



PORTS
OF JERSEY

PILOTAGE TEXTBOOK

PILOTAGE DIRECTIONS AND INFORMATION FOR THE
TERRITORIAL WATERS OF THE ISLAND OF JERSEY

Edition 17

Index

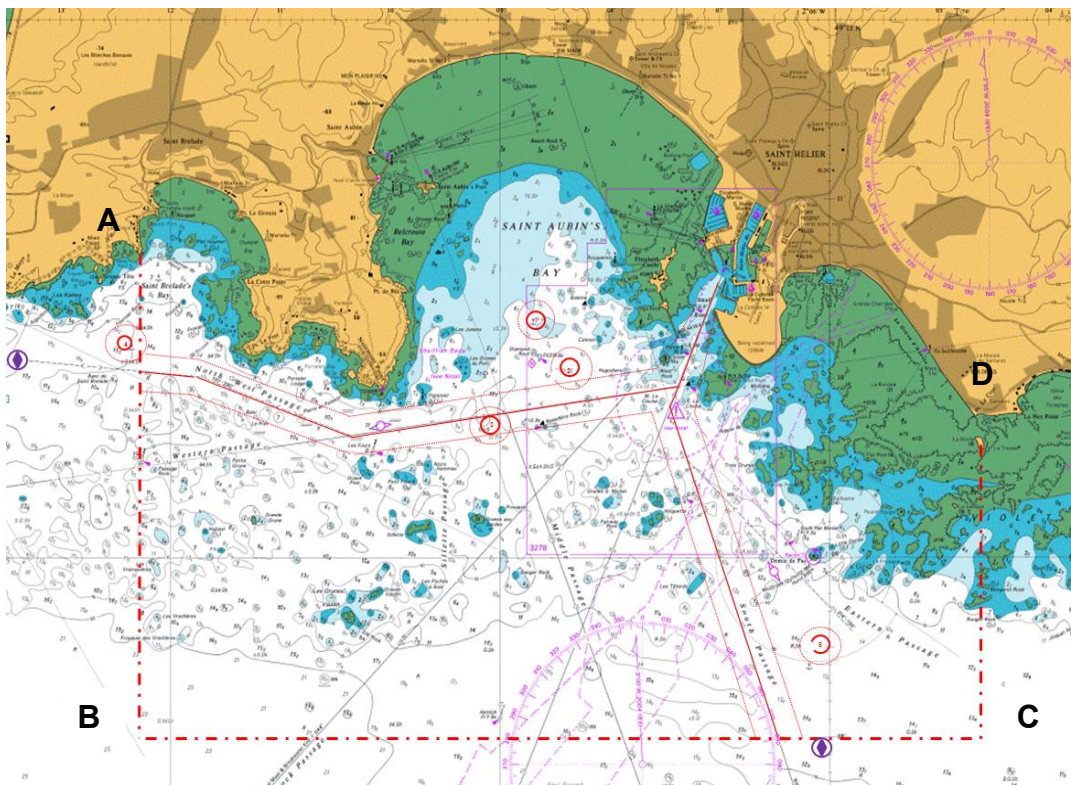
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1.0 INTRODUCTION

- 1.1. This book is to be used by candidates for the pilotage examination for a General Pilots Licence, Pilotage Exemption Certificate or Local Knowledge Endorsements as required by PoJ Marine Services Vessels or local Commercial Vessel Masters
- 1.2. Candidates are required to have knowledge of all transits, marks, depth of water and the dangers either side of the passages as appropriate to their required qualification level.
- 1.3. **General Pilot** candidates are required to be conversant with sections 1-14, 30 & Annexes 1 & 2 and have working knowledge of the remaining sections of the syllabus.
- 1.4. **Local Knowledge Endorsement (LKE)** candidates are required to have working knowledge of sections 1-29 as appropriate to their area and type of operation.
- 1.5. **South Coast Pilotage Exemption Certificate (PEC)** candidates are required to be conversant with sections 1-14 & 30 & Annexes 1 & 2 and knowledge of the remaining sections as appropriate to the vessel operation.
- 1.6. **All Pilots, PEC Holders and LKE Holders must remain familiar with:**
 - 1.6.1. Notices to Mariners [Notices to Mariners | Ports of Jersey](#)
 - 1.6.2. Permanent Notices [Permanent notices | Ports of Jersey](#)
 - 1.6.3. Harbourmaster's General Directions [General directions | Ports of Jersey](#)
 - 1.6.4. Current Laws and Regulations [Law and regulations | Ports of Jersey](#)
- 1.7. **East Coast PEC** candidates are required to have knowledge of sections 15-19.
- 1.8. All courses and bearings are true.
- 1.9. Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.
- 1.10. Drying heights are in metres and are above Chart Datum.
- 1.11. Elevations are heights in metres above mean high-water springs.
- 1.12. In addition to the information given in this book, candidates will be required:
 - 1.12.1. to have a knowledge of the Topography of the Coastline and of the relative positions of the main named charted rocks, together with their heights above or below Chart Datum;
 - 1.12.2. to be conversant with the charts of the Island.
- 1.13. When candidates commence the tuition course it is recommended to have a copy of Charts **1136, 1137, 1138, 3655 & 3278** depending on areas of operation required.
- 1.14. All other training material will be provided by the trainer.
- 1.15. It should be noted that all chartlets are reproduced by permission of the UKHO and must not be used for navigation purposes.
- 1.16. Pilotage Directions can be found here: [Pilotage directions | Ports of Jersey](#) and also in Annex 1.

2.0 PORT, PILOTAGE DISTRICT AND VTS LIMITS

2.1 Chart illustrating port and pilotage district limits for St Helier



2.2 Port Limits

- A 49° 10.70'N 002° 12.28'W - Headland east of Beauport Bay (Les Jeteuses on O/S Maps)
- B 49° 08.00'N 002° 12.28'W
- C 49° 08.00'N 002° 04.60'W
- D 49° 09.60'N 002° 04.60'W - Green Island (La Motte)

2.3 St Helier Pilotage District

St Helier Pilotage District has the same coordinates as the port limits

Pilot Boarding Position from West – 49° 10.10'N 002° 13.45'W (4 cables south of La Moye Point)

Pilot Boarding Position from South – 49° 08.00'N 002° 06.15'W (1nm south of Demie de Pas Lighthouse)

2.4 Commercial Channels

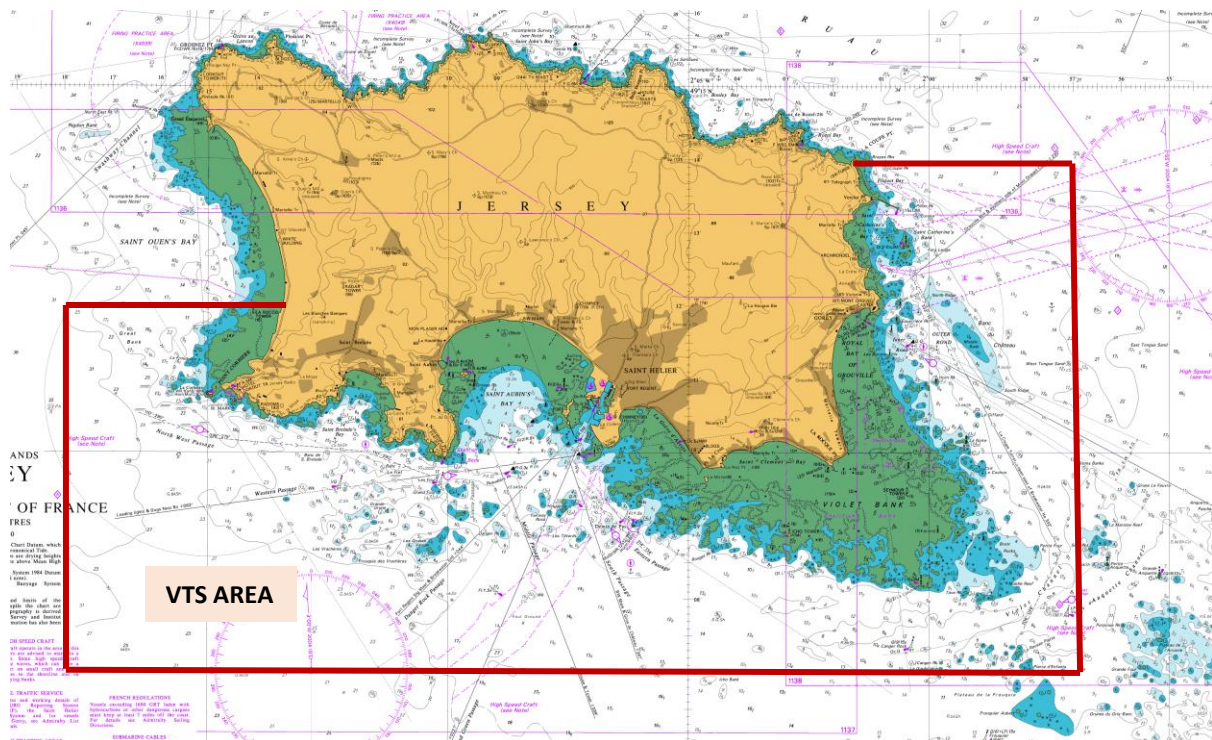
Channels where restrictions on laying static fishing gear apply (see GD 4):

- NW passage inwards from western port limits to convergence with Western Passage
- Western Passage from Noirmont Point to Precautionary Area
- Precautionary Area
- South Passage from southern port limits to Precautionary Area
- Small Road inward from Precautionary Area

2.5 VTS Limits

The purpose of VTS is to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations through:

1. providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making.
2. monitoring and managing ship traffic to ensure the safety and efficiency of ship movements.
3. responding to developing unsafe situations



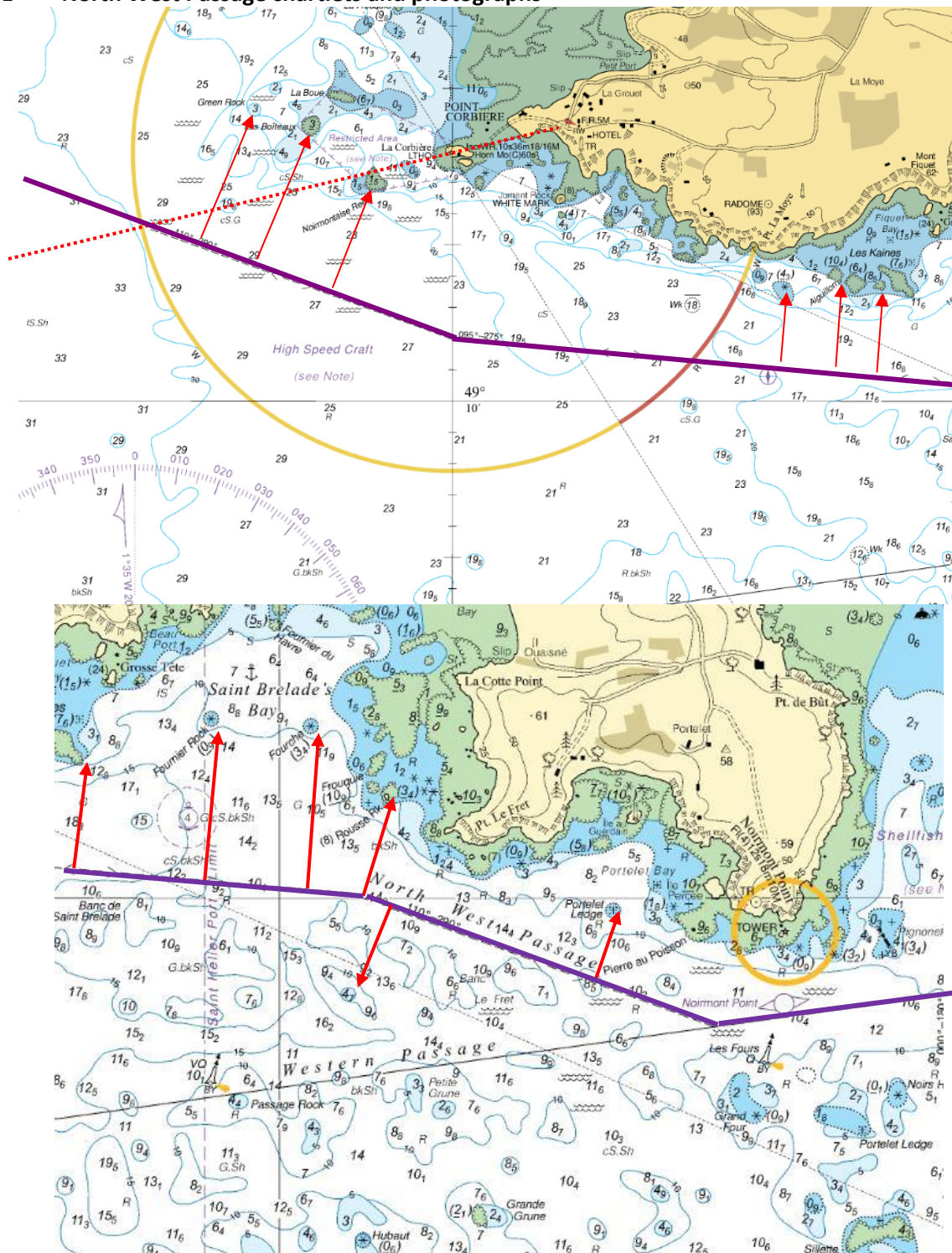
2.6 VTS Area

St Helier VTS operates a full VTS service within the area bounded by:

49° 12.0'N 002° 13.4'W - St Ouen's Bay
49° 12.0'N 002° 18.0'W
49° 07.0'N 002° 18.0'W
49° 07.0'N 001° 57.0'W
49° 14.0'N 001° 57.0'W
49° 14.0'N 002° 01.6'W - La Coupe Point

3.0 NORTH WEST PASSAGE

3.1 North West Passage chartlets and photographs

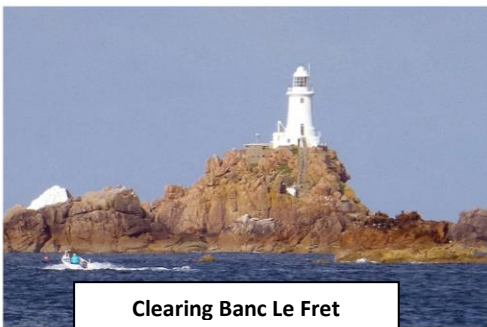




Corbière Lt Ho in Transit with fixed Red Lt



Corbière Lt Ho touching La Moye Pt



Clearing Banc Le Fret



Clearing Western Head of Les Kaines

3.2. North West Passage Text

The passage length is 4.15nm and the least depth is 5.5m close south of the track when SW of Point Le Fret.

When approaching from the North West, clear west of Rigdon Bank, 3.0m on, by keeping Jument just open South West of Corbière land bearing 146°, or at night by keeping in the White sector of Corbière Lighthouse.

Steer to pass 1.0nm West of Corbière Lighthouse and when the Lighthouse comes into transit with the Fixed Red Light/Red Day Mark, steer 110° for 1.0nm to pass 0.6nm South of Corbière Light.

3.3. Dangers off La Corbière Lt Ho:

- Green Rock 3.0m on, 0.5nm north
- Boîteaux dries 3.0m, 0.5nm north
- Noirmontaise Reef dries 1.5m, 0.35nm north.

When Corbière Lighthouse bears North, alter course to 095° for 2.15nm to pass 0.4nm South of La Moye Point.

3.4. Dangers

Western Head of Kaines dries 4.3m, 0.25nm north
Aiguillon dries 10.4m, 0.25nm north
Les Kaines Reef dries 8.5m, 0.25nm north
Fournier dries 0.9m, 0.4nm north

Fourche dries 3.4m, 0.4nm north
East Rousse 8m high, 0.3nm north

When Corbière Lighthouse is seen touching La Moye Point, steer 110° for 1.0nm to pass 0.2nm South West of Le Fret Point.

Alter course as necessary to merge with the Western Passage Leading Marks.

3.5. Dangers

Banc Le Fret 4.7m on, 0.2nm south
Portelet Ledge awash, 0.2nm north

3.6. Distance between buoys and beacons

Passage Rock Buoy to Les Fours Buoy 1.38nm.

3.7. Clearing marks for:

Western Head of the Kaines:- Corbière Lighthouse open South of Jument.

Banc Le Fret:- Corbière Lighthouse open North of Jument.

3.8. Clearing marks Outer Pignonet:

Eastwards: Breakwater End open South of Pignonet Beacon.

Westwards: Le Fret Pinnacle open South of Pierre au Poisson.



4.2. **PASSAGE TEXT**

Passage length 3.0nm and the least depth is 5.3m.

