

## **Pilotage Direction No: 1 (revised January 2025)**

### **Pilotage (Jersey) Law 2009**

Reference: Pilotage (Jersey) Law 2009.

#### **1.0 Compulsory Pilotage Zones – controlled passages and the extent of pilotage.**

- 1.1 In accordance with the provisions of Article 2, Article 5(1) and 5(2)(b) of the Reference and in order to secure the safety of ships navigating in Jersey waters, it has been determined that pilotage is compulsory in the following areas:
  - 1.1.1 St Helier District. The waters coincident with port limits lying within an area bounded by
    - i) 49° 10.70'N 002° 12.28'W - Headland east of Beauport Bay (Les Jeteuses on O/S Maps)
    - ii) 49° 08.00'N 002° 12.28'W
    - iii) 49° 08.00'N 002° 04.60'W
    - iv) 49° 09.60'N 002° 04.60'W - Green Island (La Motte).
  - 1.1.2 Gorey District. The waters lying within a radius of 1 nautical mile from Mont Orgueil Castle.
- 1.2 All ships, while transiting inwards, outwards or between the compulsory pilotage zones, shall monitor their position throughout and that the ship's position shall be maintained in safe water, as detailed in the Jersey Harbours Pilotage Syllabus Text Book, mindful at all times of the height of tide and the available depth of water with respect to the ship's draft. The Pilotage Syllabus Text Book shall be compiled in consultation with the Navigation Advisory Panel as detailed below and shall be made available from the Jersey Harbour Authority to all candidates applying for Pilot or Pilot Exemption certificate or to Masters of vessels exempted from pilotage as described below.
- 1.3 The pilotage inwards shall commence when the ship enters the compulsory zone or otherwise when a licensed pilot is able to safely board the ship, the pilotage inwards shall cease when the ship is safely moored to the quay or safely anchored.
- 1.4 The pilotage outwards will cease when the ship leaves the pilotage zone or when both the pilot and Master of the ship consider that the ship is on a safe course to sea.
- 1.5 The Harbour Master at his discretion may allow a vessel's Master or First Mate to shift his/her vessel from one berth to another within the harbour without the services of a licensed pilot.
- 1.6 These directions shall apply equally to exempted ships whether utilising the services of a licensed pilot or not.
- 1.7 Masters of all vessels, including those exempted from compulsory pilotage or with a Pilot Exemption Certificate holder embarked, are reminded of their obligations under SOLAS Chapter V, Regulation 23, and IMO Resolution A.1045(27). The master of every vessel is required to ensure that compliant and safe pilot boarding and disembarkation arrangements, including a safe and unobstructed route between each pilot boarding position and the wheelhouse, are always available.

## **2.0 Ships exempted from Compulsory Pilotage**

- 2.1 In accordance with the provisions of Article 5(2) (a) of the Pilotage (Jersey) Law 2009 the following ships shall be exempt from utilising the services of a licensed pilot:
- 2.1.1 Ships belonging to or employed in the service of His Majesty, or the Armed Forces of His Majesty.
  - 2.1.2 Ships belonging to any Department of His Majesty's Government.
  - 2.1.3 Ships belonging to the Government of Jersey. Ships of War belonging to any Government.
  - 2.1.4 Ships less than 35 metres in overall length that are pleasure vessels as described in the Shipping (Tonnage) (Jersey) Regulations 2004
  - 2.1.5 Ships of less than 35 metres in overall length which, if carrying passengers, are carrying not more than 12 passengers. (See Note 1)
  - 2.1.6 Fishing vessels less than 35 metres in overall length.
  - 2.1.7 Passenger boats within the meaning of Regulations 4, and 5 of the Harbours (Inshore Safety) (Jersey) regulations 2012, while operating under the command of persons holding Licences granted under Regulation 6 to carry passengers for hire while being operated in accordance with the conditions attached to such Licences.
  - 2.1.8 Sail training and small charter vessels under 35 metres waterline length providing they do not carry more than 12 passengers.
  - 2.1.9 A vessel under the pilotage control of the bona fide Master or First Mate who is the holder of an appropriate pilotage exemption certificate as described in Article 6 of the Pilotage (Jersey) Law 2009.
- 2.2. An exemption granted to a vessel listed above may be withdrawn by the Harbour Master or his representative following a risk assessment of some exceptional circumstances, such as, a reduction in the vessels ability to manoeuvre.
- 2.3 Directions concerning compulsory pilotage zones, maintaining the vessel in safe water and the extent of pilotage, shall apply equally to exempted ships whether utilising the services of a licensed pilot or not.
- 2.4 This Direction does not exonerate the skipper/commander, Master or First Mate or Pilot who is the holder of a Pilot or Pilotage Exemption Certificate from any neglect to comply with any other direction, regulation or law whilst navigating within the territorial waters of the Island.

