority in the circumstances described below.

### **Geographical Area**

PECs may be issued for the whole or a specified part of the Menai Strait Pilotage District, subject to an assessment of the skill, experience and local knowledge of the applicant.

### **Eligibility for a PEC**

The Authority may grant a PEC to applicants who are bona fide the Master or First Mate of a vessel (or Skipper holding a Boatmasters with Passenger carrying endorsement) subject to compulsory Pilotage within the Menai Strait Pilotage District. The granting of a PEC will be by examination.

Applicants for a PEC shall be required to satisfy the CHA as to the following:

- i. The applicant holds a valid Certificate of Competence that entitles him/her to hold the position of Master, First Mate or Skipper for the class of vessel for which the application is being made.
- ii. The applicant has a current medical certificate attesting to his/her fitness.
- iii. The applicant has undertaken a minimum of 6 inward and 6 outward trips, accompanied by an Authorised Menai Strait Pilot and conducted within the last 12 months. At least 1 inward and 1 outward trip must be undertaken during the hours of darkness.
- iv. The applicant is able to communicate effectively in English.



Note – tripping should be undertaken in the specific area for which a PEC is required and on the ship, or class of ship, in which the PEC is to be used.

### **Application for a PEC Examination**

Application for a Pilotage Exemption Certificate should be made on the appropriate form which is available on request from the Harbour Master. The form should be completed in full and should be countersigned by the ship owner/operator (if appropriate).

The application must be accompanied with copies of the following valid documents:

- The applicant's Certificate of Competency.
- The applicant's Medical Certificate.

### **Details of the PEC Examination**

A PEC Examination will normally be conducted by the Authority's Harbour Master and the Senior Menai Strait Pilot. A practical assessment may be undertaken on-board the vessel named in the application and during passage within the specified area for which a PEC is required. This will enable the assessors to confirm that the candidate's skill, experience and local knowledge is sufficient for him/her to pilot the ship safely throughout the PEC area. The assessment will also include an oral examination at which, amongst other matters, the candidate will be expected to demonstrate a clear working knowledge of the English language. The Authority reserves the right to conduct the examination at a date, time and place determined by the Authority.

### **Examination Syllabus**

Prior to the examination the applicant will be required to produce a passage plan for the area for which an exemption certificate is required. The passage plan should include the following information and should be presented during the examination:-

- Navigation to/from berth with prudent margins of safety.
- A list of the charts to be used and navigational publication references relevant to the route.
- A list of the planned courses, distances, and course alteration points; taking into account the vessel's turning circle at the planned speed and any expected effect of tidal streams and currents.
- Abort points for phases of critical navigation such as entering a confined channel, port approach, harbour entry or commitment to berthing manoeuvre.
- Information on safe speed in relation to avoidance of wash/wake generation and the safety of small craft and persons close to the shore.
- Restricted areas and zones (e.g. areas where the vessel cannot safely navigate due to draught and available depth of water).
- Blind pilotage information.
- Parallel index plans, transit marks, clearing marks/bearings and distances.
- Positions where a change of machinery status is required.
- Radio navigation information and weather services.
- Contingency plans for alternative action in the event of severe weather conditions or an emergency necessitating abandonment of the normal plan, including safe anchorages.
- Any additional navigational instructions and best practice particular to the route.

N.B. The passage plan can be produced on the appropriate chart and accompanied by relevant notes.



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During the examination the following criteria shall be amongst those applied when assessing a candidate's skill, knowledge and experience:

### The Application to Pilotage of:

- International Regulations for Preventing Collisions at Sea 1972
- International Association of Lighthouse Authorities (IALA) Maritime Buoyage System A, General principles and rules.
- Appropriate Bye-Laws, Regulations and Directions for Navigating in the Pilotage area.
- Communication procedures as applicable for the PEC area.
- "M" Notices relating to pilotage.
- Relevant Local Notices to Mariners affecting the CHA pilotage area.

### Experience and Local Knowledge:

The candidate's experience will be determined by his/her ability to demonstrate detailed local knowledge pertinent to the area for which he or she is being examined with particular reference to:

- Coastal features.
- Names of the channels and fairways including those available in an emergency.
- The names of channel reaches, headlands, points and shoals in the area.
- Any clearing marks / transits / bearings by day or night which may be used as an aid to safe navigation.
- The approximate width of the various channels.
- The bearing and distance from one buoy to another on each side of the channel.
- The fairway courses and distances in the area.
- The depths of water throughout the area, particularly at areas critical to navigation (e.g. shoals), and where the vessel might safely depart from the main fairways in the district.
- The use of sounding equipment and anticipated under keel clearance.
- Knowledge of the set, rate, rise and duration of the tides and the use of Tide Tables. An appreciation of the rate of rise/fall for various states of tide.
- General direction of tidal streams and strongest rates and directions predicted at key locations.
- Knowledge of atmospheric conditions and wind directions that may result in a reduction to the predicted height of tide.
  