4.3. **Leading marks:**

Mont Ubé Lighthouse, Grève d'Azette Lighthouse and/or Dog's Nest Beacon in transit 082°/262°.

When entering on this passage, to pass North of Passage Rock Buoy and to increase the passing distance off Petite Grune, keep Mont Ube Light, Grève d'Azette Lighthouse open North of Dog's Nest Beacon until the Martello Tower in St Brelade's Bay is in transit with Le Fret Point. Alter course to bring the vessel onto the transit before coming abeam of Noirmont Point.

4.4. **Dangers:**

- Passage Rock 4.4m on, in transit, marked by north cardinal
- Banc Le Fret 4.7m on, 0.2nm north of transit
- Petit Grune 2.6m on, 0.1nm south of transit
- Grand Four dries 0.9m, 0.2nm south
- Inner Head of Grand Four 2.0m on, 0.1nm south, marked by north cardinal buoy
- Petite Four Awash, 0.3nm south
- Noirs Hommes dries 0.1m, 0.2nm south
- Outer Pignonet dries 3.2m, 0.15nm north
- Les Grunes du Port dries 2.1m, 0.25nm north, marked by red lateral buoy.
- Diamond Rock 2.2m on, 0.3nm north, marked by red lateral buoy.
- Ruaudière dries 1.1m, 0.1nm south, marked by green lateral buoy.
- Hugodiers 2.0m on, 0.15nm north.
- West Rock 2.0m on 0.07nm north
- Oysters dries 4.7m, 0.15nm north, marked by red & white beacon.
- West La Cloches 3.2m on, 0.05nm south.

4.5. **Shaping up for Small Road**

After passing the Ruaudière Buoy the Leading Marks can be opened slightly to the South to shape the vessel up for the Small Road approach. Clear the West La Cloche and the West Rock by ensuring that the vessel is crossing the Western Passage Leads as the rear Red Mark of the Small Road Lead opens East of the Platte Beacon, then alter as necessary to enter the Small Road 022°/202°.

4.6. St Aubin's Anchorage

If proceeding to the anchorage in St Aubin's Bay, alter course as necessary but be mindful of the 4.8m patch just WSW of No.2 anchorage.

4.7. Distances between buoys and beacons:

• Passage Rock Buoy to Les Fours Buoy	1.38nm
• Les Fours Buoy to Ruaudière Buoy	1.05nm
• Ruaudière Buoy to East Rock Buoy	0.9nm
• Noirmont Point to Pignonet Beacon	0.28nm
• Pignonet Beacon to Les Grunes du Port Buoy	0.35nm
• Les Grunes du Port Buoy to Diamond Buoy	0.35nm
• Diamond Buoy to Oyster Beacon	0.75nm

4.8. Beam distances:

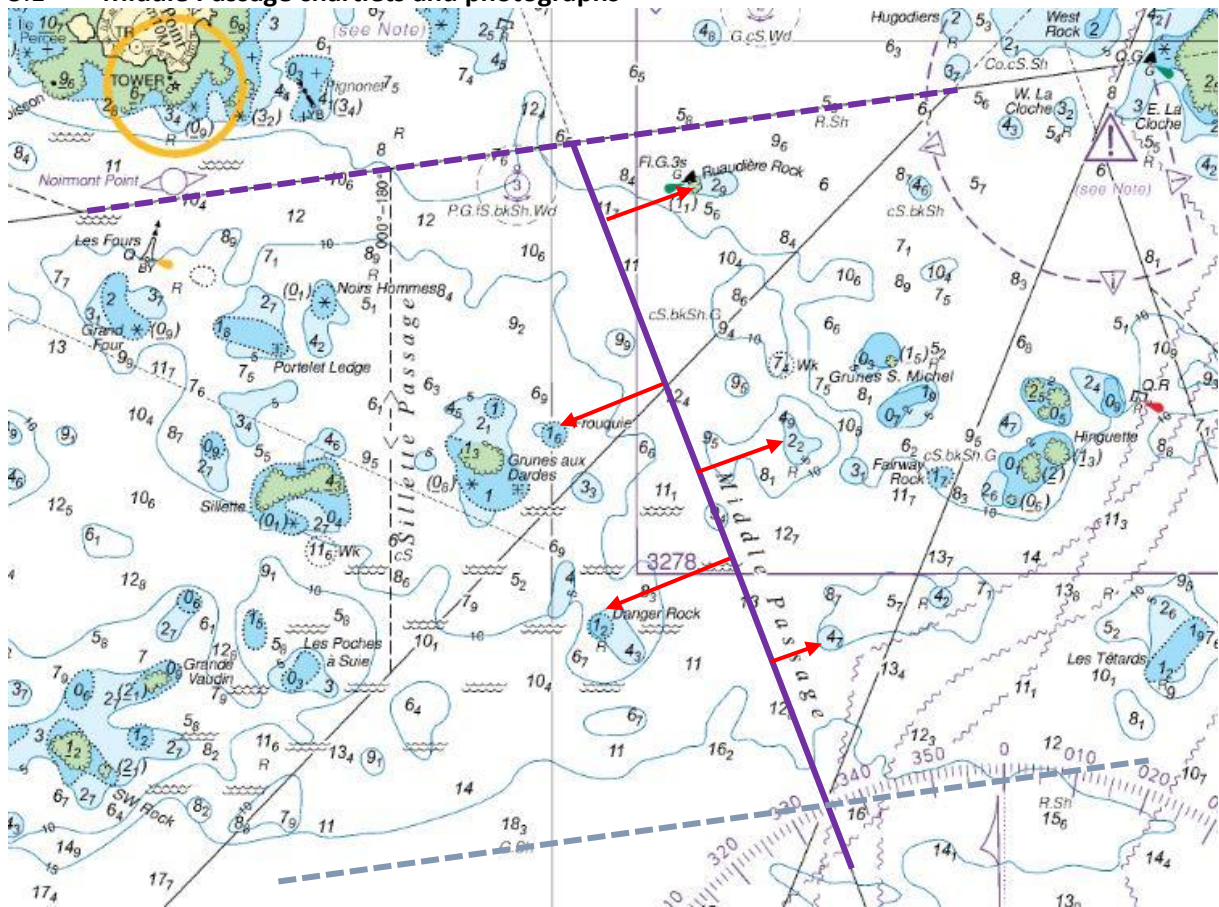
• <u>Les Fours Buoy</u>	0.10nm south
• <u>Pignonet Beacon</u>	0.15nm north
• <u>Les Grunes du Port Buoy</u>	0.25nm north
• <u>Diamond Buoy</u>	0.30nm north
• <u>Ruaudière Buoy</u>	0.10nm south
• <u>Oyster Beacon</u>	0.15nm north

4.9. Clearing mark to SW:

Red and White Tower in Ouaisne Bay open of La Cotte Point.

5.0 MIDDLE PASSAGE

5.1 Middle Passage chartlets and photographs



159Cor

MON PLAISIR WITH ST AUBIN'S FORT TOWER - 339° / 159°

5.8. Passage Text

Between Grunes aux Dardes and Grunes St Michel.

5.9. **Leading Marks**

“Mon Plaisir” in transit with St Aubin’s Fort Tower - 339°/159°.

5.10. **Passage details**

Passage length 1.25nm and minimum width 0.4nm. Least depth 9.4m but it shoals to 2.2m on the Eastern side of the passage. There is also a 4.7m rock 0.1nm east of track, after crossing the Red and Green leads.

5.11. **Dangers:**

- Danger Rock 1.2m on, 0.25nm west
- Frouquie des Grune aux Dardes 1.6m on, 0.2nm west
- Ruaudière Rock dries 1.1m, 0.2nm east, marked by green lateral buoy.
- Un-named shoal 2.2m on 0.2nm east

For commercial vessels the Middle Passage finishes at the convergence with the Western Passage.

5.12. **Clearing Marks:**

Mont Plaisir House over any part of St Aubin’s Fort Battery clears all dangers either east and west of track.



6.2. Passage Text

This Passage passes between the East and the West La Cloche

6.3. Leading marks

Red and Green Leading Lights in transit 022°/202°.

6.4. Passage Text

The passage length is 1.05nm and the least depth is 2.3m at the entrance to the Tanker Berth and between La Collette Dolphin and the end of the Elizabeth West Berth. This passage begins with Noirmont & Ruaudiere in transit 280°T

6.5. Dangers

- West La Cloche 3.2m on, 0.05nm west.
- East La Cloche 3.0m on, 0.05nm east
- East Rock 0.6m on 0.05nm east, marked by a green lateral buoy
- West Rock 2.0m on 0.07nm west
- Oysters dries 4.7m, 0.15nm west, marked by a red and white beacon
- Platte Rock Ledge 2.3m on, 0.05nm west, marked by a red beacon
- Sharp Rock 2.8m on, 0.04nm east
- Crapaud of the Castle dries 1.2m, 0.10nm west of transit, marked by a red lateral buoy (No 2 Buoy)

6.6. Distances between buoys and beacons

- | | |
|--|--------|
| • East Rock Buoy to Tanker Berth | 0.45nm |
| • Oyster Beacon to Platte Beacon | 0.15nm |
| • Platte Beacon to No.2 Buoy | 0.23nm |
| • No.2 Buoy to the end of Elizabeth West Berth | 0.25nm |

6.7. Beam passing distances

- | | |
|--------------------------------|------------------------|
| • <u>East Rock Buoy</u> | 0.05nm east |
| • <u>Oyster Beacon</u> | 0.15nm west |
| • <u>Platte Beacon</u> | 0.06nm west |
| • <u>No.2 Buoy</u> | 0.09nm west of transit |
| • <u>Tanker Berth West Arm</u> | 0.03nm east of transit |

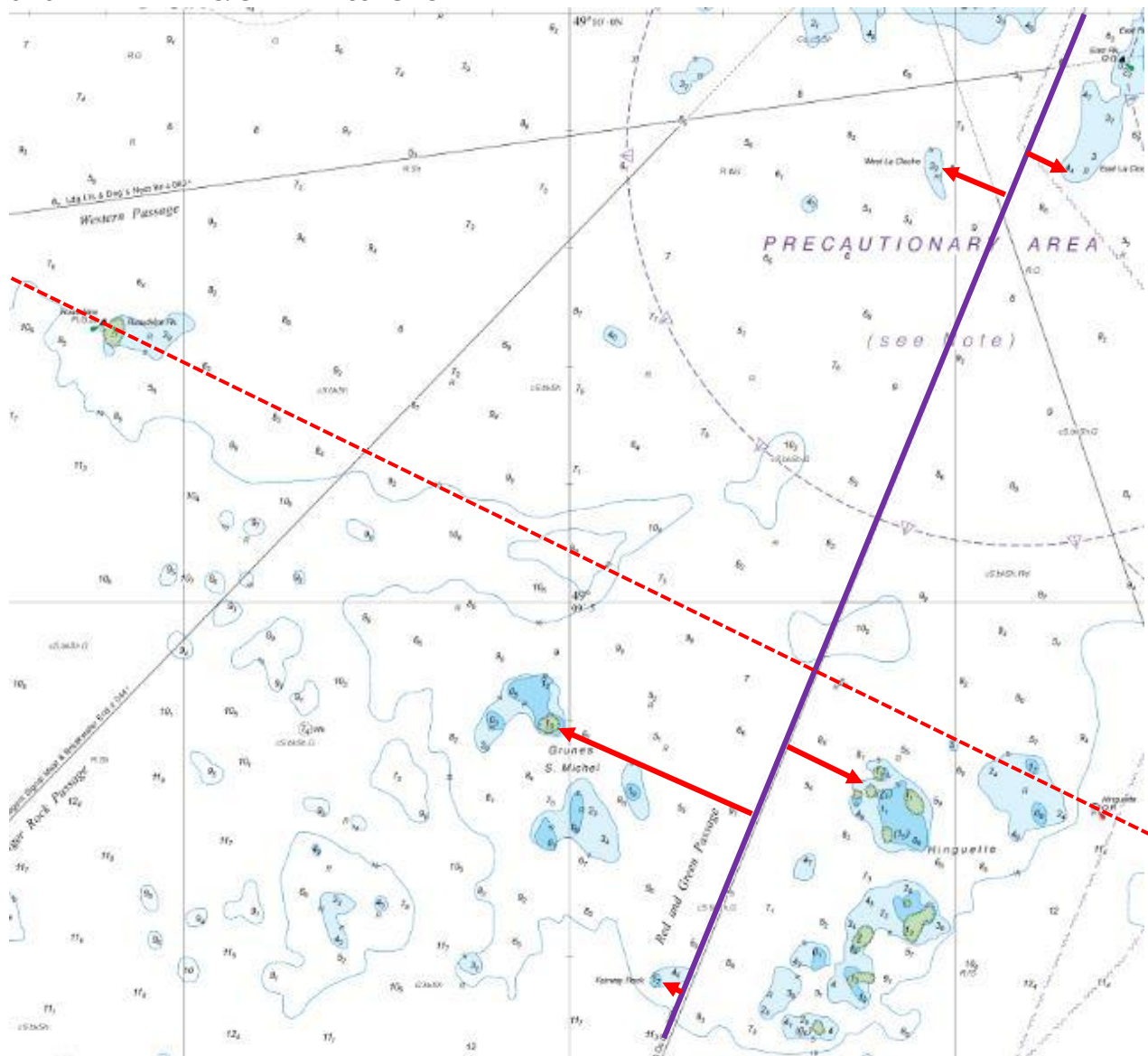
6.8. Passage Text

After passing the Platte Beacon the Leading Mark can be opened slightly to the West to shape the vessel up for the Pier Head approach (Pier Head lead, fixed Green lights **078°/258°**).

6.9. Clearing mark for the Crapaud of the Castle:

Keep Oyster Rock Beacon open of Elizabeth Castle Breakwater End.

6.10 THE RED & GREEN PASSAGE CHARTLET



6.11. Passage

Between Hinguette and Grunes St Michel

6.12. Passage Text

Total passage length is 1.45nm and minimum width 0.25nm. Least depth is 1.7m over Fairway Rock very close west of track. This track passes midway between two 4.3m rocks, close east of Fairway Rock and approximately midway between the East and West La Cloche.

6.13. Dangers

- Fairway Rock 1.7m on, 0.03 west
- Hinguette dries 2.5m, 0.08nm east
- Grunes St Michel dries 1.5m, 0.20nm west

Due to the proximity of Fairway Rock, the mariner must exercise caution as to when it is safe to use the Southern part of this Passage.

6.14. Distances between buoys & beacons

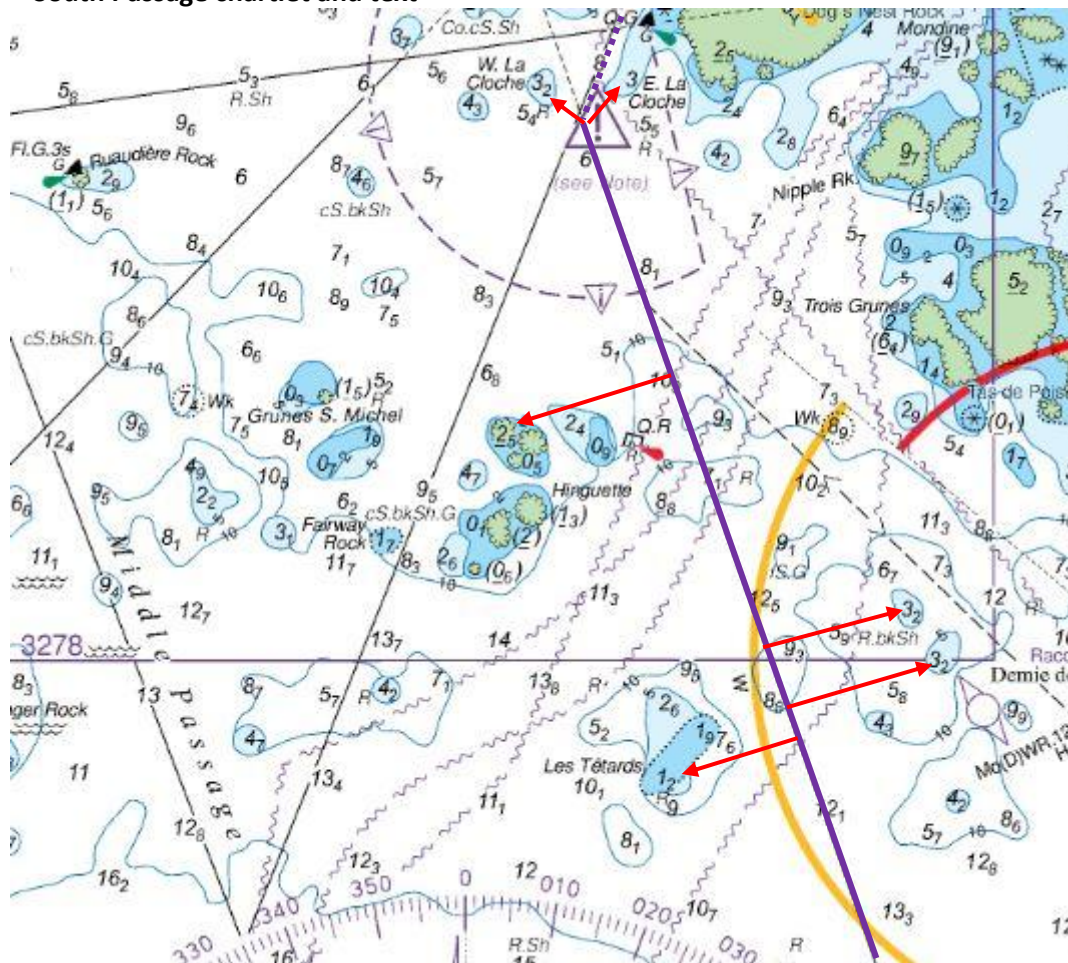
- Hinguette Buoy to East Rock Buoy 0.65nm

6.15. Beam passing distances

- Hinguette Buoy 0.26nm east

7.0 SOUTH PASSAGE

7.1. South Passage chartlet and text



BWVS seen between two heads of Gros du Château

7.2. South Passage Text

Between Les Têtards and the 9' and 11' Rocks to the Eastward.

