

Whitstable Harbour



Pilotage Information

(Issue 4 – October 2014)

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Pilotage Services

Canterbury City Council provide pilotage services for Whitstable Harbour.

The powers to provide pilotage services are taken from the Pilotage Act 1987 and the Whitstable Harbour Act 1957.

The limits of jurisdiction of Whitstable Harbour are shown in Appendix A.

Vessels requiring a pilot are requested to give reasonable notice of their ETA via phone, or e-mail, followed by confirmation of ETA one hour prior to arrival at the Whitstable Street Buoy via VHF radio Channel 9.

The pilot will board vessels at the Whitstable Street Buoy. Boarding and landing of pilots is done from the harbour launch *Speedwell*, a 10 metre pilot launch.

Pilot ladders are to be rigged in accordance with international pilot ladder regulations.

Pilotage charges are levied in accordance with the Canterbury City Council Schedule of Charges which is shown in Appendix E.

Any queries concerning the information contained in this document should be addressed to the Port Manager and Harbour Master at the following address:

Whitstable Harbour Office
Whitstable
Kent
CT5 1AB

Telephone: 01227 274086
E-mail: whitstable.harbour@canterbury.gov.uk

Pilotage Directions

Introduction

These directions are made pursuant to Section 7 of the Pilotage Act 1987 with amendments in accordance with the Marine Navigation Act 2013.

Pilotage Area

The area for which compulsory pilotage applies is designated in the Whitstable Harbour Act 1957. The chartlet attached to these directions show this area (Appendix A).

Competent Harbour Authority

The Competent Harbour Authority for Whitstable Harbour as defined under the Pilotage Act 1987 is Canterbury City Council.

Compulsory Pilotage

Pilotage is compulsory for the following vessels:

- All vessels over 50 metres in length overall.
- Tugs and tows with a combined length, excluding the towing medium, of over 50 metres.

The following vessels shall be exempt from pilotage unless they have received notice from the Harbour Master to the contrary:

- UK warships and those of other nations.
- When the Master or bona fide Deck Officer holds a valid Pilotage Exemption Certificate for Whitstable Harbour.
- The vessel is exempt from compulsory pilotage under the provisions of the Pilotage Act 1987.

Boarding and Landing of Pilots

The pilot will board inbound vessels at the Whitstable Street Buoy.

Masters are to ensure that appropriate measures are taken to provide safe means for the boarding and landing of pilots with specific attention to the following:

- Vessels intending to board or disembark a pilot must establish good VHF communications (Channel 9) with the pilot boat prior to undertaking the transfer.

- A good lee should be provided by adjusting course and speed so that the pilot transfer can be accomplished safely.
- Masters are reminded of their statutory obligations under international pilot ladder regulations.
- The Master of a ship who intends to use a Pilotage Exemption Certificate is to report to the Duty Port Controller the certificate holder who will pilot the ship.

Master's Declaration

The Master of a vessel who has accepted the services of an authorised pilot is required to declare its draught and length and provide any other relevant information to enable the pilot to carry out his duties.

The Master of a vessel is required to bring to the notice of the pilot any defects or matters peculiar to his ship, machinery or cargo which might affect its safe navigation.

The pilot should raise any concerns he might have regarding the ship's seaworthiness, its crew or machinery with the Harbour Master or, if apparent the MCA.

Non-Availability of Pilots

Vessels for which pilotage is compulsory under the requirements of these directions, but for which no pilot is available, shall not navigate within the Whitstable Harbour pilotage district without having first obtained the permission of the Harbour Master.

Cancellation

Cancellation charges will be levied when the Master or persons authorised to act for him cancel the requirement for a pilot within one hour of the scheduled arrival or departure time.

In the event that the services of a pilot are cancelled after the pilot has boarded the vessel via the pilot boat the full charge for the planned act of pilotage will be levied.

Request for Pilots and ETA/ETD Reporting

The Master, owners or agents of a vessel requiring an authorised pilot for either arrival or departure from Whitstable Harbour must provide reasonable notice to Whitstable Harbour Office - 01227 274 086 or the Duty Port Controller - 07775 682 225.

Adverse Weather Conditions

Boarding of pilots will not be undertaken if, due to adverse weather conditions, this operation is deemed by the duty pilot to be unsafe.

