



PILOTAGE DIRECTIONS

The Gloucester Harbour Trustees is the Competent Harbour Authority for the Gloucester Harbour under the Pilotage Act 1987 and responsible for the provision of a pilotage service in the Harbour area. Under the powers contained in Section 7 of this Act, the Trustees hereby make the following Pilotage Directions which come into force on 1 June 2010 and supersede all previous Directions.

- I Pilotage shall be compulsory within the Gloucester Harbour, as currently defined in Article 11 of the Gloucester Harbour Revision (Constitution) Order 2002 including its approaches, for the following vessels:
 - i) All vessels whose length overall is 30 metres or above (see note (a) below)
 - ii) All vessels carrying dangerous or polluting goods as specified in Statutory Instrument 1987 No. 37 'The Dangerous Substances in Harbour Areas Regulations 1987' and Statutory Instrument 1995 No 2498 'The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995'
 - iii) All vessels carrying more than 12 passengers.
- NB:
 - a) The overall length of the ship, in metres, is measured from the foremost part of the stem to the aftermost part of the stern, including any fixed projections extending beyond the stem and stern.
 - b) In the case of two or more vessels being attached to each other, such as when engaged in towing, pushing or lashed alongside, the sum of the overall length of each vessel shall determine whether or not the criteria for compulsory pilotage are met.
 - c) A tug responding to an emergency call from either a vessel being piloted by an authorised pilot or a vessel under the command of the holder of a pilotage exemption certificate shall not be subject to compulsory pilotage.
- 2 These Pilotage Directions shall not apply to ships of less than 20 metres in length or to fishing boats with a registered length of less than 47.5 metres (as set out Section 7 (3) of the Pilotage Act 1987).
- 3 All vessels subject to compulsory pilotage shall, when entering or leaving the harbour approaches, board or land their pilot in the vicinity of Breaksea Light Float (51° 20' N, 3° 19' W) (Chart BA1152) or at such other location as may be notified to meet operational requirements.
- 4 The current procedure for ordering the services of a pilot to any vessel is set out in Notice to Mariners 8/09 (Appendix 1).
- 5 The Harbour Master may require, on the advice of the authorised pilot intending to provide pilotage to a vessel subject to compulsory pilotage, that the authorised pilot shall be accompanied by an assistant who is also an authorised pilot. An illustration of the type of criteria which may be taken into account by the authorised pilot and Harbour Master are set out in Appendix 2.

- 6 As set out in Section 18 of the Pilotage Act 1987, the Master of any vessel subject to compulsory pilotage or any vessel requesting pilotage services is required to provide details of the ship's dimensions and all other information relevant to the ship and its cargo which may affect passage through the compulsory area. Further details are set out in NTM 8/09 (Appendix 1).

In particular, the Master must inform the pilot of any defect in or any matter peculiar to the ship and its machinery and equipment which might materially affect the navigation of the ship.

- 7 The procedures for the training, examining and licensing of pilots are set out in a document issued from time to time by the Gloucester Harbour Trustees.

- 8 Pilotage Exemption Certificates may be applied for in accordance with the provisions of Section 8 of the Pilotage Act 1987. The criteria for granting Pilotage Exemption Certificates are set out in a document issued from time to time by the Gloucester Harbour Trustees.

- 9 In these Pilotage Directions:-

'Harbour Master' means the Harbour Master for the time being of the Gloucester Harbour Trustees or his relief.

- 10 Nothing contained in these Directions relieves the Master of his overriding obligation to ensure the safe conduct of his vessel.

Gloucester Harbour Trustees
Navigation House
The Docks
Sharpness
Berkeley
GL13 9UD

21 May 2010

GLOUCESTER HARBOUR TRUSTEES

NOTICE TO MARINERS NO. 8/09

PILOTAGE ORDERS AND PROCEDURES EFFECTIVE FROM 1 DECEMBER 2009

Masters of all vessels that are not represented by an agent accredited with the Gloucester Harbour Trustees are advised that orders for pilotage **must** be accompanied at the time of ordering by the information set out in (2) (below) and additionally:

- The full name and address of the vessel's owners
- A telephone number for the owners
- Confirmation that payment for services will be made at the conclusion of the passage

The above information may be provided either directly to Gloucester Harbour Trustees or via the duty pilot.

Orders for pilotage without payment will not be accepted without the prior agreement of the Trustees, who may be contacted at:

Navigation House
The Docks
Sharpness
Berkeley
GL13 9UD

or by telephone on 01453 811913.

These requirements will also apply to vessels subject to Pilotage Directions intending to use the drydocks at Sharpness or Gloucester and vessels attending Gloucester Docks for other purposes.

I. OPERATIONAL CONSTRAINTS

The boarding of inward bound vessels by the Bristol pilot cutter normally takes place between the Breaksea Light and Barry Roads between 6 to 4 hours before high water at Sharpness.

The departure of vessels outwards from Sharpness normally takes place between 2 hours before to 30 minutes after high water at Sharpness depending on tidal constraints.

NB For operational purposes within the impounded dock, vessels may be expected to leave their berth and enter the lock or basin up to 3½ hours before high water Sharpness. (Small vessels may occasionally leave their berth at a time closer to high water Sharpness).