7.3. Leading marks:

The B.W.V.S. on the sea wall in St Aubin's Bay seen between the two big heads of the Gros du Château - 341°/161°.

7.4. **Passage text**

Passage length is 1.25nm, minimum width of 0.25nm abeam Têtards and least depth 7.1m close SE of Hinguette Buoy, but there are 4.2m and 4.3m heads to the east of the track.

This passage converges with the Red and Green Passage.

7.5. **Dangers:**

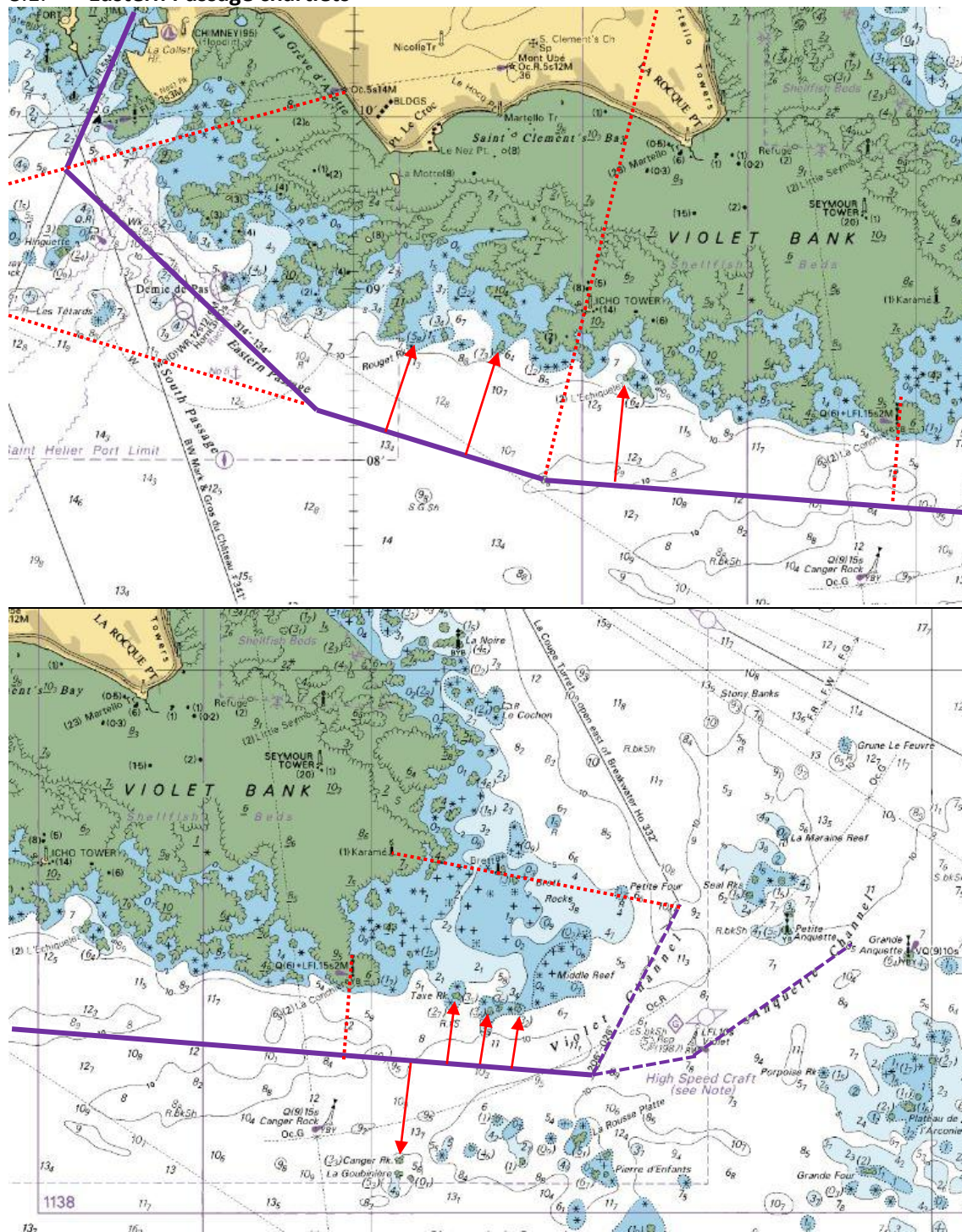
- Les Têtards 1.2m on, 0.25nm west
- 9' & 11' Rocks, both 3.2m on, 0.25nm east
- Hinguette dries 2.5m, 0.25nm west
- West La Cloche 3.2m on, 0.05nm west
- East La Cloche 3.0m 0.05nm east

7.6. **Beam passing distances:**

- Demie de Pas Lighthouse 0.5nm east
- Hinguette Buoy 0.1nm west

8.0 EASTERN PASSAGE

8.1. Eastern Passage chartlets



8.2. Passage Text

Between Demie de Pas Lighthouse and the 9ft and 11ft Rocks. Passage length is 6.70nm with a minimum width 0.2nm.

8.3. Clearing outside of all to South and West:

Seymour Tower open South of Frouquie. Safe minimum beam distance off Noirmont Point 1.7nm

8.4. Clearing marks to the West of Canger Rock

Mont Orgueil Castle open West of Seymour Tower and La Conchière Rock, 351°T.

8.5. Entering from Eastwards

Using either the Violet (206°T x 1.25nm) or Anquettes Channel (235°T x 1.1 and 255°T x 0.6), steer for the position with Le Brett Beacon in transit with Mont Orgueil Castle and Icho Tower close south of La Conchiere. This mark becomes effective when Petit Anquette bears 052°T x 1.4nm. Alter course to 277°T for 3.45nm

8.6. Dangers on SE corner:

- La Rousse Platte dries 5.1m, 0.3nm south
- La Route en Ville dries 3.6m, 0.35nm north
- West Rock dries 3.6m, 0.35nm north
- Taxe Rock dries 3.5m, 0.4nm north

8.7. Passage Text

When Mont Orgueil Castle comes into transit with Icho Tower and Corbiere Lighthouse is seen touching La Moye Point alter course to 290°T for 1.65nm.

8.8. Dangers on eastern part of passage:

- Canger Rock dries 3.3m, 0.6nm south
- La Conchière 2m high, 0.4nm north
- L'Echiquele 2m high, 0.5nm north

8.9. Passage Text

When La Platte Beacon opens just west of Demie Des Pas Light (in position 0.45nm SE of Demie De Pas Lighthouse) steer 314°T for 1.6nm towards St Aubin Fort tower using the East Side of La Haule Court (red brick block of flats) with St Aubin's Fort Pier Head to pass 0.1 nm west of the light.

By night steer on the Red Isophase light in St Aubin's Harbour or the Air Traffic Control Tower (red light) in transit with St Aubin's Fort Tower, keeping the vessel in the white sector of Demie Des Pas light until the Red & Green leading lights come into transit when course should be altered to enter the Small Roads.

If entering from the South Eastward (St Malo or Granville) steer as necessary to join the passage 0.1nm West of Demie de Pas Lighthouse altering course onto the 314°T course

8.10. Dangers on western part of passage

- Jinquet Rock, dries 7.3m, 0.5nm north
- Rouget Rock dries 5.8m, 0.3nm north

8.11. **Beam passing distances:**

- La Conchière Beacon 0.4nm north
- Canger Rock Buoy 0.4nm south
- Icho Tower 0.9nm north

8.12. **Distances between buoys and beacons:**

- Canger Rock Buoy to Demie de Pas Lighthouse 4.2nm
- Violet Buoy to Canger Rock Buoy 2.2nm

8.13. **Departing**

Proceed down the Small roads 202°T until Greve D'azette light is seen south of Mondine or at night when the Demie Des Pas Light house light changes to white then alter course to 134°T to pass 0.1 west of the light house.

8.14. **Dangers:**

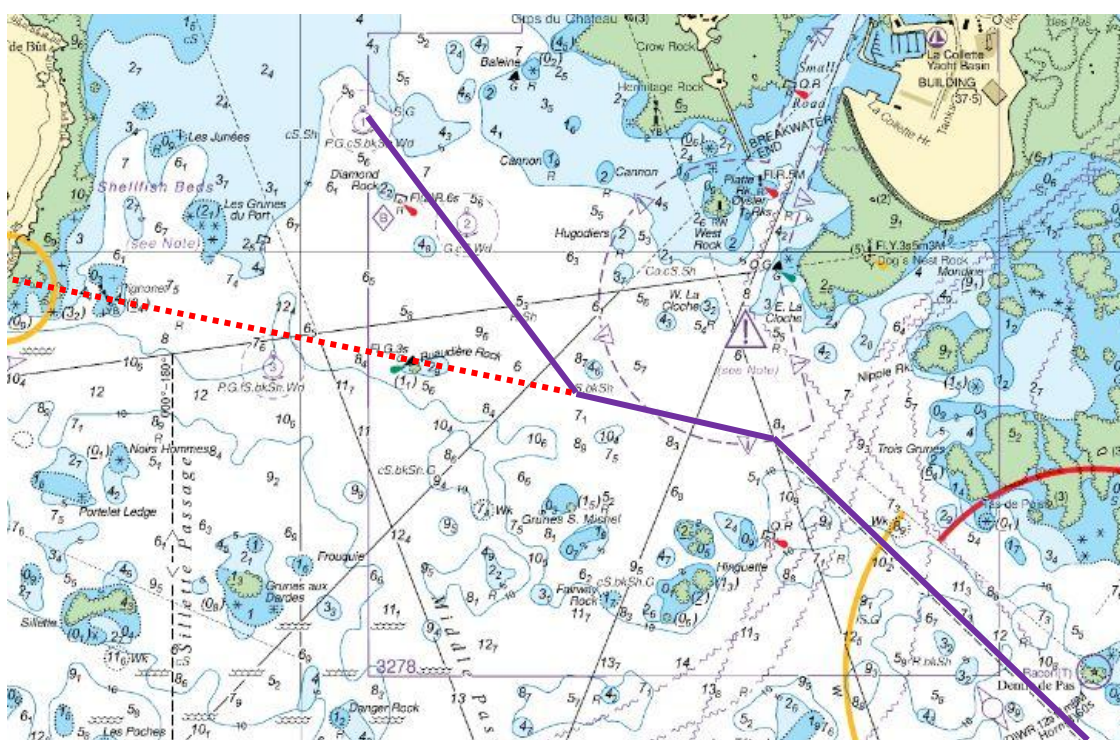
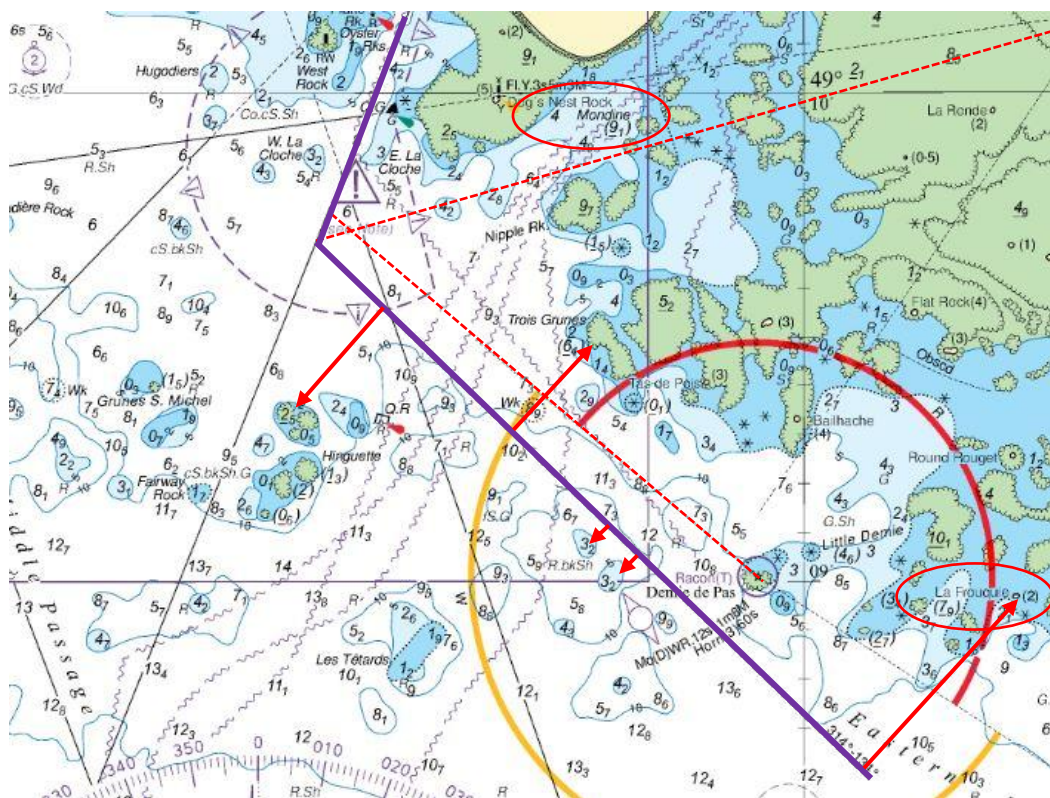
- Frouquie 2.0m high, 0.5nm NE.
- 9' & 11' Rocks both 3.2m on, 0.1nm SW.
- Trois Grunes dries 6.4m 0.22nm NE.
- Hinguette dries 2.5m, 0.25nm SW

8.15. **Distance between buoys & beacons:**

- Demie de Pas Lighthouse to Hinguette Buoy 0.8nm
- Hinguette Buoy to East Rock Buoy 0.65nm

8.16. **Beam passing distances:**

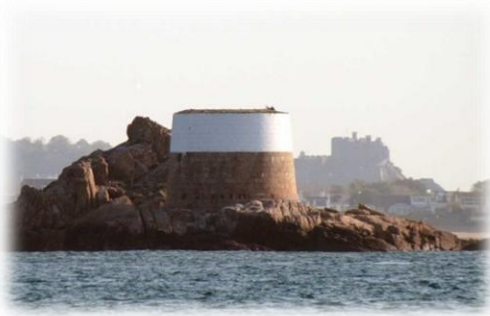
- Demie de Pas Lighthouse 0.1nm NE
- Hinguette Buoy 0.2nm SW



8.17. Anchorage in St Aubin's Bay

If proceeding to anchor in St Aubin's Bay, after passing the Hinguette Buoy, alter course to 280°T with Noirmont Point in transit with the Ruaudière Buoy. Alter as necessary to pick up the transit of La Haule House with St Aubin's Fort Pier Head.

8.18. Photographs



ICHO TOWER WITH MONT ORGUEIL CASTLE



ICHO TOWER OPEN NORTH OF LA CONCHIERE



SEYMOUR TOWER WITH CONSPIC TREES



MONT ORGUEIL OPEN WEST OF SEYMOUR

9.0 EASTERN PASSAGE LIGHTHOUSES, BUOYS AND BEACONS ON SOUTH COAST

9.1. LA CORBIERE LIGHTHOUSE

Isophase W. R. 10s. 36m W18M. R16M.

Sectors:- White from the land Eastward of the light to 294°. Red to 328°. White to 148°. Red to the land NE of the light (Petit Port).

A FIXED RED LIGHT is situated 079° x 0.42 nm from Corbière Lighthouse. Vis.5M. Visible only from 331° through North to 151°.

