

Pilotage Directions 2015

1. Commencement

These Pilotage Directions shall come into force on 1st January 2015 on which date the existing Pilotage Directions are revoked.

2. Short Title

These Pilotage Directions may be cited as the Londonderry Port & Harbour Commissioners Pilotage Directions 2015 and are made by the Londonderry Port & Harbour Commissioners, a competent harbour authority within the meaning of the Pilotage Act 1987, in exercise of its powers under Section 7 of that Act.

3. Definitions and Interpretations

- a) In these Directions the following words and phrases have the following meanings (and cognate expressions shall be construed accordingly):
 - b) "CD" means Chart Datum;
 - c) "Channel" means the dredged channel that extends inward from the Redcastle NE beacon to Culmore Point;
 - d) "COLREGS" means the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended;
 - e) "dangerous goods" means goods classified in the IMDG Code or in any other IMO publication referred to as dangerous for carriage by sea, and any other substance or goods the properties of which might be dangerous if that substance or those goods were carried by sea, and includes empty receptacles, residues in empty tanks or cargo holds which have been used previously for the carriage of dangerous goods unless such receptacles, empty tanks or cargo holds have been cleaned and dried, purged, gas freed or ventilated as appropriate or in the case of radioactive materials have been both cleaned and adequately closed; but the expression shall not include goods forming part of the equipment or stores of the ship in which they are carried;

- f) "Pilot boat" means a ship employed in pilotage services and operated and approved by the Londonderry Port & Harbour Commissioners in accordance with section 6(1)(a) of the Pilotage Act 1987.
- g) "Harbour Master" means a person appointed by the Londonderry Port & Harbour Commissioners to be a Harbourmaster and includes the deputies and assistants of a person so appointed;
- h) "length overall" means the maximum length of a vessel from the two points on the hull most distant from each other including any overhanging structure, measured perpendicular to the waterline, where a ship's length is given it is the length overall;
- i) "marine pollutants in bulk" means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions "in Bulk" means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included;
- j) "Master" includes every person (except a pilot) having command or charge of a ship for the time being and, in relation to a fishing vessel, means the skipper;
- k) "Pilot" means a person authorised under Section 3 of the Pilotage Act 1987 to act as a pilot for the relevant area within Pilotage Limits;
- l) "Pilotage Exemption Certificate" means a certificate issued by Londonderry Port and Harbour Commissioners as the competent harbour authority in accordance with section 8 of the Pilotage Act 1987;
- m) "Pilotage Limits" means the limits of pilotage prescribed in the Londonderry Port and Harbour (Variation of Pilotage Limits) Order (Northern Ireland) 2002 namely:

that area within Lough Foyle which extends from Craigavon Bridge at Londonderry to a line drawn from the Tower on Magilligan Point to Greencastle Fort (The Inner Area),

and so much of the sea that lies within the following positions:

- (a) Magilligan Point (Latitude 55O 11.60 North, Longitude 006O 57.90 West) to position
- (b) Latitude 55O 13.60 North, Longitude 006O 51.00 West then North to position
- (c) Latitude 55O 15.50 North, Longitude 006O 51.00 West. then West to position
- (d) Latitude 55O 15.50 North, Longitude 006O 55.30 West

then South to position

(e) Latitude 55O 14.20 North, Longitude 006O 55.30 West (The Outer Area);

- n) “ship” means every description of vessel used in navigation and includes every description of watercraft used, or capable of being used, as a means of transportation on the water and fishing boats;
- o) “STCW” means The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended;
- p) “underway” means not at anchor, or made fast to the shore, or aground;
- q) “Vegetable and/or Edible Oils” means oils derived from vegetable and animal sources;
- r) “vessel” means any craft howsoever propelled used or capable of being used as a means of transportation on the water;
- s) In these Directions, unless the context otherwise requires:
- t) vegetable and edible oils are deemed to be Marine Pollutants;
- u) words importing the singular shall be construed as importing the plural and vice versa;
- v) the Direction headings do not form part of or affect the construction or interpretation of the Directions.