## **3.0 Navigation Advisory Panel to the Harbour Master**

- 3.1 For the purposes of the provisions of Article 3(4) and Article 6(7) of the Pilotage (Jersey) Law 2009 the Harbour Master shall establish a Navigation Advisory Panel consisting of persons who have expert knowledge and experience with whom he or she shall consult with in order to establish the requirements as to Article 3(3)(a) and (b) of the Pilotage (Jersey) Law 2009 with regard to the licensing of Pilots and Article 6(3) and (4) of the Pilotage (Jersey) Law 2009 with regard to the granting of Pilotage and Pilotage Exemption Certificates, and who shall be available to advise the Harbour Master on all pilotage matters.

- 3.2 The Navigation Advisory Panel shall comprise:

- 3.2.1 The officer appointed in accordance with Article 2A of the Harbours (Administration) (Jersey) Law 1961 as the Harbour Master, who shall chair the panel.
- 3.2.2 All Officers appointed in accordance with Article 2 2A (AHM) of the Harbours (Administration) (Jersey) Law 1961 who hold Pilotage Licences.
- 3.2.3 Other Officers appointed in accordance with Article 2 2A (AHM) of the Harbours (Administration) (Jersey) Law 1961, as deemed appropriate by the Harbour Master, to represent the Coastguard/VTs, Harbours and Maritime Services.
- 3.2.4 At least four other persons who have expert knowledge and experience of pilotage in the territorial waters of the Island. This category can include current Pilotage Exemption Certificate holders, nominated by their employing shipping companies, together with former holders of Pilotage Licences and Pilot Exemption Certificates who are deemed by the Harbour Master to possess relevant and current specialist knowledge.
- 3.2.5 Other Individuals whose specialist knowledge is deemed by the Harbour Master relevant to the agenda matters under discussion.
- 3.2.6 A quorum of the Navigation Advisory Panel shall comprise a minimum of four persons, with the panel being chaired by the Harbour Master or an Acting Harbour Master appointed for the purpose. The panel should include at least one independent member, unless the Harbour Master determines otherwise.
- 3.3 Navigation Advisory Panel sitting as Pilotage Examination Board.
  - 3.3.1 When a Navigation Advisory Panel is convened as a Pilotage Examination Board for the examination for the issue of a Pilot or Pilot Exemption Certificate, a minimum of four members shall be present. The Board shall be chaired by an officer appointed in accordance with Article 2 2A of the Harbours (Administration) (Jersey) Law 1961 who is the holder of a pilot's Licence, and shall comprise in addition at least three other members who have expert knowledge and experience of pilotage in the territorial waters of the Island, (one member may be a current Pilot Exemption Certificate holder or Local Knowledge Endorsement holder), all of whom shall be present when a decision is taken.
  - 3.3.2 Exceptionally the Harbour Master may authorise a Pilotage Examination Board to sit with only three members: chaired by a an officer appointed in accordance with Article 2 2A of the Harbours (Administration) (Jersey) Law 1961 who is the holder of a pilot's Licence, and comprising in addition at two other members who have expert knowledge and experience of pilotage in the territorial waters of the Island, (one member may be a current Pilot Exemption Certificate holder or Local Knowledge Endorsement holder ), all of whom shall be present when a decision is taken.
  - 3.3.3 When convened for the examination for a Pilot or Pilot Exemption Certificate for the East Coast only, the requirements of 3.3.1 above may be reduced to at least two members, one of whom shall be an officer appointed in accordance with Article 2 2A of the Harbours (Administration) (Jersey) Law 1961 and the holder of a pilot's licence and one other member of the panel possessing expert knowledge and experience of pilotage in the territorial waters of the Island, both/all of whom shall be present when a decision is taken.