9.2. PASSAGE ROCK BUOY

North Cardinal. Very Quick Flashing.

9.3. MARTELLO TOWER IN ST BRELADES BAY

Round stone tower.

9.4. MARTELLO TOWER IN OUAISNE BAY

Round red and white stone tower.

9.5. NOIRMONT POINT LIGHTHOUSE

Black tower with white band.

Group Flash (4) 12s. 18m 10M.

9.6. LES FOURS BUOY

North cardinal buoy. Quick Flashing.

9.7. PIGNONET BEACON

South cardinal beacon.

9.8. GRUNE DU PORT

Red lateral buoy

9.9. DIAMOND BUOY

Red lateral buoy. Fl. (2) R. 6s.

9.10. RUAUDIERE BUOY

Green lateral buoy. Fl. G. 3s.

9.11. BALEINE BUOY

Green lateral buoy.

9.12. **OYSTER BEACON**

Red beacon with a white top mark.

9.13. **PLATTE LIGHT BEACON**

Fl. R. 1.5 s. 6m 5M.

9.14. **EAST ROCK BUOY**

Green lateral buoy. Q. Fl. G.

9.15. **CRAPAUD**

No. 2 Fairway Buoy.

Red lateral buoy. Q. Fl. R.

9.16. **No. 4 FAIRWAY BUOY**

Red lateral buoy. Q. Fl. R.

9.17. **RED AND GREEN LEADING LIGHTS: 022°/202°**

Synchronised Occ. 5s Both have red day marks

Front Light:- Occ. G. 10m. 11M.

Rear Light:- Occ. R. 18m. 12M.

9.18. **HINGUETTE BUOY**

Red lateral buoy. Q.Fl.R..

9.19. **DEMIE DE PAS LIGHTHOUSE**

South Cardinal. Mo. (D) WR 12s. 11m. 8M. Racon T.

Sectors:- White from 303° through North to 130°. Red elsewhere.

Fog Signal:- Horn (3) 60s.

9.20. **MONT UBE LIGHTHOUSE**

Occ. R. 5s. 46m 12M.

Visible from 250° through West to 095°, partially obscured 069° to 074°.

9.21. **GREVE D'AZETTE LIGHTHOUSE**

Occ. W. 5s. 23m 14M. Red daymark.

Visible from 034°through East to 129°.

9.22. **DOGS NEST BEACON**

Fl Y 3s 3M - Yellow concrete pillar beacon with yellow cross special mark.

9.23. **ICHO TOWER**

Round stone tower with white band

9.24. **CONCHIERE BEACON**

South cardinal beacon. Qk. Fl. (6) + L.Fl. 15s.

9.25. **CANGER ROCK BUOY**

West cardinal buoy. Qk. Fl. (9) 15s.

9.26. **FROUQUIER AUBERT**

South cardinal buoy. Qk. Fl. (6) + L.Fl. 15s.

9.27. **VIOLET CHANNEL BUOY**

Safe water pillar buoy. RWVS. L Fl 10s . Red spherical top mark.

9.28. **SEYMOUR TOWER**

White square stone tower.

9.29. **KARAME BEACON**

White concrete pillar beacon with black band and letter “K” top mark.

9.30. **BRETT BEACON**

Steel framework beacon with letter “B” top mark

9.31. **PETIT ANQUETTE BEACON**

Yellow and black south cardinal concrete pillar beacon with south cardinal top mark

9.32. **GRANDE ANQUETTE BEACON**

Yellow and black west cardinal concrete cone beacon with a west cardinal top mark.
V Q 9 10s

10.0 SOUTH COAST ANCHORAGES

10.1. No.1 - ST AUBIN'S BAY - 5.7 - Sand

49° 10.31'N 002° 08.78'W - Max draft 5.0m* - Max length 140m - Tender 1.85nm

DAY

- **La Haule House** in transit with St Aubin's Fort Breakwater End.
- La Collette Power Station Chimney in transit with Elizabeth Castle Hermitage.

NIGHT

- Ruaudière Buoy open East of Diamond Buoy.
- La Collette Power Station Chimney in transit with Elizabeth Castle Hermitage.

10.2. No.2 - ST AUBIN'S BAY SOUTH – 6m – Sand

49° 10.065'N 002° 08.40'W - Max draft 5.5m* - Max length 185m - Tender 1.75nm

- South end of EfW Building in transit Elizabeth Castle Breakwater end.
- **La Haule House** in transit with St Aubin's Fort Breakwater End.
- Radar bearing and distance from Breakwater End bearing 075°T x 0.65nm

10.3. No.3 - WEST OF RUAUDIERE BUOY- 6.5m – Sand

49° 09.73'N 002° 09.10'W - Max draft 6.0m* - Max Length 200m - Tender 2.45nm

- **Mont Plaisir House** in transit with West end of St Aubin's Fort.
- La Collette Power Station Chimney in transit with Elizabeth Castle Breakwater End

10.4. No.4 - PILOTAGE WAITING ANCHORAGE – 15m - Gravel and sand

49° 10.20'N 002° 12.35'W - Max draft 13.0m* - Max length unlimited - Tender 4.55nm

- 0.65nm North of Passage Rock Buoy.

10.5. No.5 - SOUTH OF DEMIE DE PAS LIGHT – 14m - Rock and Sand.

49° 08.51'N 002° 06.05'W - Max draft 12.0m* - Unlimited - Tender 2.75nm

- 0.5nm South of Demie de Pas Lighthouse.

* It should be noted that maximum drafts indicated are only applicable to low water springs.

11.0 TIDES ON THE SOUTH COAST

11.1. DIRECTION 3 MILES WEST OF CORBIERE

<u>High Water</u>	-	-	-	-	NE
<u>Half Ebb</u>	-	-	-	-	NW
<u>Low Water</u>	-	-	-	-	SW
<u>Half Flood</u>	-	-	-	-	SE

11.2. DIRECTION IN ST OUEN'S BAY

<u>Half Flood through HW to Half Ebb</u>	-	N
<u>Half Ebb through LW to Half Flood</u>	-	S

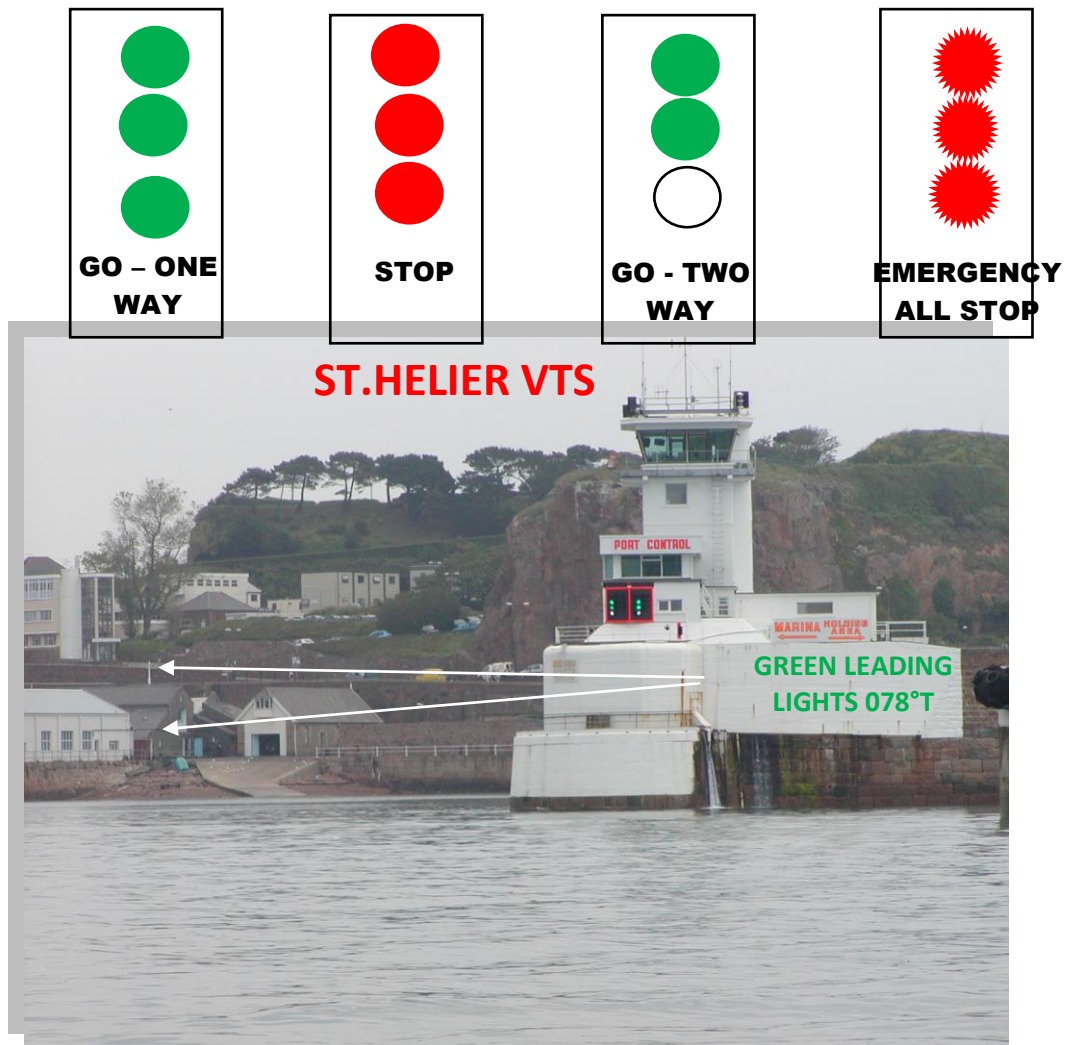
11.3. DIRECTION AT LA CONCHIERE

<u>Half Flood through HW to Half Ebb</u>	-	NE
<u>Half Ebb through LW to Half Flood</u>	-	SW

12.0 ST HELIER VESSEL TRAFFIC SERVICE SIGNALS

Before entering or leaving the port, or shifting berth within the port, Masters of vessels must obtain prior permission from St Helier VTS on VHF Channel 14.

In addition, there are four sets of IALA Traffic signal lights. Three sets are mounted on VTS Tower facing Elizabeth Harbour, Small Road, and the Main Harbour to control small craft movements. There is an additional set facing into La Collette Yacht Basin. In 2016 additional repeater units were mounted facing NW and SW on the end of Elizabeth West wall. They mimic those on the VTS Tower but can be operated independently if necessary.



13.0 VHF REPORTING POINTS

13.1. JERSEY COASTGUARD TRAFFIC REPORT

All vessels proceeding to ports in Jersey must call Jersey Coastguard on VHF Channel 82 or 25 at least 1 hour before arrival, giving the following details:-

- a) ETA at the berth OR Pilot Station and port of departure,
- b) Number of passengers and vehicles bound for Jersey,
- c) The PEC holders number if applicable.
- d) Max draught (cargo vessels and tankers)
- e) Any defects likely to effect vessel manoeuvring

13.2. CROSSING S AND E OF 49° 12.0'N 002° 18.0'W

Inwards – position report and confirm ETA to berth to St Helier VTS VHF 14
Outwards – clearing area to St Helier VTS VHF 14

13.3. ABEAM OF NOIRMONT POINT

Inwards – position report and request for clearance to St Helier VTS VHF 14
Outwards – position report to St Helier VTS VHF 14

13.4. ABEAM OF VIOLET BUOY

Inwards – position report to St Helier VTS VHF 14
Outwards - clearing area to St Helier VTS VHF 14

13.5. ABEAM OF DEMIE DES PAS LIGHTHOUSE

Inwards - 10 minutes out from Demie Des Pas Lt to St Helier VTS VHF 14
Inwards – position report and request for clearance to St Helier VTS VHF 14
Outwards – clearing area to St Helier VTS VHF 14

13.6. ADDITIONAL FOG REPORTING

Inwards at Ruaudiere Buoy to St Helier VTS VHF 14 – from west
Inwards at Hinguette Buoy to St Helier VTS VHF 14 – from south and east

13.7. OUTWARD CLEARANCE

Ten minutes advance notice of ETD or shift of berth should be passed to St Helier VTS on VHF 14. Immediately prior to letting go vessels must obtain permission to do so declaring their destination and intended departure route.

Permission is also required for shifting ship within the port.

When working tugs use VHF 11 or alternatively 9

14.0 PILOT BOARDING AREAS ON SOUTH COAST

14.1. APPROACHING FROM SOUTH OR EAST

All vessels approaching from the south and east should embark a pilot in an area approximately 1.0nm south of Demie de Pas Lighthouse (49° 08.00'N 002° 06.20'W)

14.2. APPROACHING FROM WEST

Vessels approaching from the west should embark a pilot in an area approximately 0.4nm S of La Moye Point. (49° 10.08'N 2° 13.46'W)

14.3. ADDITIONAL BOARDING POINT

There is an additional optional pilot boarding point located 1' south of Corbière Lighthouse. This is used mainly for first time calling vessels, tankers and cruise liners, by arrangement with Jersey Pilots.

14.4. PILOT SERVICE VHF CHANNEL

Pilot Cutters keep a listening watch on VHF channel 14 when on station.



Coupe Turret open East of St.Catherine's Breakwater House. Track length 2.7 nm and minimum width 0.25nm.

15.3. Dangers

- Cochon dries 2.4m, 0.4nm west, marked with red lateral buoy
- La Noir dries 4.5m, 0.45nm west, marked by east cardinal beacon
- Giffard awash, 0.1nm west, marked by red lateral buoy
- Middle ridge of Banc du Chateau shoaling to 0.4m on, 0.30nm east
- North ridge of Banc du Chateau shoaling to 0.9m on, 0.25nm east
- Tres Grunes awash, 0.2nm west
- Pacquet 0.3m on, 0.2nm west

15.4. Distances between beacons and buoys

- | | |
|---|---------|
| • Bretts Beacon to Cochon Buoy | 0.95nm |
| • Cochon Buoy to La Noir Beacon, | 0.45nm |
| • La Noir Beacon to Giffard Buoy, | 0.50nm |
| • Giffard Buoy to Horn Rock Beacon | 0.68nm |
| • Horn Rock Beacon to Gorey Roads Buoy | 0.61nm |
| • Gorey Roads Buoy to Equerrière Beacon | 0.38nm |
| • Equerrière Beacon to Les Arch Beacon | 0.24 nm |

15.5. Beam passing distances;

- | | |
|----------------------------|-------------|
| • <u>Bretts Beacon</u> | 0.85nm west |
| • <u>Cochon Buoy</u> | 0.35nm west |
| • <u>La Noir Beacon</u> | 0.45nm west |
| • <u>Giffard Buoy</u> | 0.08nm west |
| • <u>Horn Rock Beacon</u> | 0.36nm west |
| • <u>Gorey Roads Buoy</u> | 0.40nm west |
| • <u>Equerrière Beacon</u> | 0.45nm west |
| • <u>Les Arch Beacon</u> | 0.32nm west |

15.6. Passage text

After passing Giffard Buoy, course should be altered to port to bring La Coupe Turret in transit with the centre of St Catherine's Breakwater House, steer 333°T. Track length is 1.1nm and minimum width is 0.3nm

When Seymour Tower is open east of Little Seymour Beacon (Fort William comes into transit with Gorey Pier Heads) steer 006°T to cross St. Catherine's Bay. Track length is 1.4 nm and minimum width 0.24nm

When St. Catherine's Martello Tower shuts with St. Catherine's Breakwater End, alter course to 318°T to cross Fliquet Bay. Track length is 1.05 nm and minimum width 0.4nm.

15.7. Dangers:

- St Catherine's Bank 0.3m on, 0.2nm west
- Pillon Rock 0.9m on, 0.3nm west
- Coupe Rock 2.7m on, 0.25nm SW
- Braves Rocks dries 3.1m, 0.32nm SW

15.8. **Distances between buoys and beacons:**

- Les Arch Beacon to Le Fara Beacon 0.82nm west
- Le Fara Beacon to St Catherines Breakwater 0.5nm west

15.9. **Beam passing distances:**

- Le Fara Beacon 0.33nm west
- St Catherines Breakwater End 0.5nm west
- La Coupe Point 0.4nm SW

15.10. **CLEARING MARKS FOR BANC DU CHATEAU - awash**

NORTH Grouville Mill in transit with the South side of Mont Orgeuil Bluff 230°.