4. Application

- (1) These Pilotage Directions shall not apply to ships of less than 20 metres in length or to fishing boats of which the registered length is less than 47.5 metres unless the ship or fishing boat is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.

5. Compulsory Pilotage

- (1) Subject to Pilotage Direction 6, pilotage shall be compulsory and a Pilot must be carried on the following ships navigating in all circumstances anywhere within the Pilotage Limits:
 - a) All ships with a length of greater than 50 metres;

- b) All passenger ships with a length of greater than 35 metres;
- c) All ships carrying marine pollutants in bulk;
- d) All ships carrying dangerous goods;
- e) All ships in ballast which are not gas free;
- f) All ships engaged in towing or pushing where the composite length of the tug and tow or tug and vessel being pushed is greater than 50 metres;
- g) Any ship greater than 20 metres in length which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.¹
- h) Any ship manoeuvring with the assistance of tugs.

6. Pilot embarking/disembarking

(1) Where pilotage is required by these Pilotage Directions, authorised pilots will embark/disembark ships using a pilot boat at the following locations.

- (a) For ships over 120 meters in length - in the vicinity of the Foyle Buoy;
- (b) For ships less than 120 meters in length - in the vicinity of Greencastle.

7. Exemptions to Compulsory Pilotage

(1) The following ships are exempted from the provisions of Pilotage Direction 5:

- a) British and Foreign Warships;
- b) Lifeboats of the RNLI and other ships used by the emergency services when on active service;
- c) Any ship which is moving from berth to berth within the Pilotage Limits provided a mooring line is kept ashore throughout the entirety of the move and which is not suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW provided the visibility is at least 0.5 miles;

¹ Any ship less than 20m in length which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW must declare the defect or deficiency to harbour radio whereupon the ship may be directed to take a pilot dependant on the risks and the circumstances prevailing at the time.

- d) General Lighthouse Authority tenders;
- e) Vessels less than 70 meters in length engaged in dredging operations.
- f) Any ship under the command and control of a Master or Deck Officer holding a Pilotage Exemption Certificate.

8. Authorisation of Pilots and Pilot Exemption Certificates

- (1) Suitably qualified persons will be authorised as Pilots pursuant with the requirements of Section 3 of the Pilotage Act 1987 in accordance with the Pilotage Manual and the Pilots Training Program issued from time to time by Londonderry Port and Harbour Authority;
- (2) Pilotage Exemption Certificates may be issued to Masters and Deck Officers of ships of greater than 50 metres in length in accordance with the Pilotage Manual issued from time to time by Londonderry Port and Harbour Authority;
- (3) Any ship whilst underway anywhere within the Pilotage Limits under the control and command of a person holding Pilotage Exemption Certificate must have the person holding the Pilotage Exemption Certificate on the bridge.

9. Responsibilities of Masters

- (1) Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct of his ship. Whilst the Pilot may have the conduct of the ship the Master remains in command at all times and the Pilot must be integrated into the Bridge Team.
- (2) Masters of ships using the services of a Pilot within the Pilotage Limits must remain on the bridge during the act of pilotage and ensure that a member of the crew who is capable of understanding and executing the Pilot's orders and advice is on the bridge to do so.

10. Movements in the Channel

Ships which by virtue of their size and draft can only arrive or depart Londonderry at or near high water, as determined by the Harbour Master, shall be "clear channel ships" and must transit the channel in daylight. All other ships shall be prohibited from using the channel whilst a clear channel ship is in the channel.

11. Movements in Reduced Visibility

- (1) When visibility is less than 0.3 nautical miles the port will be closed to all ships over 100 meters length and all ships carrying dangerous goods or marine pollutants in bulk.
- (2) When visibility is less than 0.5 nautical miles ships must not pass each other in the channel.
- (3) When visibility is less than 1.0 nautical mile ships proceeding in the same direction in the channel must remain 1.0 mile apart.