Information on movements between Sharpness and local ports (when the pilot cutter is not required) is available from the duty pilot on request.

Factors such as ship dimensions, draught in fresh water, speed, equipment and condition combined with tidal and weather conditions are critical to a safe and expeditious passage. Full co-operation from ships' agents, masters and owners is essential in providing information on a vessel's status and dimensions and in updating its ETA and ETD, otherwise delays and liability for additional charges may be incurred.

2. ORDERING OF PILOT SERVICES

Ships' agents, masters and owners should direct orders for pilotage to the Trustees' duty pilot.

- Orders should be placed by telephone on 07774 226143 during duty watch hours which are 0800 to 1800 Monday to Friday and 0800 to 1200 on Saturday (excepting Christmas Day.) A minimum of 24 hours' notice of ETA at the Breaksea Light is required for inward bound vessels, and a minimum of 8 hours' notice before high water at Sharpness for outward bound vessels.
- Late booking fees as set out in the Trustees' current list of charges will be imposed in the following circumstances:
 - (a) Orders for pilots outside duty watch hours
 - (b) Orders received for inward bound vessels less than 10 hours before high water at Sharpness
 - (c) Orders received for outward bound vessels less than 4 hours before high water at Sharpness

The duty pilot **must** be provided with the following information at the time of ordering:

- (a) ETA or ETD
- (b) Summer Dead Weight (SDWT)
- (c) Maximum draught in fresh water
- (d) Speed
- (e) Air draught above the waterline
- (f) Any other information relevant to the navigational status of the vessel

NB: Failure to provide accurate information as required above may compromise the ability of the vessel to dock at Sharpness under marginal conditions.

3. INWARD BOUND VESSELS - ETA

Confirmation of ETA at boarding area 'C' (latitude 51° 21'.50N longitude 3° 15'.50W) must be provided by telephone to the duty pilot by masters or their agents at least 24 hours in advance.

Vessels whose transit time from the departure port to the pilot station is expected to be less than 24 hours must contact the duty pilot as soon as possible after departure.

Failure to comply with this procedure may result in the pilot not being present at the Boarding and Landing Station at the appropriate time with consequent delay to the vessel.

4. OUTWARD BOUND VESSELS - ETD

Masters of vessels outward bound from Sharpness, and sailing before 1200 local time, must agree their ETD with the duty pilot by telephone, either directly or through their agent, before 1800 local time on the previous day. When vessels are sailing after 1200 local time, ETD must be agreed with the Duty Pilot a minimum of 4 hours beforehand. In both cases the agreed ETD must be confirmed by the master directly to the Sharpness Pierhead two and one half hours beforehand.

ETD arrangements for Chepstow and Lydney will be advised on request.

5. BOARDING AND LANDING OF PILOTS

Pilots are normally boarded and landed between the Breaksea Light and Barry Roads by the Bristol pilot cutter which keeps a continuous listening watch on VHF channel 06.

Masters bound inward should make radio contact with the cutter at least one hour before their arrival off the Breaksea Light using the call sign 'GLOUCESTER PILOT'. The master will then be given instructions on the position and time of the boarding of the pilot.

6. CANCELLATION AND POSTPONEMENT OF PILOT SERVICES

Ships' agents, masters or owners may cancel or amend an order for pilotage services during the duty watch period without charge provided that the following notice is given.

- (a) Inward bound vessels at least ten hours before high water at Sharpness for
- (b) Outward bound vessels at least four hours before high water Sharpness and at least four hours before high water Chepstow or Lydney.

Cancellation or postponement of an order for pilotage services with less than the above notice or outside duty watch hours will result in the imposition of cancellation or postponement charges as set out in the Trustees' current list of pilotage charges.

Notice to Mariners 05/2002 is cancelled with effect from 30 November 2009

Notices to Mariners in force may be viewed on the Trustees' website:

www.gloucesterharbourtrustees.org.uk

Positions given relate to the WGS84 datum.

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of their vessels or craft.

M Johnson
Marine Officer

01 December 2009.

TYPE OF CRITERIA TO BE TAKEN INTO ACCOUNT WHEN REACHING A DECISION UNDER SECTION 5

- i) where the vessel is of 2500 dwt and over
- ii) where the vessel is of 13.75m (45 ft.) beam and over
- iii) where the vessel is of 86.0m (282 ft.) length overall and over
- iv) where the vessel's under-keel clearance on arrival off Sharpness Dock is not anticipated to be more than the minimum clearance required by Sharpness Port Authority plus 0.25m.
- v) where the vessel's main or auxiliary machinery, control systems, navigational or communications equipment cannot be stated by the Master to be free from defect and where such defect may adversely affect the safety of the vessel during transit
- vi) where the vessel's structure, equipment, cargo or any obstruction can restrict the Pilot's forward viewing or impair the safe navigation of the vessel
- vii) where weather or tidal conditions are adverse
- viii) where the vessel is carrying a hazardous, toxic or potentially polluting cargo
- ix) where there is reason to doubt that the bridge staff have a sufficient command of the English language to be able to respond correctly and without delay to the Pilot's directions.

NB This list is not to be regarded as covering all circumstances in which the engagement of an assistant is necessary or desirable.