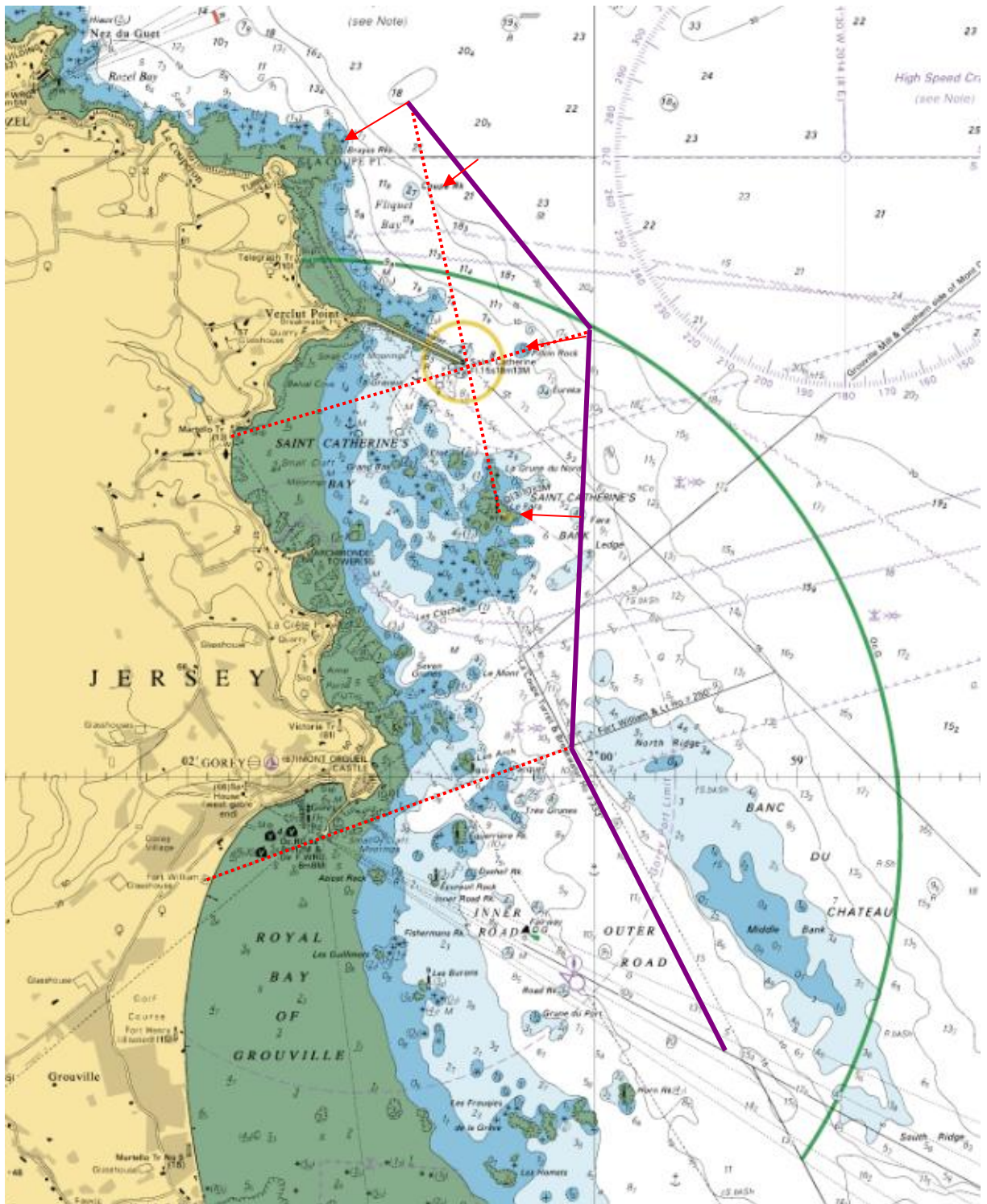
SOUTH Icho Tower in transit with Little Seymour Beacon 241°.

EAST La Coupe Turret in transit with St.Catherine's Breakwater Lighthouse 315°.

WEST La Coupe Turret in transit with the East side of St.Catherine's Breakwater House 332°.

15.11. **CLEARING MARKS FOR LA COUPE AND BRAYES ROCKS**

Keep Fara Beacon open of Breakwater end until Belle Hougue Point opens outside of Tour de Rozel.



15.12. PASSAGE INTO GOREY HARBOUR

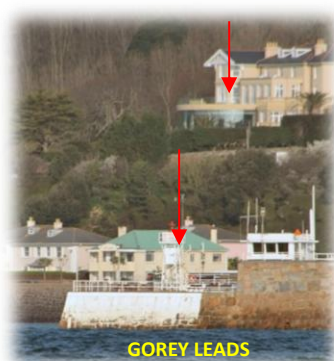
Gorey Leading Marks:

By Day:- The join of the east gable to the main house of the property known as **Rockmount** in transit with Gorey Pier Head Lighthouse 298°

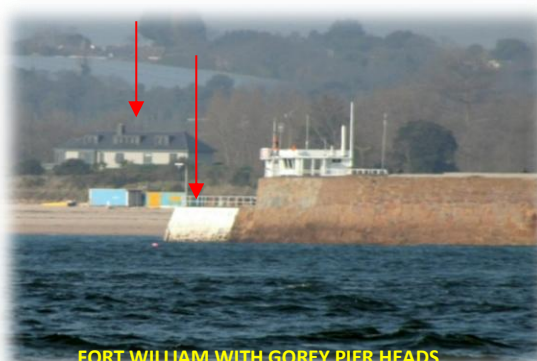
By Night: Stay in the white sector of the Directional Fixed Red, White and Green Light located on the Gorey Pier Head Lighthouse

The above two marks and/or lights in transit, lead North of Horn Rock (dries 4.7m); Les Frouquies de Grève (dries 3.8m); Les Burons (dries 4.1m); and Les Guillimots (dries 2.1m), and leads South of and Ecureuil Rock (dries 3.7m), but OVER Azicot Rock (dries 2.2m).

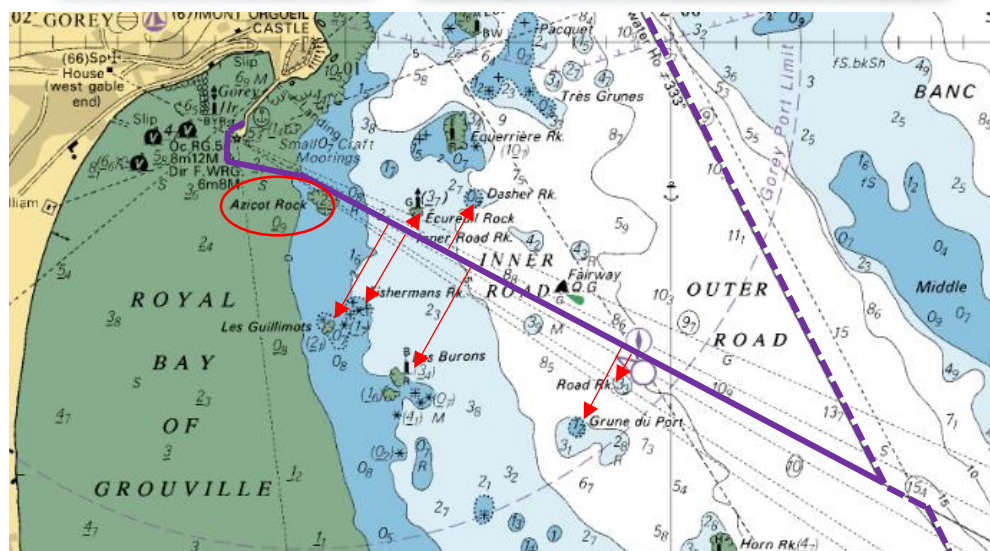
When farther out the lights and /or marks in line lead directly over the West edge of the South Ridge of the Banc du Chateau



GOREY LEADS



FORT WILLIAM WITH GOREY PIER HEADS



16.0 Lighthouses Lights Buoys and Beacons on East Coast

16.1. VIOLET CHANNEL BUOY

Pillar. R.W.V.S. L.Fl. 10s Topmark - Red sphere.

16.2. BRETT BEACON

Steel framework Beacon with letter “B” top mark

16.3. KARAME BEACON

White concrete pillar beacon with black band and letter “K” top mark.

16.4. PETIT ANQUETTE BEACON

Yellow and black south cardinal concrete pillar beacon with south cardinal topmark

16.5. GRANDE ANQUETTE BEACON

Yellow and black west cardinal concrete cone beacon with a west cardinal topmark. V Q 9 10s

16.6. COCHON BUOY

Red Can

16.7. LA NOIRE

East Cardinal Beacon

16.8. GIFFARD BUOY

Red Can Fl R 3s

16.9. HORN ROCK BEACON

Red Beacon with letter “H” top mark.

16.10. LES BURONS

Red Beacon with letter “B” top mark

16.11. ECUREUIL ROCK

Green Beacon with Cone top mark

16.12. EQUERRIERE ROCK

Red Beacon with “Fish Tail” top mark

16.13. LES ARCH

Black and White Beacon with letter "A" top mark

16.14. GOREY ROADS BUOY

Green conical, Q.G. Ra. Refl.

16.15. GOREY PIER HEAD LIGHTHOUSE

Occ WRG 5s 8m 8M

The light is sector red from 008° to light 296.5°, then white 296.5° to 299.5° and green 296.5° to north to 228°

16.16. GOREY HILL DAY MARK

The join of the east gable to the main house of the property known as **Rockmount**.

16.17. FARA BEACON

East Cardinal beacon with top mark and light, Q(3) 10s 3M

16.18. ST. CATHERINE'S BREAKWATER LIGHT

White framework tower, elevation 18m.

Fl.W 1.5s Vis - 13 miles.

16.19. ECRIVIERE BUOY

South Cardinal, Q (6) + L Fl.15s.

17.0 ANCHORAGE

17.1. GOREY ROADS ANCHORAGE 9.0 sand

From Gorey fairway Buoy 050°T distance 0.24nm

18.0 TIDES

18.1. GROUVILLE BAY

From Half Flood through High Water to Half Ebb North

From Half Ebb through Low Water to Half Flood South

18.2. DIRECTION AT LA CONCHIÉRE

From Half Flood through High Water to Half Ebb.....NE

From Half Ebb through Low Water to Half Flood.....SW

19.0 VHF REPORTING POINTS AND PILOT BOARDING EAST COAST

19.1. EAST COAST INS AREA

Crossing S and W of 49° 14.0'N 1° 57.0'W

Inward-bound, transiting or leaving the VTS area: State position and confirm ETA at berth or that vessel is clearing the area

19.2. GOREY

Approaching Gorey Roads Buoy call St Helier VTS on VHF channel 14 for permission to enter the port and prior to departure permission to sail outwards with port of destination and intended route, after passing the Roads Buoy clearing the area.

19.3. PILOT BOARDING POSITION

Gorey pilot boarding is 3.5 cables SE of Gorey Roads Buoy (49° 11.3'N 1°59.9'W)

20.0 NORTH AND WEST COAST PASSAGES

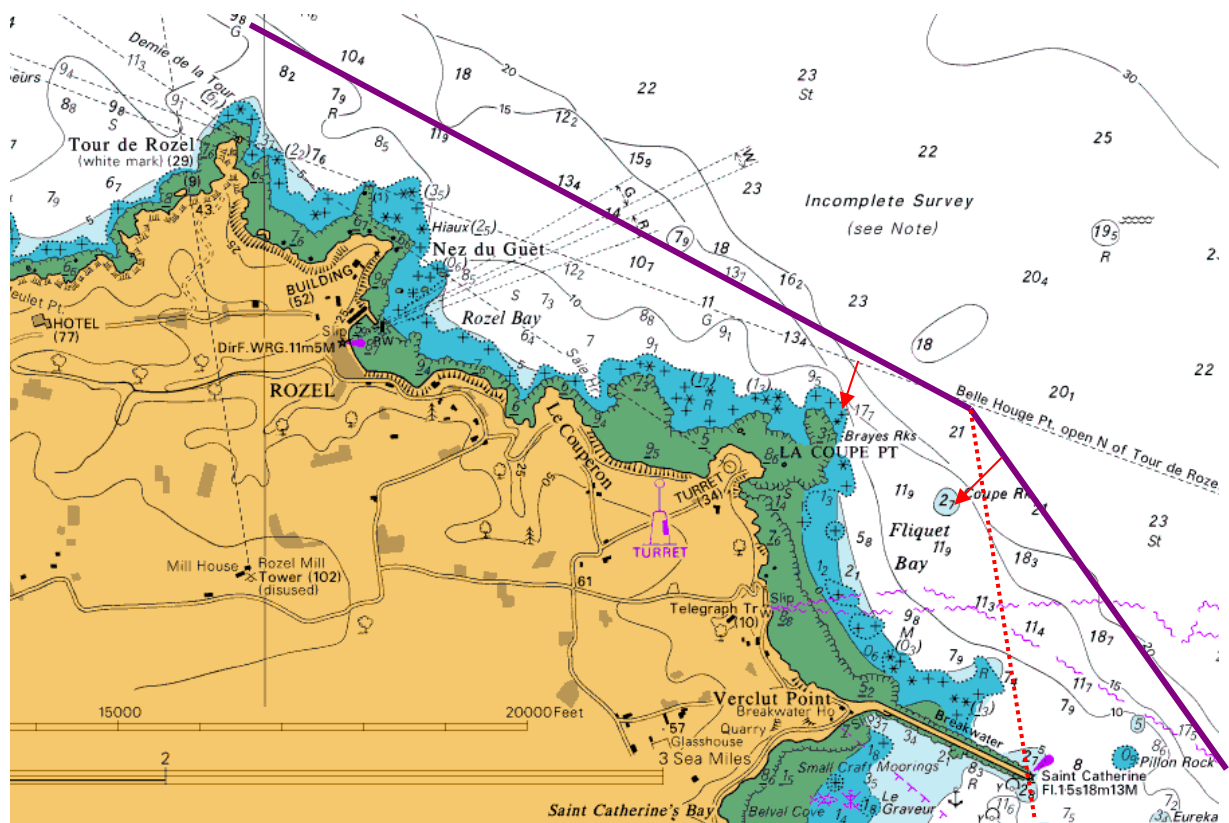
20.1. PHOTOGRAPHS AND CHARTLETS



**ST CATHERINES TOWER OPEN OF
BREAKWATER END**



**FARA BEACON AND ST CATHERINES
BREAKWATER END**



20.2. PASSAGE TEXT

Passage length from St Catherine's Breakwater to Corbiere Lighthouse, 14.79nm and minimum width 0.28nm abeam of Shamrock Bank

From a position 0.5nm off St Catherine's Breakwater steer 318°T until Fara Beacon comes into transit with St. Catherine's Breakwater End then alter to 295°T to cross Rozel and Bouley Bays. Track length is 3.25nm and minimum width 0.5nm.

When Bouley Bay Pier Head is shut in by Vicard Point alter course to 269°T to cross Giffard and Bonne Nuit Bays. Track length 1.4nm and minimum width 0.15nm

20.3. Dangers:

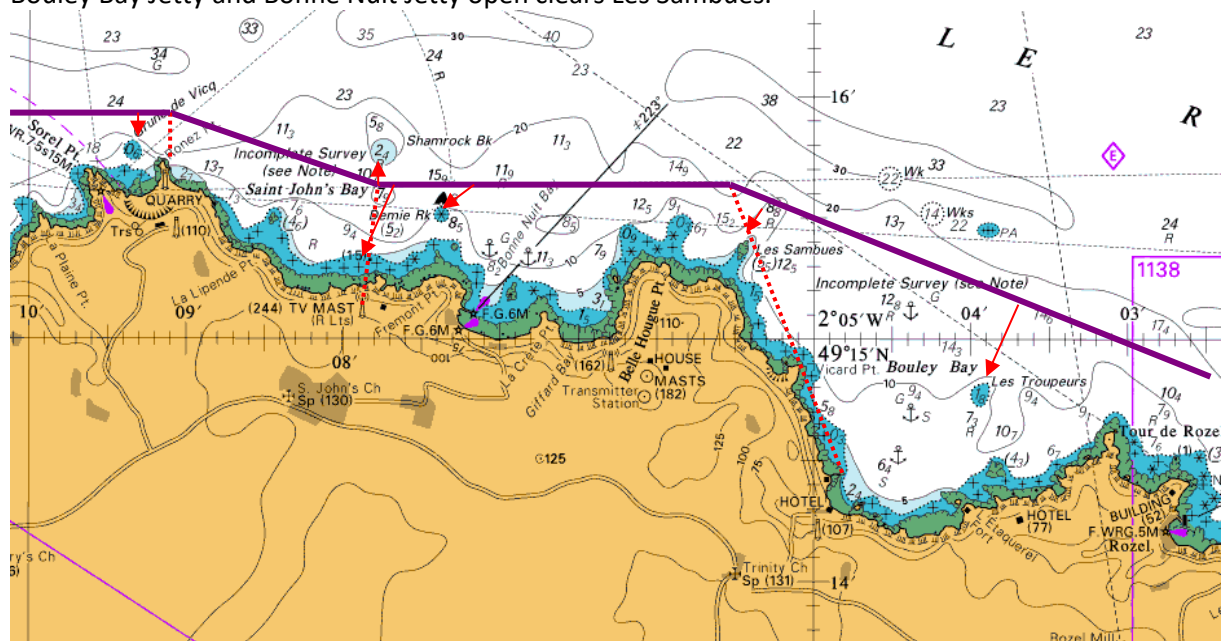
- Demie de la Tour dries 6.1m, 0.15nm SW
- Les Troupeurs 1.8m on, 0.4nm SW
- Les Sambues dries 3.4m, 0.25nm SW
- Demie de Fremont dries 5.2m, 0.15nm south marked by green lateral buoy.
- Shamrock Bank 2.4m on, 0.13nm north.