- Knowledge of the prevailing winds and the effect of various wind directions/strengths on the vessel, both during passage and during berthing/unberthing. Knowledge of sea conditions that may be expected for various wind directions/strengths.
- Traffic movement and patterns within the district. Knowledge of areas of recreational craft activity and yacht racing starting points will be expected. Knowledge of commercial craft activity within the district, including mussel fishing areas etc.
- Knowledge of berthing/unberthing manoeuvres and limitations for each berth pertinent to the area for which the candidate is being examined (including depths, drying heights, approach channels, available swinging room, tide set etc.).
- An appreciation of squat and the use of under keel clearances when passage planning. Knowledge of the effect of swell on under keel clearance, where applicable.
- The names and characteristics of lights, their ranges and arcs of visibility, including any fog signals where fitted.
- The names and characteristics of buoys, beacons, and other sea marks, including any fog signals where fitted



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- Significant radar patterns of aids to navigation / coastal features and the use of parallel indexing.
- Anchorages, their position, use and limitations.
- Prohibited areas / submarine cables, pipelines etc.
- Ship handling characteristics of own vessel, squat and interaction with other vessels.
- Limitations and restriction of other vessels requiring special consideration.
- A practical assessment by demonstration of ship handling ability in the prevailing conditions.
- Knowledge of Port and Pilotage limits.
- Emergency Plans, Oil Spill Contingency Plans applicable to the exemption area.
- Restricted visibility procedures.
- Any other relevant information at the discretion of the Examiners.

Before applying for a PEC, applicants should ensure that they are thoroughly acquainted with the above.

### **Re-examination in the case of failure**

After first failure re-examination will be at the discretion of the Harbour Master, but not normally within one month. After subsequent failure re-examination will not normally be conducted within three months of the latest failure.

### **Obligations and requirements of PEC holders**

Exemption certificate holders and their employers are accountable to the issuing Harbour Authority for the proper use of the certificate. The holder of a PEC shall not allow any other person to have possession of his/her PEC for the improper use thereof.

The following conditions of use will apply when a vessel is being navigated by a PEC holder within the exemption area:

- No other duties whilst conducting pilotage.
- The PEC holder will be expected to be adequately rested and fit.
- The PEC holder must remain on the bridge at all times whilst the vessel is underway.
- There should be adequate bridge manning levels and support for the PEC holder.
- The PEC holder will be expected to keep up to date with navigational changes which may occur in the exemption area(s).
- Any incidents (including collisions, groundings and close quarters situations) should be reported to the Harbour Master without delay, with written report to follow if requested.
- Any defective Aids to Navigation or any concerns about the safety of navigation in the Pilotage Area should be reported to the Harbour Master as soon as practicable.
- Any on-board defects that may have an effect on the navigation of the vessel should be reported to the Harbour Master and in any case, before entering the Pilotage District.



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If the vessel is not actually being navigated under the pilotage of a Master or bona fide First Mate who has a valid PEC for the ship, it becomes liable to take a pilot where pilotage directions apply. The vessel is not exempt merely by virtue of having a certificate holder on board.

The PEC holder will be required to notify the CHA of any passages conducted within the exemption area. Where a vessel is piloted in the Menai Strait Pilotage District by a Master or First Mate who holds a current Pilotage Exemption Certificate for the District in respect of that vessel, the CHA will levy a Pilotage Exemption Fee equivalent to 10% of the scheduled Pilotage Charge.

### Renewal of a PEC

PECs are valid for one year from date of issue and renewal will depend upon the CHA being satisfied with the conduct of the PEC holder. The PEC will only be renewed subject to evidence of the following being provided:

- i. The holder's Certificate of Competence remains valid.
- ii. The holder has a current medical certificate attesting to his/her fitness.
- iii. The holder has conducted a minimum of 4 inward and 4 outward passages within the last 12 months.

Applications for renewal must be made in good time (no less than two weeks before the renewal date) and on the appropriate form which is available on request from the Harbour Master.

Where a PEC is not renewed continuously, any subsequent application by the previous PEC holder will require a further assessment and examination.

Where a PEC is continuously renewed, the holder will be fully re-assessed and re-examined every five years.

### Suspension or Revocation of a Pilotage Exemption Certificate

The Caernarfon Harbour Trust may suspend or revoke a PEC granted by it if it appears that the holder has been guilty of misconduct or incompetence affecting his/her ability to pilot the vessel.

### Temporary Withdrawal of a PEC

Where a PEC holder has been involved in an incident in which the safety of navigation may be compromised, the Caernarfon Harbour Trust may, in the interests of safety, temporarily suspend the PEC after written notice setting out its reasons and giving the PEC holder a reasonable opportunity of making representations pending formal investigation of the incident.

Where the Certificate of Competency or Medical Certificate of a PEC holder is found invalid, the PEC will be withdrawn pending production of valid documents.

### Pilotage Exemption Certificate Fees

I.	Examination Fee	£240.00
II.	Compulsory PEC assessment trip charge	As per normal Pilotage Charges
III.	Grant of a Certificate without Examination	£100.00
IV.	Grant of a Certificate after Examination	£50.00
V.	Annual Renewal of a Certificate	£50.00
VI.	Additions/Amendments to a Certificate	£50.00