## **4.0 Licensing of Pilots**

4.1 The following criteria relating to the suitability and qualifications of persons to be licensed as a pilot for the territorial waters of the Island shall apply:

- 4.1.1 Demonstrate, to the satisfaction of the Harbour Master, having met the required National Occupational Standards for Marine Pilots, as defined within The Port Marine Safety Code and as produced by Ports Skills and Safety (PSS MP 101 to 109). Such demonstration can be provided, in part, by having held a certificate of competency equivalent to or superior to that certificate referred to in Section A-II/2 of the STCW 95 Code
- 4.1.2 Hold an appropriate medical fitness certificate as required under the STCW 95 Code as amended (form ENG1 or equivalent).
- 4.1.3 Have completed an approved Jersey Pilotage Training course.
- 4.1.4 Have sufficient knowledge and understanding of, and be able to communicate effectively in, the English language in order to secure the safety of navigation in the territorial waters of the Island. Communication skills to be demonstrated to the satisfaction of a Navigation Advisory panel to the Harbour master sitting as a Pilotage Examination Board during examination.
- 4.1.5 Have successfully passed the Pilotage Examinations for the proposed areas of operation.
- 4.1.6 Have completed 40 acts of pilotage all of which being with and to the satisfaction of a licensed Pilot in a variety of vessels in differing weather and tidal conditions both day and night.

4.2 A pilot licence needs revalidating on an annual basis as follows.

- 4.2.1 All Pilot licences expire on 31 December annually, or at the time the licence holder ceases to be employed at a pilot.
- 4.2.2 The holder of the licence shall provide evidence of having completed 36 acts of pilotage for South coast licence and 1 act for East coast licence, in the previous year. A Navigation Advisory Panel to the Harbour Master may consider alternatives on a case by case basis. In the case of East Coast revalidation criteria not being met, refresher training should be undertaken as deemed appropriate by the Harbour Master.
- 4.2.3 At least 25% of the pilotage acts mentioned in subparagraph 4.2.2. above, relating to the South coast Licence, must have been completed within the 6 months immediately preceding the renewal application. A Navigation Advisory Panel to the Harbour Master may consider alternatives on a case by case basis.
- 4.2.4 If a licence holder fails to reach the required revalidation criteria then a Navigation Advisory Panel to the Harbour Master will make a recommendation on additional revalidation requirements on a case by case basis.

## **5.0 Pilotage Exemption Certificates (PEC)**

5.1 The following criteria relating to the suitability and qualifications of persons to be granted a Pilotage Exemption Certificate for the territorial waters of the Island:

(For clarification reference in Article 6(2) of the Pilotage (Jersey) Law 2009 to First Mate to have the same meaning as that referred to under the STCW 95 code for Chief Mate; *"Chief Mate means the officer next*

*in rank to the Master and upon whom the command of the ship will fall in the event of the incapacity of the Master.")*

- 5.1.1 Be either the bona fide Master or First Mate of the vessel(s) for which a PEC licence is applied.
- 5.1.2 Hold a valid certificate of competency equivalent to or superior to that required by the STCW 95 Code entitling that person to be Master or First Mate of the class of ship the exemption certificate is to be applied.
- 5.1.3 Hold an appropriate medical fitness certificate as required under the STCW 95 Code (form ENG1 or equivalent).
- 5.1.4 Have sufficient knowledge and understanding of, and be able to communicate effectively in, the English language in order to secure the safety of navigation in the territorial waters of the Island. Communication skills to be demonstrated to the satisfaction of the Navigation Advisory Panel to the Harbour Master, sitting as a Pilotage Examination Board, during examination.
- 5.1.5 Have completed an approved Jersey Pilotage Exemption Training Course.
- 5.1.6 Have successfully passed the Pilotage Exemption examinations for the proposed areas of operation.
- 5.1.7 Have, for applicants for a Jersey South coast PEC, completed 40 acts of pilotage of which at least 20 acts must have taken place in the presence of and to the satisfaction of a licensed Pilot.
- 5.1.8 Of the 20 acts with a licenced pilot 10 must have taken place prior to the Pilotage Exemption examination. The remaining 10 acts with a licenced pilot, which may be carried out after the examination, will be formal assessments with the candidate carrying out the act of pilotage.
- 5.1.9 For a Jersey East coast PEC, completed 2 acts in the presence of and to the satisfaction of a licensed Pilot. The balance of pilotage acts in both districts may be undertaken in the presence of a Pilotage Exemption Certificate holder and all should have been completed within the year prior to application and must have been completed before the issue of a PEC.
- 5.2 A pilotage exemption certificate needs revalidating on an annual basis as follows:
  - 5.2.1 All PEC's expire on 31 December annually, or at the time the PEC holder ceases to be employed by the sponsoring company.
  - 5.2.2 The holder of a Pilotage Exemption Certificate shall complete at least one act of pilotage in the presence of a licensed Pilot.
  - 5.2.3 The licensed Pilot will assess and report on the continued proficiency of the holder of the Pilotage Exemption Certificate.
  - 5.2.4 The holder of the PEC shall provide evidence of having completed 36 acts of pilotage for South coast and 1 act for East coast, in the previous year whilst in pilotage control of a ship listed on his/her PEC.
  - 5.2.5 At least 25% of the pilotage acts mentioned in 5.2.4 above, for the south coast, must have completed within the 6 months immediately preceding the renewal application. The Navigation Advisory Panel to the Harbour Master may consider alternatives on a case by case basis.
  - 5.2.6 If a PEC holder fails to reach the required revalidation criteria then the Navigation Advisory Panel to the Harbour Master will make a ruling on additional revalidation requirements on a case by case basis.
- 5.3 All PEC's will be endorsed with the vessels that the Harbour Master is satisfied that the PEC Holder is capable of piloting. When a PEC holder is transferred to another vessel, as *bona fide*