20.4. Beam passing distances:

- Tour de Rozel 0.2nm SW
- Belle Hougue Point 0.35nm SW

20.5. Clearing marks:

La Coupe Turret open of Tour de Rozel clears all dangers off Belle Hougue Point and keeping both Bouley Bay Jetty and Bonne Nuit Jetty open clears Les Sambues.



20.6. Text

When Cormorant Rock comes into transit with Fremont TV Mast, alter course to 289°T to cross St John's Bay. Track length 0.95nm and minimum width 0.25nm.

Plemont and Ronez Points in transit lead close inside Shamrock Bank, but well open, lead outside, With Ronez Point bearing 180°T at 0.2nm, alter course to 268°T, track length 2.94nm and width 0.3nm

20.7. Beam passing distance:

- | | | |
|---|----------------------|-------------|
| • | <u>Ronez Point</u> | 0.2nm south |
| • | <u>Sorel point</u> | 0.2nm south |
| • | <u>Plemont Point</u> | 0.2nm south |
| • | <u>Gronez Point</u> | 0.1nm south |

20.8. Dangers:

- Grune de Vicq 0.6m on, 0.15nm south
- Grune de Becquet 6.1m on, 0.1nm south
- Grune de Duet 3.4m on, 0.45nm south

20.9. Clearing Marks for Paternosters:

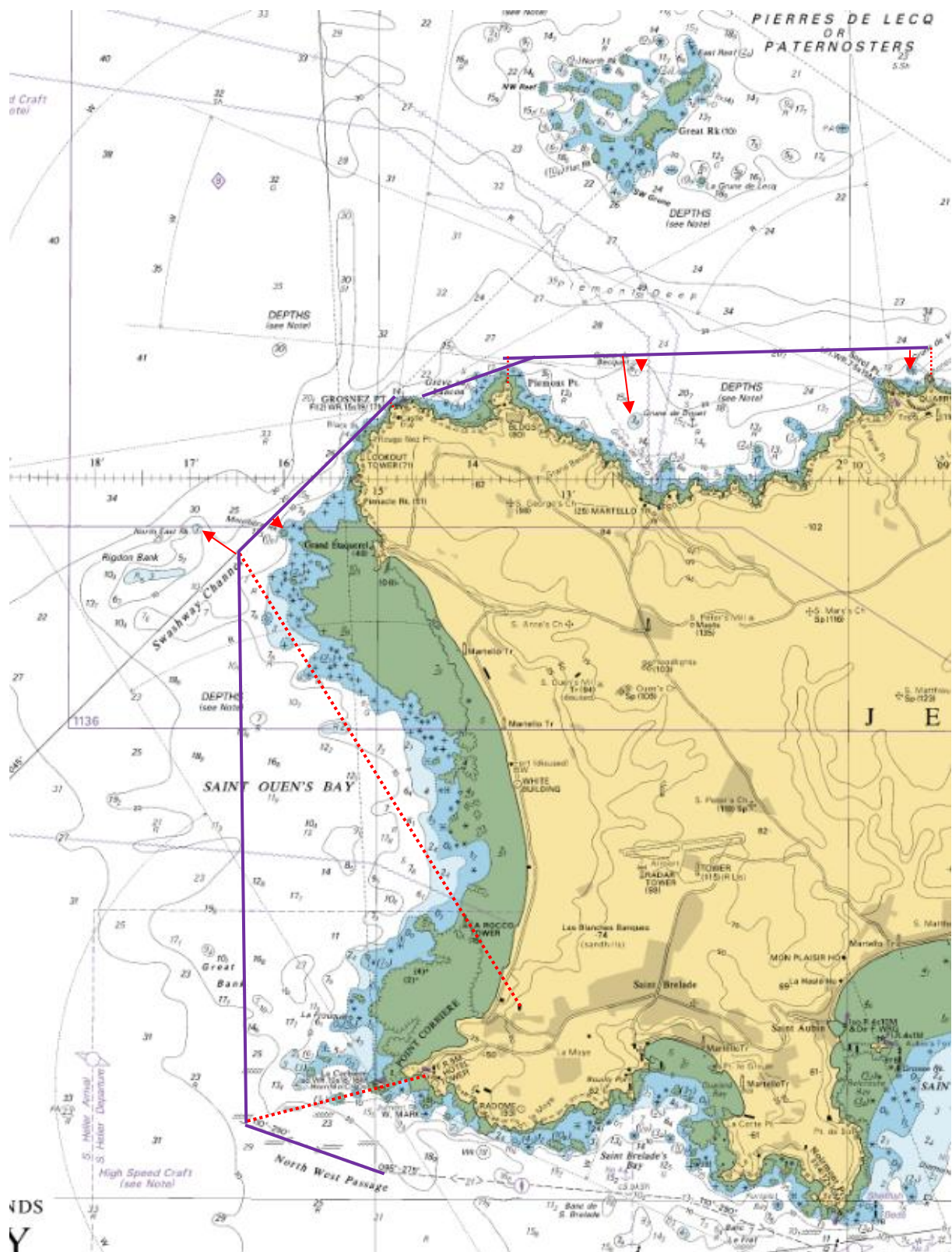
- W.** Corbière Lighthouse in transit with Pinnacle Rock, 178°.
S. Tour de Rozel shut in with Belle Hogue Point, 111°.
N.E. La Coupe Turret with Tour de Rozel, 124°.
Or at night remain in the white sector of Sorel Point Light.

20.10. Passage Text

When Plemont Point bears 180°T distance 0.2nm, alter course to 251°T to pass Grosnez Point at a distance of 0.1nm. Track length 0.8nm minimum width 0.2nm.

After rounding Grosnez Point, steer 225°T through the Swatchway, by keeping the High Heads of Paternosters open of Grosnez Point 045° and enter St Ouen's bay. Track length 1.6nm and minimum width 0.2nm.

When Atlantic Hotel opens South of La Rocco Tower, steer 179°T to cross St. Ouen's Bay, and pass Corbiere Lighthouse at a distance of approximately 1.0nm West. Track length 3.85nm to bring the vessel into the North West Passage.



20.11. Dangers:

- Mouilliere Rock dries 0.6m, 0.15nm SE
- NE Head of Rigdon Bank 3.1m on, 0.3nm NW

20.12. **Clearing Marks for Rigdon Bank:**

- N.** Plemont and Grosnez Points in transit 079°.
- E.** Cheminée Mayard in transit with Frouquie 166°.
- S.W** Jument (white) just open South West of Corbière land 146°.

20.13. **ANCHORAGE**

BOULEY BAY - 7 metres, sand and gravel.

Belle Hougue Point in transit with Vicard Point.

Old Fort in transit with Pierhead.

21.0 LIGHTHOUSES, LIGHTS AND BUOYS ON NORTH COAST

21.1. ROZEL DIRECTIONAL LIGHT

Dir. F.W.R.G. 11m 5M

Sectors:- Green from 240° to 244°, white - to 246°, red to 250°.

21.2. BONNE NUIT LEADING LIGHTS

2 fixed Green. 6M. Lights in line 223°.

21.3. DEMIE DE FREMONT BUOY

Conical green. Ra. Refl.

21.4. SOREL POINT LIGHT

White circular concrete tower. L.Fl W.R. 7.5s 50m. 15M

Sectors:- White from 095° to 112°, red to 173°, white to 230°, red to 269°, white to 273°. Obscured elsewhere.

21.5. GROSNEZ POINT LIGHTHOUSE

Fl (2) W.R. 15s 50m. W19 R17M.

Sectors:- White from 081° to 188° Red to 241°. Obscured elsewhere.

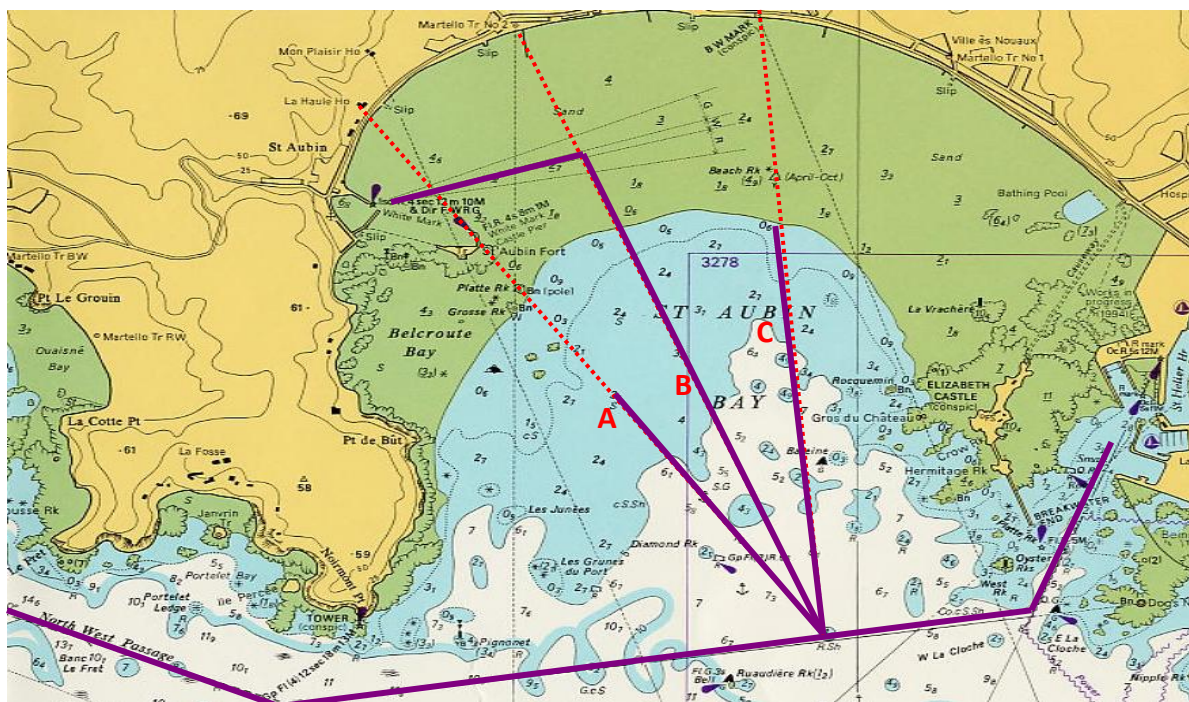
22.0 ST AUBIN'S BAY ADDITIONAL PASSAGES

22.1. Hazards in bay

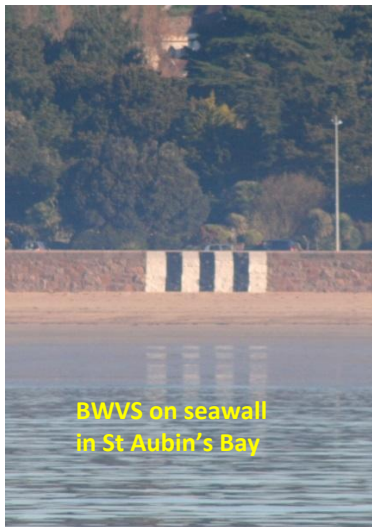
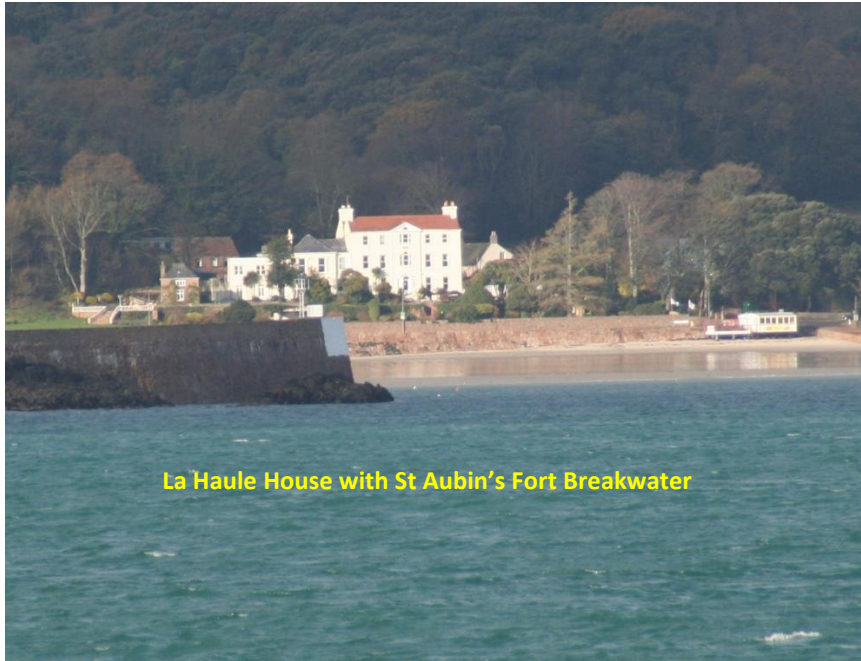
- Pignonet dries 3.4m
- Grune du Port dries 2.1m
- Les Junees 0.9m on
- Rock south of Grosse Rock dries 2.4m (The Slates)
- Beach Rock dries 4.9m
- Baleine dries 0.2m
- Canons 1.9m on and inner head 2.0m on
- Hougodiers 2.0m on

22.2. Safe Transits

- **Central Passage 1 (Fig A)**
La Haule House in transit with St Aubin's Fort Breakwater end
- **Central Passage 2 (Fig B)**
Steer for Beaumont Martello Tower
- **Central Passage 3 (Fig C)**
Steer on BWVS in St Aubin's Bay



22.3. St Aubin's Photographs



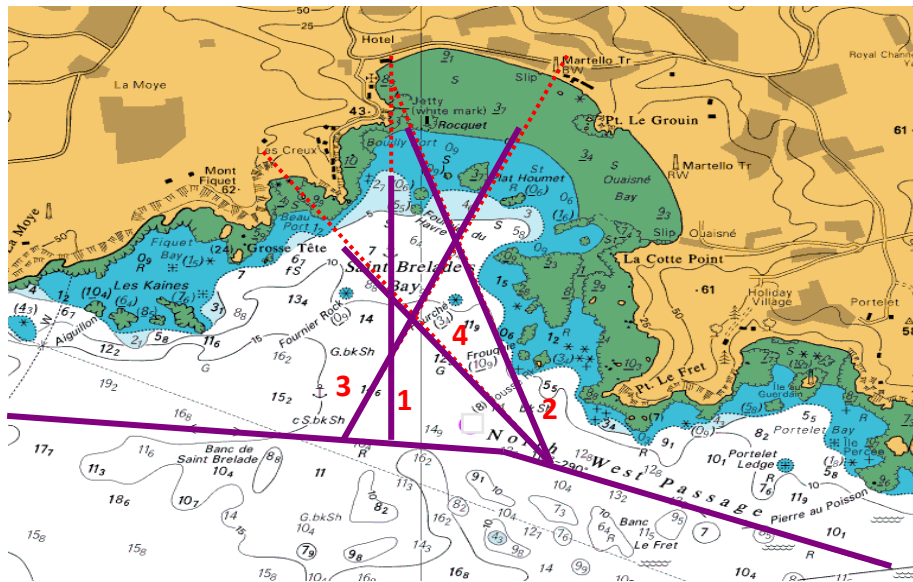
23.0 ST BRELADE'S BAY

23.1. Hazards in bay

- Les Kaines reef (Aguillon) dries 10.4m
- Fourniere Rock dries 0.9m
- Fourniere du Havre dries 5.5m
- Platte Houmet dries 3.7m
- Fourché Rock dries 3.4m