Pilotage Exemption Certificates

Pilotage Exemption Certificates for Whitstable Harbour are issued by the Whitstable Harbour Master.

Within the 12 months preceding a PEC application the ship's Master or Deck Officer, whilst accompanied by an authorised pilot, shall complete a minimum of 3 inward and 3 outward qualifying trips with 2 passages being at night.

The knowledge required for the issuing of a Pilotage Exemption Certificate is shown in Appendix B.

On successful completion of the above requirements a Pilotage Exemption Certificate may be issued (Appendix C).

A Pilotage Exemption Certificate is valid only in respect of the vessel or vessels named on the certificate and only when such vessel is being piloted by the holder of the certificate who must at the time be the Master or bona fide Deck Officer of the vessel.

Each PEC is to be reviewed annually to assess the holders continued compliance with these directions. To maintain authorisation a minimum of three inward and three outward passages are to be undertaken within the preceding twelve months.

Investigation of Incidents/Accidents

Any incident or marine casualty involving the holder of a Pilot Exemption Certificate will be investigated by the Whitstable Harbour Master. In cases involving misconduct or incompetence on the part of the Pilotage Exemption Certificate holder suspension or revocation of the certificate may be enforced.

Pilotage Directions – Supporting Information

Whitstable Harbour

Whitstable Harbour is located in position 51° 22' N and 1° 02' E.

Ships should leave the Oyster Buoy to port before their final approach into the harbour.

Due caution is to be exercised in the approaches to Whitstable Harbour because of the high number of fishing and leisure craft commonly encountered in this area.

It is recommended that a minimum under keel clearance of 0.3 metres is maintained when either entering, manoeuvring in or leaving the harbour.

Admiralty Charts 1607 and 2571 refer.

VHF Radio Watch

The harbour office maintains a VHF radio watch on Channel 9 only during the arrival or departure of commercial shipping. Outside of these times a listening radio watch is not maintained.

Tugs

Tugs can be arranged on request through Medway Navigation Services – 01795 596 506

Tidal Information

Whitstable Harbour is classed as a Secondary Port. The Standard Port is Margate. Tidal information for Whitstable Harbour is available in the *Admiralty Tide Tables Volume One*. For heights of high water a correction of 0.6 metres should be added to Margate tidal predictions.

The Spring Tidal range is 4.9 metres, reducing to 3.0 metres during Neap Tides.

Note that the harbour dries at low water.

Arrivals

Experience has shown that slack water occurs at approximately one hour before high water. Vessels should arrive at Whitstable Street Buoy at approximately one and a half hours before high water. This will result in a final approach and berthing at approximately one hour before high water.

Any variation in this arrival time is only to be taken following careful consideration of the prevailing weather, sea and tidal conditions.

Departures

Vessels departing from Whitstable Harbour should do so at slack water i.e. approximately one hour before high water. Any variation in this arrival time is only to be taken following careful consideration of the prevailing weather, sea and tidal conditions.

Passage Plans

Details of the Whitstable Harbour Passage Plan and accompanying chartlet are shown overleaf.

The Passage Plan will be discussed with the master of each ship prior to the pilotage act being carried out.

Amendments

Canterbury City Council reserve the right to amend all or part of these rules and charges as appropriate.

Pilotage Recruitment and Training Guidelines

Introduction

The Whitstable Harbour Pilotage Recruitment and Training Guidelines are made in accordance with the Pilotage Act 1987 and with reference to the Port Marine Safety Code and the National Occupational Standards for Marine Pilots, produced by BPIT.

Qualifications

There are no prescribed pre-entry qualifications for Whitstable Harbour pilots. The determining factors will include the applicants experience of ship handling relevant to the type of ships calling at Whitstable Harbour, length of sea-going service, local knowledge, general competence and character.

There is no prescribed pre-entry age restriction for Whitstable Harbour pilots. The determining factors will be the individual applicants level of fitness and health record.

All Whitstable Harbour pilots are to be physically fit so that they can safely carry out their duties.