Master or First Mate, operated by the same owner or operator, the PEC holder must undergo check trips consisting of acts of pilotage both inwards and outwards with a pilot. Subject to a satisfactory report from the pilot on the PEC holder's capability with respect to the new vessel, the Harbour Master may order that the PEC be endorsed for this vessel.

- 5.4 Where relief ships are brought in to service, a PEC holder employed by the operating company of the relief vessel must be signed on to the ship's articles as *bona fide* Master or Chief Mate and must undergo check trips consisting of acts of pilotage both inwards and outwards with a pilot. Subject to a satisfactory report from the pilot on the PEC holder's capability with respect to this relief vessel, the Harbour Master may order that the PEC be endorsed for this vessel.
- 5.5 Where a PEC holder is **NOT** signed on to the relief vessel as the *bona fide* Master or Chief Mate, that vessel will be subject to compulsory pilotage.
- 5.6 When a PEC holder transfers to the employment of another owner or operator of vessels trading within the territorial waters of Jersey, the PEC holder must re-apply for the issue of his Certificate. If the PEC holder transfers to a similar class of vessel as operated by his previous employer, the PEC holder must undergo a check trip consisting of acts of pilotage both inwards and outwards with a pilot. Subject to a satisfactory report from the pilot on the PEC holder's capability with respect to the new vessel, the Harbour Master may order that the PEC be endorsed for this vessel. If the PEC holder transfers to a different class of vessel from that identified on his PEC, the PEC holder must undergo a number of check trips consisting of acts of pilotage both inwards and outwards with a pilot. The number of required trips will be determined on a case by case basis. Subject to a satisfactory report from the pilot on the PEC holder's capability with respect to the new vessel, the Harbour Master may order that the PEC be endorsed for this vessel.
- 5.7 Where a Pilotage Exemption Certificate has expired, it may be renewed for the same vessel or class of vessel **within 6 months of the expiry date**, subject to undergoing a number of check trips with a pilot, consisting of acts of pilotage both inwards and outwards. The number of required trips will be determined on a case by case basis. Subject to a satisfactory report from the pilot on the PEC holder's capability, the Harbour Master may order that the PEC be renewed.
- 5.8 Where a PEC has expired for **more than 6 months but for not more than 18 months**, it may be renewed for the same vessel or class of vessel after the PEC holder has completed 10 acts of pilotage with a pilot, plus a practical examination by the Pilotage Examination Board. Subject to a satisfactory report from the Pilotage Examination Board, the Harbour Master may order that the PEC be renewed.
- 5.9 Where a PEC has expired for **more than 18 months**, the **PEC** holder must undertake the full training programme as outlined above, regardless of the vessel or class of vessels identified on the original PEC.

## **6.0 Under Keel Clearances (UKC) and other Berthing Restrictions**

- 6.1 La Collette Tanker Berth



The Harbour Authority recommends the use of a tug when the wind speed is above the following limits. This will be assessed by the Duty Pilot on a case by case basis and will be dependent on the manoeuvring characteristics of the vessel.

QUADRANT	SINGLE VESSELS	SCREW	TWIN SCREW VESSELS
NORTH - EAST	25 KNOTS		30 KNOTS
SOUTH - EAST	20 KNOTS		25 KNOTS
SOUTH - WEST	20 KNOTS		20 KNOTS
NORTH - WEST	20 KNOTS		20 KNOTS

Whilst this table applies to vessels arriving on this quay, it also applies to any vessel berthing starboard side to bow east for both arrivals and departures.