23.2. Safe Transits

- **West side of bay (Fig 1)**
East side of jetty in transit with eastern gable of **St Brelade's Bay Hotel**.
Transit passes east of Fourniere and west of Fourniere du Havre. 000°T
- **SE Passage 1 (Fig 2)**
White patch on sea wall just open of white patch on end of jetty. 340°T
- **Beaching Mark – central passage (Fig 3)**
Hope Cottage in transit with St Brelade's Bay Martello tower. Transit passes close east of Platte Houmet 025°T
- **SE Passage 2 (Fig 4)**
Le Creux (house on hill) in transit with Pinnacle Rock 330°T



23.3. St Brelade's photographs



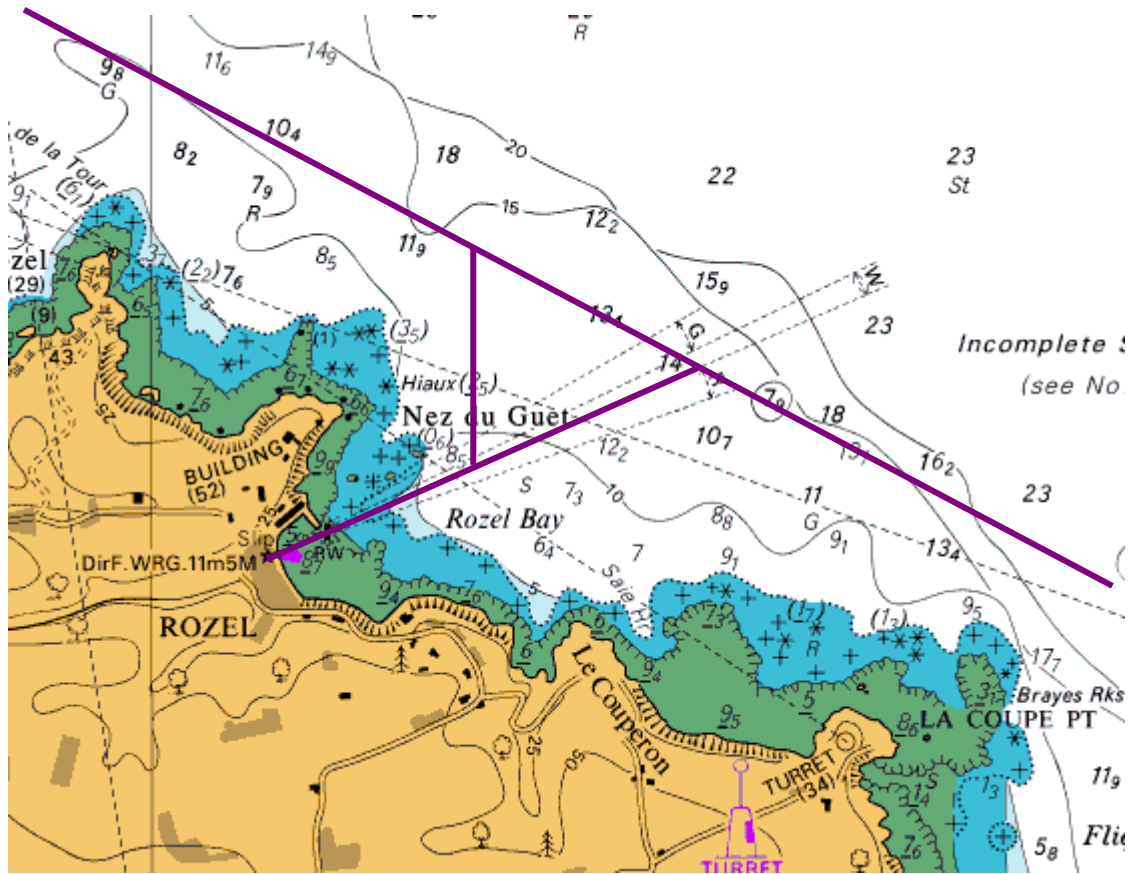
24.0 ROZEL

24.1. Hazards

Various drying rocks lie to the north of track but clear water gently shoals to the south

24.2. Lead inwards.

245°T on directional leads or by day the harbour slipway should be just open of the pier head.



25.0 BOULEY BAY

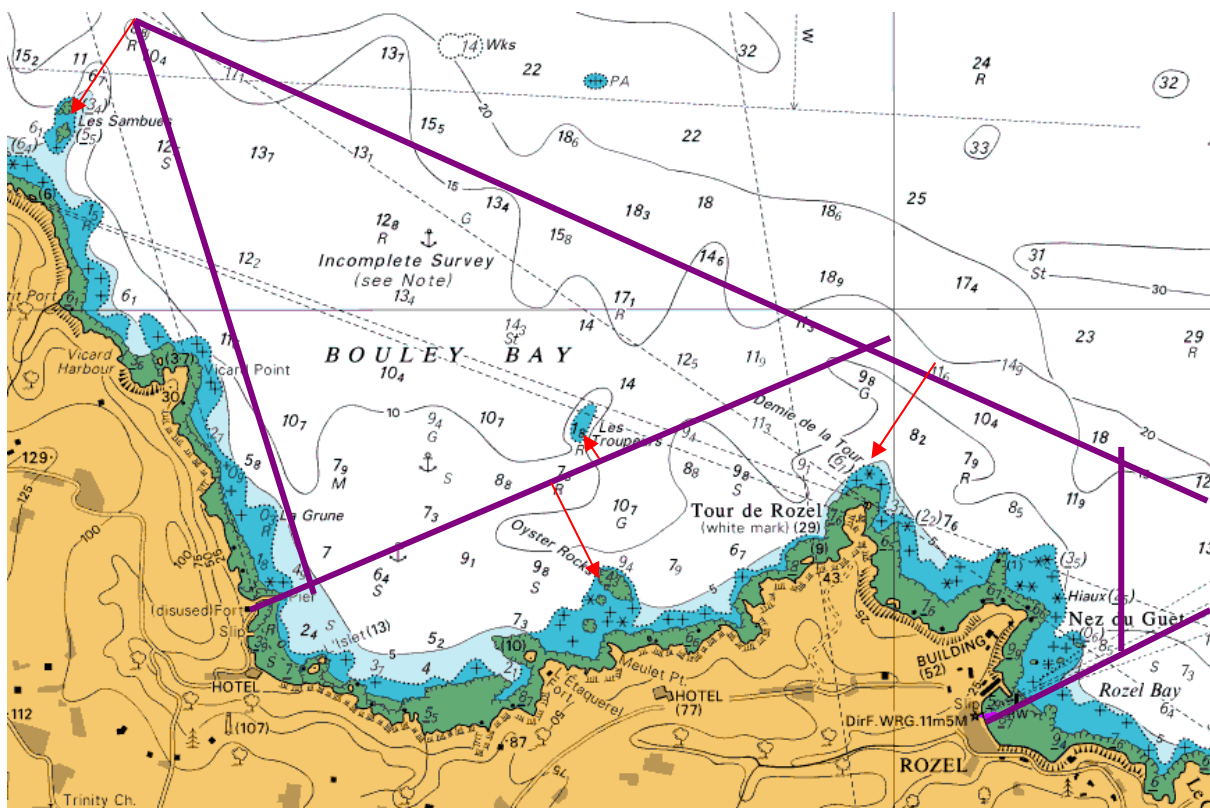
25.1. Hazards

- Les Troupeurs 1.8m on
- Sambues dries 3.4m and 5.5m

25.2. Lead inwards

As for anchorage – Fort Leicester in transit with pier head on a heading of 247°T

This lead passes south of Les Troupeurs. If departing for the west, steer 000°T until re-joining the track described in the general pilotage syllabus.



27.0 GREVE DE LECQ

27.1. Hazards

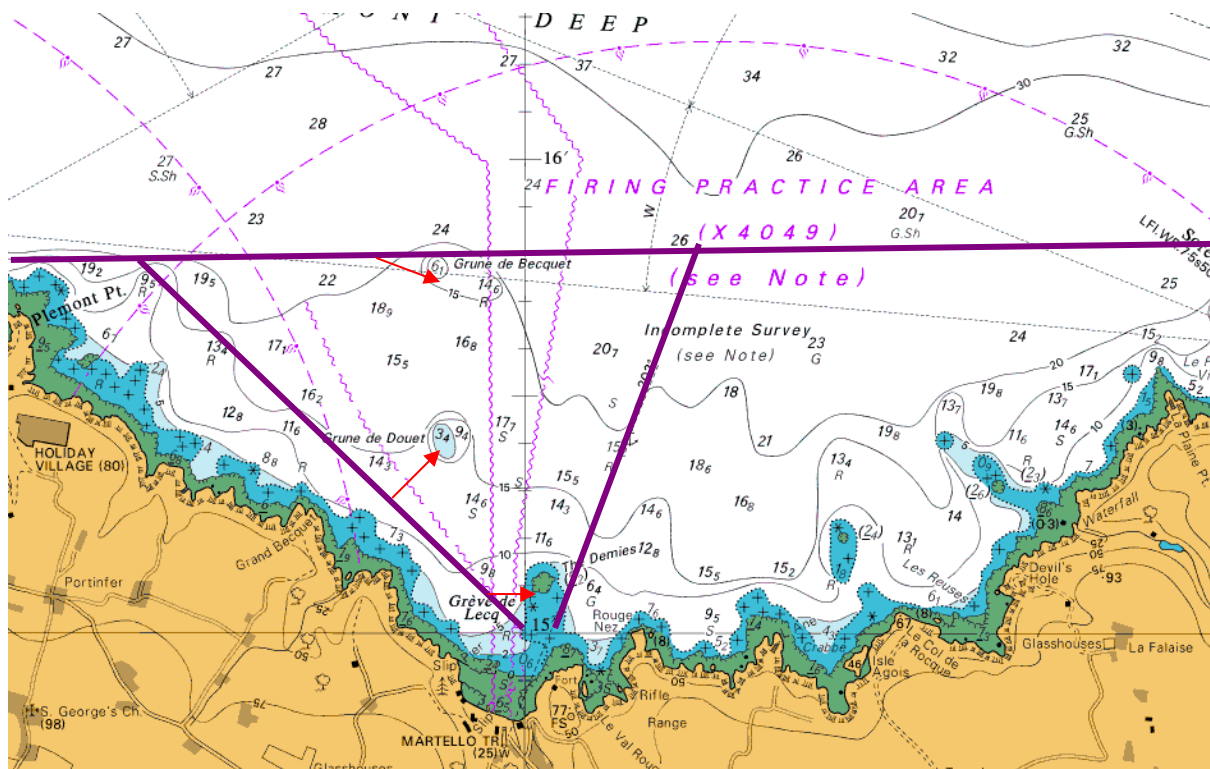
- The Demies dry 5.2m
- Grune de Douet 3.4m on

27.2. Lead inwards

The road seen end on just west of the Martello tower bearing 202°T

This track passes just east of the Demies Rock.

If departing to the west steer parallel to the land at least one cable off until the general pilotage track is re-joined. This passes west of Grune de Douet.



29.0 PLATEAU DES MINQUIERS

29.1. Main Island Hazards

- Les Demies dries 5.2 to west
- Grune Gauvin dries 1.2 to east
- Grune à Turbot dries 4.0 to east
- Extending sand bank off Grune Tar dries 4.0 on leads

29.2. Leads inwards

From seawards steer to pass close west of Demie de Vascelin Buoy. Set course 167°T with Jetée des Fontaines Beacon in line with the flag pole on Maîtresse Île. Keep this course until close east of the Jetée beacon. Then alter course to port and steer for the Petit Gulliot (lattice) beacon, keeping Le Coq beacon (in distance) open north. Anchor in the deep pool just north of Maîtresse Isle where minimum depth is 7.0m.

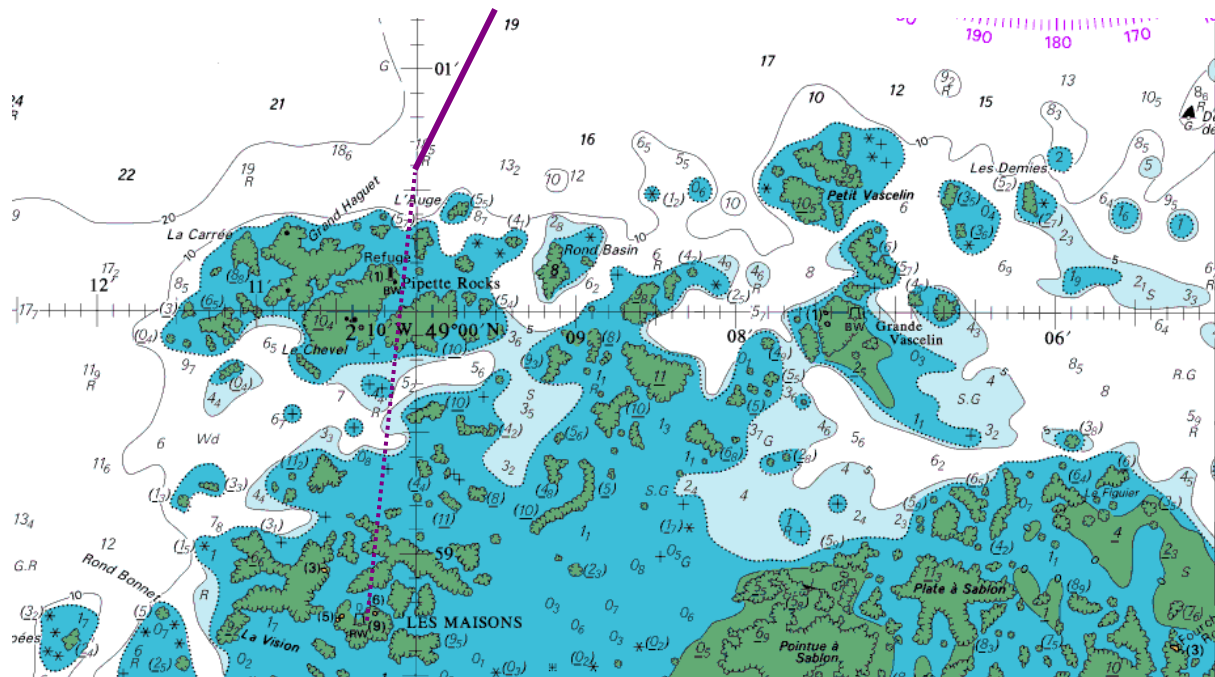


29.3. Pipettes reef

Plan to arrive off the Pipettes at 3hrs before Low water. The stern mark from St Helier is; Power Station Chimney on the EAST side of Fort Regent Roof. The tide runs very strongly WNW so steer up east to keep the transit. Identify the Pipettes by the 2 beacons.

Steer for the west end of the main reef and approach with Les Maisons beacon visible over clear water between the reefs.

It is not advisable for larger vessels to anchor in this vicinity.