Induction Training

Subjects to be covered in the Whitstable Harbour Induction Training Programme include:

- Tripping experience with an authorised pilot. A minimum of six inward and six outward passages are to be undertaken with four passages being conducted at night. A final assessment passage with an authorised pilot is to be conducted.
- Familiarisation with the approaches to the harbour, depths of water, tidal influences and navigational aids.
- Familiarisation with the operation of the harbour's pilot launch
- Familiarisation with pilot boarding and landing procedures
- Familiarisation with the ship reporting points.
- Whitstable Harbour Pilotage Directions
- Whitstable Harbour Passage Plan
- Whitstable Harbour Act 1957 and Harbour Bye-laws 1928

- Notices to Mariners
- Administration systems for pilotage operations
- Vessel size and draft limits
- Familiarisation with meteorological conditions that affect entry to the port
- Geographical knowledge of Whitstable and surrounding area including the presence of private moorings
- Available anchorages should an entry have to be aborted
- An understanding of buoyage and adjacent shipping routes, port limits etc.
- VHF working channels in use at Whitstable Harbour, London VTS and Medway VTS
- Pollution and emergency routines

Pilotage Authorisation

On successful completion of the induction programme the pilot will be authorised in writing by Canterbury City Council. (Appendix D).

Each pilotage authorisation is to be reviewed annually to assess the pilot's continued competence and physical fitness.

To maintain pilotage authorisation, a minimum of three inward and three outward passages are to be undertaken, with two passages being conducted at night, within the preceding twelve months.

Pilot Refresher Training

Refresher training will take place for all pilots at regular intervals.

Pilots will be required to attend appropriate seminars and other training opportunities.

Management of Pilotage Recruitment and Training Guidelines

The Harbour Master is responsible for the management of all Whitstable Harbour pilotage policies and procedures and their implementation.

Appendix B – Syllabus for Pilotage Exemption Certificate

Candidates applying for a Pilotage Exemption Certificate will be expected to demonstrate a thorough knowledge of Whitstable Harbour, its approaches and operations including the following:

- Within the 12 months preceding a PEC application the Master or bona fide First Mate, whilst accompanied by an authorised pilot, shall complete a minimum of 3 inward and 3 outward qualifying trips with 2 passages being at night.
- Familiarisation with navigation aids, depths of water and tidal influences.
- Familiarisation with the operation of the harbour's pilot launch
- Familiarisation with pilot boarding and landing procedures
- Familiarisation with ship reporting points
- Whitstable Harbour Pilotage Directions
- Whitstable Harbour Passage Plan
- Whitstable Harbour Act 1957 and Harbour Bye-laws 1928
- Notices to Mariners
- Administration system for PEC holders
- Vessel size and draft limits
- Familiarisation with meteorological conditions that affect entry to the port
- Geographical knowledge of Whitstable and surrounding area including the presence of private moorings
- Available anchorages should an entry have to be aborted
- An understanding of buoyage and the adjacent routes, port limits, etc.
- VHF working channels in use at Whitstable Harbour as well as London VTS and Medway VTS

- Procedure for reporting to London VTS for outward vessels
- Pollution and emergency routines

AUTHORISATION FOR PILOTAGE EXEMPTION CERTIFICATE

WHEREAS:

1. Canterbury City Council is the Competent Harbour Authority for Whitstable Harbour.
2. The Authority considers the person named below to be suitably qualified to act as a Pilotage Exemption Certificate holder within Whitstable Harbour and its approaches.

I HEREBY AUTHORISE:

To act as a Pilotage Exemption Certificate holder for the vessel and those vessels of a similar class subject to the provisions of the Whitstable Harbour Pilotage Directions.

Pilotage Exemption Certificate Number:

Date:

M Wier
Port Manager and Harbour Master

AUTHORISATION OF WHITSTABLE HARBOUR PILOT

WHEREAS:

1. Canterbury City Council is the Competent Harbour Authority for Whitstable Harbour.
2. The Authority considers the person named below to be suitably qualified to act as a Pilot within Whitstable Harbour and its approaches.

I HEREBY AUTHORISE:

To act as a pilot for all ships liable to pilotage in Whitstable Harbour subject to the provisions of the Whitstable Harbour Pilotage Recruitment and Training Guidelines.

Date:

Mr C Carmichael
Chief Executive
Canterbury City Council