#### 6.1.1 Tidal Limitations

The range of tide at St Helier varies from 4.0m (neaps) to 12.0m (springs). The berth is dredged to a maintained depth of 5.0m, with 2.7m at the entrance. The minimum depth in the Small Road is maintained at 2.4m. Tankers drawing less than 6.0m can usually enter and leave at any time on neap tides. There are restrictions that apply to vessels arriving and departing on spring tides.

#### 6.1.2 Tidal flow

On tides when the high water is greater than 10 m above datum, the current across the entrance becomes too strong to enter the tanker basin safely once the tide rises above 4.9m.

#### 6.1.3 Minimum UKC

The port requires a minimum of 1.0m UKC for the approach. UKC alongside at the berth is at the vessel operator's discretion; deeper draught vessels may need to plan to reduce their draft accordingly to maintain the required UKC over low water.

#### 6.1.4 Movement on the berth

During periods of when there is a large swell, vessels can experience movement alongside the berth above half tide, mooring ropes can part and pumping operations can be stopped if this movement becomes excessive. Large swells have a greater impact on the berth at high water springs than at neaps.

#### 6.1.5 Elizabeth Ro/Ro Terminal

Elizabeth east and west berth are similarly configured to 30m wide, 136m long and dredged to 6.0m below chart datum. The minimum required UKC for operators is 0.5m. The charted depth in the approach channel is 2.4m as is the depth between the east and west sumps. Mariners should be aware there is an area in way of the turning circle that regularly changes depth due to manoeuvring of larger vessels. This is regularly surveyed and Notices to Mariners issued until such time charted depth is maintained.

#### 6.1.6 St Helier Main Harbour

The south part of the main harbour is dredged to 2.0m below chart datum, whilst the north part is dredged to 1.8m below datum. New North Quay has a sump dredged to 5.2m below datum. The sump is 170m long and 22m wide and extends 12m south of the south end of the quay. In addition, there is a dredged sump at No. 3 Albert Pier. It is 100m in length and 16m in width.

#### 6.1.7 Restricted visibility limitations: Minimum visibility limitations and procedures for vessels of various types arriving at or departing from various berths in St Helier Harbour are laid down in Harbour Master's General Direction 13

(Note 1: Applicability of the terms ‘Passenger’ and ‘Industrial Person’ for vessels of whatever flag operating either under the MCA High Speed Operational Service Craft Code (HS-OSC) or the International Code of Safety for Ships Carrying Industrial Personnel (IP Code). (See UK Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022, as amended, (“the Regulations”), the International Maritime Organisation’s (IMO) International Code of Safety for High-Speed Craft (2000), as amended,) or flag state equivalent regulations. These craft must be below 500GT and, in order to be exempt from Pilotage under this Direction, must also be under 35m Length Overall and carry a total of not more than 60 persons aboard (such total to include Master & Crew, a maximum of 12 passengers and any Industrial personnel).

For the purpose of this Direction vessels which are coded and certificated to operate under the HS-OSC code or the IP code are permitted, in addition to the master & crew, to carry a number of ‘Industrial Personnel’ defined as ‘all persons who are transported or accommodated on board for the purposes of offshore industrial activities performed on board other ships and/or offshore facilities.’

In order to qualify as ‘Industrial personnel’ the Master of the vessel SHALL ENSURE that each person concerned meets ALL the following requirements.

1. are engaged and on board for transport for the purposes of offshore industrial activities;
2. are able bodied and meet appropriate medical standards;
3. have received basic safety training, according to relevant industry standards;
4. have an understanding of the layout of the ship and the handling of the ship’s safety equipment before departure from port (e.g., through a safety briefing); and
5. are equipped with appropriate PPE suitable for the risks to safety such personnel are likely to experience on the forthcoming voyage (e.g., immersion suits).
6. declare any quantities of dangerous goods carried onboard as personal effects, and that these are stowed as appropriate.

Subject to the above a vessel under 35m LOA operating in accordance with valid certification under the HS-OSC code or equivalent may be exempt pilotage. For the purpose of this Direction ‘Industrial personnel’ not being classed as ‘passengers’ for the purposes of the Pilotage (Jersey) Law 2009 or the Harbours (Inshore Safety) (Jersey) regulations 2012 but are to be declared to Jersey Coastguard and St Helier VTS for vessel safety monitoring purposes.