12. Under Keel Clearance

- (1) All ships underway must maintain an under keel clearance of at least 1.0 meter. Squat must be taken into account before calculating the under keel clearance.
- (2) All ships alongside any berth where dangerous goods or marine pollutants in bulk are worked must remain afloat at all times.
- (3) All ships on all berths other than the oil berths must remain afloat at all times unless the Master has informed the Harbour Master that he intends to go aground.

13. Maximum Draft in the Channel

- (1) The maximum permitted draft for all ships transiting the Channel is 9.3 meters.
- (2) The maximum permitted draft for ships between 27000 DWT and 40000 DWT or ships with a beam of between 26 meters and 30 meters transiting the channel is 7.5 meters.
- (3) The maximum permitted draft for ships over 40000 DWT and with a beam not exceeding 32 meters transiting the channel is 7.0 meters.

14. Air Draft

- (1) At the power line at Culmore Point the maximum permitted air draft at MHWS (2.5 meters above CD) is 40.0 meters.
- (2) At Foyle Bridge the maximum permitted air draft at MHWS (2.5 meters above CD) is 32.0 meters.

15. Cruise Ships

- (1) Cruise ships anchoring in Moville Bay must not have a length exceeding 300m and must have a draft not exceeding 11.5 meters.
- (2) Cruise ships using the Queens Quay Cruise terminal must not exceed 135 meters in length and a must have a draft not exceeding 6.0 meters.

16. Tankers Using the Oil Terminal

Tankers using the Oil terminal must have a beam not exceeding 26 meters and a draft not exceeding 8.3 meters.

17. Towage

- (1) The following are guidelines. The Harbour Master and/or Pilot may assess the risks taking into account the manoeuvring capabilities and characteristics of the ship and all the prevailing circumstances at the time and the Harbour Master may authorise a deviation from these guidelines. During adverse weather, reduced visibility or other circumstances that increase the risks the Harbour Master may give a Direction to a ship to engage a tug or tugs.
- (2) The following ship's (other than oil tankers) proceeding to or sailing from berths upstream of the Faughan Light must engage one tug:
 - a) All ships with a draft of 6.7meters or over;
 - b) Ships with a length of 120 meters or over unless fitted with a fully operational bowthruster;
 - c) Ships with a length of 130 meters or over unless fitted with a fully operational bowthruster and twin propellers;
 - d) Ships with a length of 140 meters or over unless fitted with a fully operational bowthruster, twin propellers or a Becker rudder and a sternthruster.
- (3) All ships over 16000 DWT must engage two tugs when berthing and one tug when sailing.
- (4) The following oil tankers proceeding to or sailing from berths upstream of the Faughan Light must engage two tugs:
 - a) Oil tankers with a draft of 6.7 meters or more;
 - b) Oil tankers with a length 150 meters or over;
 - c) Oil tankers in excess of 16000 DWT but only on arrival.
- (5) The tug or tugs will meet an inbound ship at Molville Bay and escort it to the berth. Outward bound ships will be escorted at least until they are passed the

Coolkeeragh Oil Jetty and thereafter in accordance with the instructions of the pilot and Master.

18. Maximum Draft on Swinging

The maximum permitted draft to turn around (swing) is 7.5m.

19. Ships Carrying Dangerous Goods

- (1) A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing another ship carrying dangerous goods in the channel and must maintain 1.0 nautical mile separation from another ship carrying dangerous goods.
- (2) A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing a ship in the channel unless the Harbour Master has granted his permission.

20. Harbour Master's Authority

Notwithstanding the provisions of these Pilotage Directions, the Harbour Master is in charge of managing the Harbour and in doing so may, in the interests of safety, authorise any ship by way of a Direction to deviate from these Pilotage Directions. The Harbour Master shall only give a Direction after assessing the risks associated with the marine operation in accordance with the requirements of the Port Marine Safety Code and having established that any risk is As Low As Reasonably Practicable.

21. Penalty Provisions

In accordance with section 15 of the Pilotage Act 1987 a Master may be prosecuted and fined for not complying with these Pilotage Directions.