30.0 BERTH AND PORT INFORMATION

30.1. ELIZABETH HARBOUR



East and west berths dredged to 6.0m below datum, with width 30m and extended length to 136m

From west berth fender face to east berth fender face is 90m

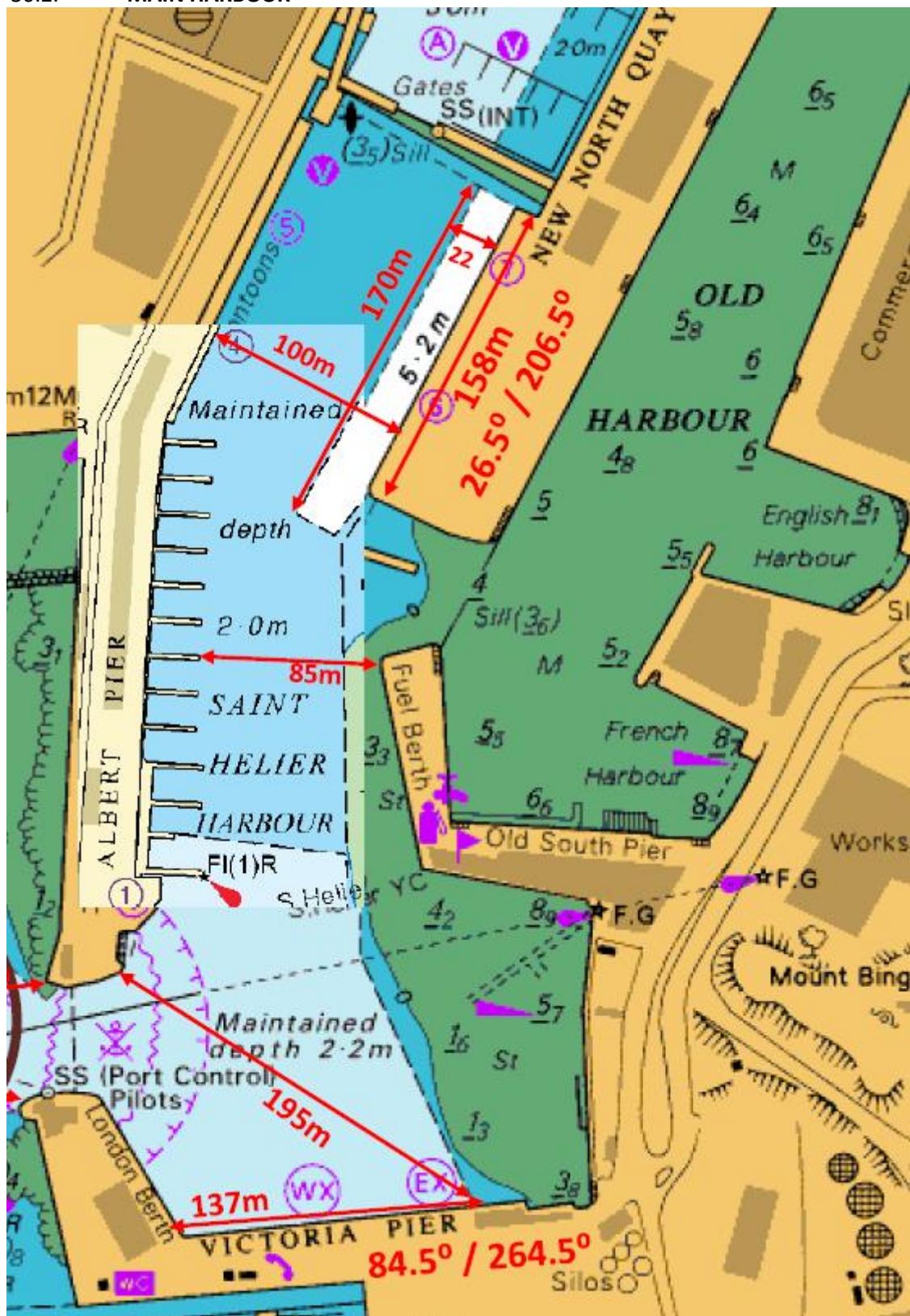
West berth to east berth dolphin 120m

West berth to Albert Pier 163m

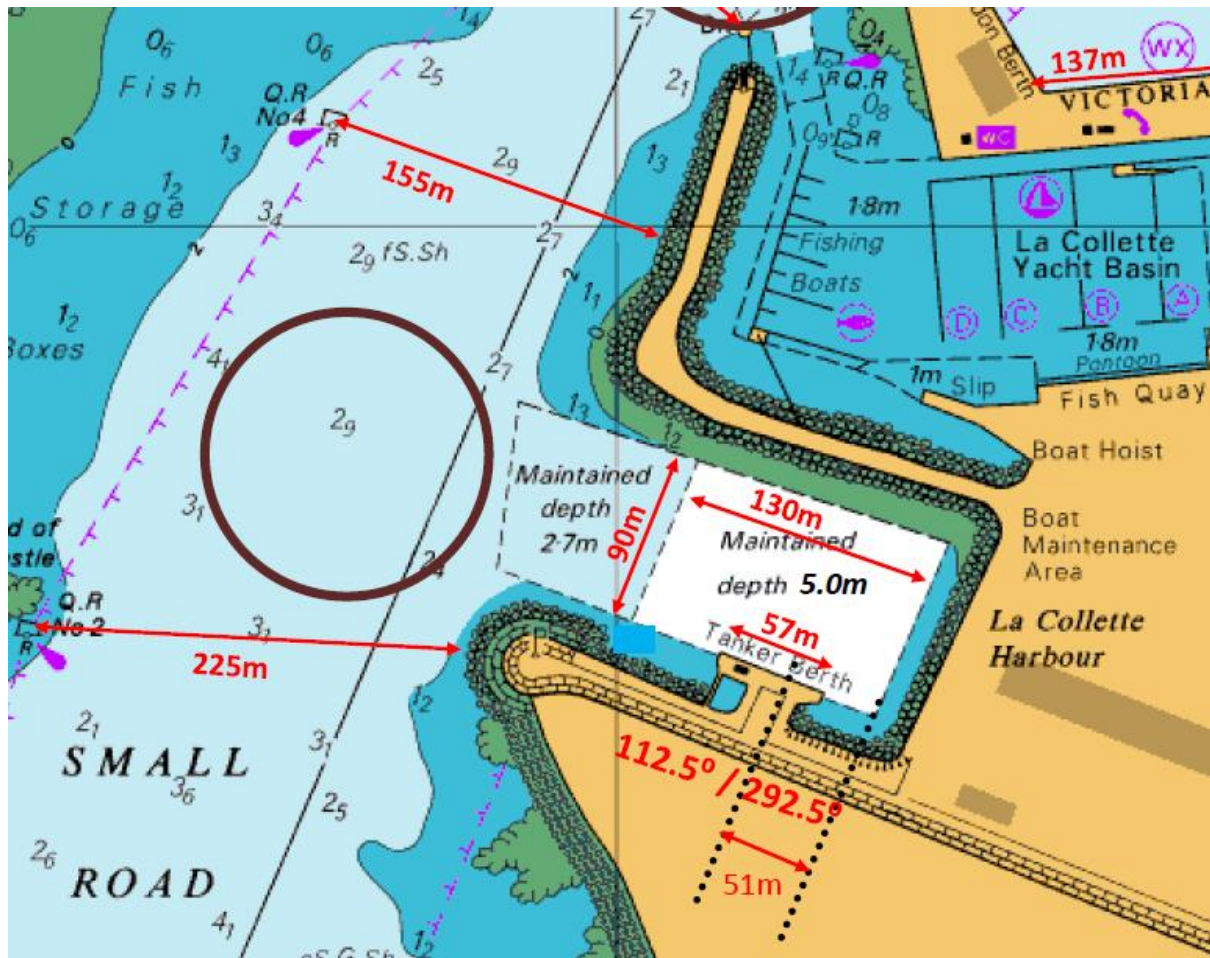
West berth to Victoria Pier 160m

West berth to La Collette Dolphin 112m

30.2. MAIN HARBOUR



30.3. LA COLLETTE TANKER BASIN



Tanker Basin is 130m in length and 90m from face of quay to the foundations to the north. The basin is dredged to a maintained depth of 5.0m.

30.4. TIDAL FLOW

When tides above 10.0m are predicted, once Elizabeth Castle Causeway (5.8m) is covered a strong NNW will flow across the entrance to the tanker berth. Vessels should avoid making an approach to the berth at this time. A vessel drawing less than 5.0m can make an approach to be at the Platte beacon at tide height 3.8m, provided it can be inside the tanker basin before tide height 5.8m. This gives an approximate 40 minute window. If there is any swell in the Small Road, this window is considerably reduced in time.

31.0 SOUTH COAST STRIKING MARKS

31.1. FROUQUIE dries 9.7

Jument inside HW rocks at Corbière Causeway
El Tico touching north side of La Rocco Tower

31.2. BOUE dries 6.7

North end of Val de la Mare Dam in transit with La Rocco Tower
Jument shut in by Corbière Rock

31.3. GREEN ROCK 3.0 on

St Ouen's Mill in transit with **Discovery Bay**.
Jument in transit with La Moye Point.

31.4. BOITEAUX dries 3.0

St Ouen's Mill in transit with Frouquie.
Jument in transit with La Moye Point.

31.5. NOIRMONTAISE dries 1.5

Le Relais Apartments in transit with Frouquie.
West gable of **Highlands Hotel** in transit with Little Corbière.

31.6. WESTERN HEAD OF KAINES dries 4.3

R.W. Tower in Ouaisne Bay in transit with Aiguillon.
Noirmont Point Tower open South of South extreme of Le Fret Point.

31.7. FOURNIER dries 0.9

Yellow Sands in transit with end of Jetty.
White Houses open of La Cotte Point.

31.8. FOURCHE dries 3.4

Hope Cottage just East of Martello Tower, St Brelade's Bay.
Two Red Rocks between La Cotte and Le Fret Points in transit.

31.9. BEACHING IN ST BRELADE'S BAY

Hope Cottage in transit with Martello Tower, St Brelade's Bay

31.10. PASSAGE ROCK 4.4 on

East end of **St Brelade's Bay Hotel** just open of Jetty.
Western Passage marks in transit

31.11.FROUQUIE DES VRACHERES 2.1 on

Martello Tower in St Brelade's Bay in transit with western head of Frouquie Rousse.
Seymour Tower just South of Demie de Pas Lighthouse.

31.12.HUBAUT dries 0.6

Martello tower in St Brelade's Bay just open West of East Rousse.
West Park Apartments in transit with Noirmont Tower.

31.13.GRANDE GRUNE dries 2.4

East gable of **La Rocquaise** in transit with end of jetty.
Icho Tower just North of Demie de Pas Lighthouse.

31.14.PETITE GRUNE 2.6 on

Sugar Reef Bar open East of East Rousse.
Pignonet Beacon in transit with Hermitage.

31.15.BANC LE FRET 4.7 on

Martello Tower in St Brelade's Bay open its width west of Frouquie Rousse.
Corbière Lighthouse open South of Jument white patch.

31.16.PORTELET LEDGE Awash

Weather radome south of Le Fret Pinnacle - *There is no longer a north / south striking mark.*

31.17.OUTER PIGNONET dries 3.2

St Aubin's Fort Tower just open of Noirmont Land.
Nicolle's Tower open north of Pignonet Beacon.

31.18.GRAND FOUR dries 0.9

Third block of flats from west in transit with west head of Pierre au Poisson.
La Collette power station chimney, its width inside breakwater end.

31.19.INNER HEAD OF GRAND FOUR 2.0 on

Bearing 333° from Grand Four, distant one cable.

31.20.PETIT FOUR dries 0.1

St Aubin's Fort Tower in transit with East High Heads of Cracheux.
Nicolle's Tower on South extreme of Dog's Nest Rock.

31.21.NOIRS HOMMES dries 0.1

Overton Lodge in transit with Pignonet Beacon.
Mont Ubé Lighthouse just South of Mondine Rock.

31.22.FROUQUIE DES GRUNE AUX DARDES 1.6 on

Blanc Pignon open West of St Aubin's Fort Tower.
Seymour Tower in transit with Bailhache

31.23. GRUNES AUX DARDES dries 1.3

Janvrin's Tomb in transit with the south west high water mark of Ile Percée.
Platte Beacon in transit with La Collette Flats.

31.24. SILLETTE dries 4.3

Mon Plaisir in transit with high water mark of Pointe de Bût.
Icho Tower open North of Frouquie.

31.25. DANGER ROCK 1.2 on

Blanc Pignon open west of St Aubin's Fort Tower.
Corbière Lighthouse in transit with Jument.

31.26. LES POCHES A SUIE 0.3 on

St Mattheiu Catholic Church in transit with Pignonet Beacon.
Nicollé's Tower in transit with Grève d'Azette Lighthouse.

31.27. GRANDE VAUDIN dries 2.1

Beaumont Tower open east of Noirmont Land.
St Brelade's Church open west of Le Fret Point.

31.28. SOUTH WEST ROCK dries 2.1

Five Oaks Radio Mast on south side Hermitage Rock.
Westward House open east of St Brelade's Jetty.

31.29. LES GRUNES DU PORT dries 2.1

Blanc Pignon in transit with west end of St Aubin's Fort.
Fort Regent Flagstaff in transit with Elizabeth Castle Flagstaff.

31.30. RUAUDIERE dries 1.1

La Haule House on west side of St Aubin's Fort Tower.
Nicollé's Tower on south side of Dog's Nest Beacon.

31.31. DIAMOND 2.2 on

La Haule House over East Battery of St Aubin's Fort.
Les Bûts in transit with La Collette Chimney.

31.32. BALEINE dries 0.2

Tide Reach its width open North East of St Aubin's Fort Pier.

Almorah Terrace just open North West of Rocasse.

31.33.CANNONS 1.9 on

West Park House in transit with Rocasse.

North Part of South Hill in transit with Bunker on Elizabeth Castle Breakwater.

31.34.HUGODIERS 2.0 on

Eulah House in transit with Gros du Château.

Cement Silos just shut in by the end of Elizabeth Castle Breakwater.

31.35.WEST ROCK 2.0 on

Tide Reach in transit with St Aubin's Fort Pier Head.

Rear Leading Light. Occ. Red, open East of Platte Beacon.

31.36.WEST CLOCHES 3.2 on

East End **Almorah Terrace** in transit with Platte Beacon. NOTE **Almorah Terrace** is now partially obscured by the new finance centre on the underpass roundabout (Sep18)

Grève d'Azette Lighthouse on south extreme of Dog's Nest Rock.

31.37.EAST CLOCHES 3.0 on

Almorah Terrace just open West of Albert Pier Angle. NOTE **Almorah Terrace** is now partially obscured by the new finance centre on the underpass roundabout (Sep18)

Nicolle's Tower over south extreme of Dog's Nest Rock.

31.38.PLATTE ROCK LEDGE 2.3 on

Ledge extends East from base of Beacon and Leading Lights in line give 80m clearance each side of Leading Line.

31.39.SHARP ROCK 2.8 on

One third of East end **Almorah Terrace** in transit with Albert Pier angle. NOTE **Almorah Terrace** is now partially obscured by the new finance centre on the underpass roundabout (Sep18)

Noirmont Point Tower in transit with Oyster Rocks Beacon.

A patch 2.5m on, lies 001° x 90 metres from Sharp Rock.

31.40.CRAPAUD OF THE CASTLE dries 1.2

Door of Fort Regent in transit with Albert Pier Flagstaff.

Hermitage open south of South East Rock.

31.41.GRUNES ST MICHEL dries 1.5

St Mark's Church Spire seen midway between Platte Beacon and centre white patch on Albert Pier.

Nicolle's Tower, its width open four times North of Grève d'Azette Lighthouse.

31.42.FAIRWAY ROCK 1.7 on

Red and green lights open slightly west.

Tas de Pois in transit with south part of La Motte.

31.43.HINGUETTE dries 2.5

La Haule House in transit with St Aubin's Fort Breakwater End.

Victoria College* just open east of La Collette Tower.

***NOTE** this transit is obscured until the last moment by the Energy from Waste Plant

31.44.LES TETARDS 1.2 on

Platte Beacon in transit with north east extreme of Elizabeth Castle.

Seymour Tower, its width open north of Frouquie.

31.45.9' AND 11' ROCKS – both 3.2 on

Frouquie twice its width open north of Demie de Pas Tower for 9ft.

Frouquie its width open south of Demie de Pas Tower for 11ft.

Elizabeth Castle Breakwater seen on end for both rocks.

32.0 EAST COAST STRIKING MARKS

32.1. SEAL ROCKS dries 1.5

Seacliff in transit with Gorey Pier Head.
Seymour Tower its width open South of La Rocque Pier Head.

32.2. PETITE FOUR 0.3 on

La Coupe Turret in transit with the West side of **St.Catherine's Breakwater House**.
Karamé Beacon in transit with Brett's Beacon.

32.3. COCHON dries 2.4

Icho Tower open South of Seymour Tower.
La Rocque Martello Tower in transit with Little Seymour Beacon.
Archirondel Tower in transit with La Noire Beacon.

32.4. GIFFARD awash

La Coupe Turret in transit with the centre of **St. Catherine's Breakwater House**.
Gros Etacs just open South of Little Seymour Beacon.

32.5. ROAD ROCK 3.3 on

Gorey Church Spire in transit with Gorey Pier Head Lighthouse.
Icho Tower, its width west of La Rocque Pier Head.

32.6. PILLON 0.9 on

St. Catherine's Tower just open of Breakwater End.
Seymour Tower, twice its width, open west of Little Seymour Beacon.

33.0 NORTH AND WEST COAST STRIKING MARKS

33.1 LES TROUPEURS 1.8 on

La Coupe Turret just inside Tour de Rozel.
L'Etacquerel Fort bearing 188°

33.2 LES SAMBUES dries 3.4 and 5.5

5.5m Head - Bouley Bay Pierhead in line with Vicard Point.
Top of Frémont Point in line with foot of Belle Hougue Point.
3.4m Head - Situated ½ cable 017° from 5.5 Head.

33.3 DEMIE DE FREMONT dries 5.2

Furze Cottage in transit with Bonne Nuit Pierhead.
Cotil Point in transit with Cormorant Rock.

33.4 SHAMROCK BANK 2.4 on

Tour de Rozel in transit with Belle Hougue Point.
T.V. Mast in transit with Cormorant Rock.

33.5 GRUNE DE VICQ 0.6 on

T.V. Mast in transit with the south end of Ronez Quarry loading shed.
Colleen's Café, Grève de Lecq, just open of Sorel Point.

33.6 LA MOUILLIERE dries 0.6

Foot of Grosnez and Rouge Nez in transit.
L'Etacq Quarry open North of L'Etacq Bunker.

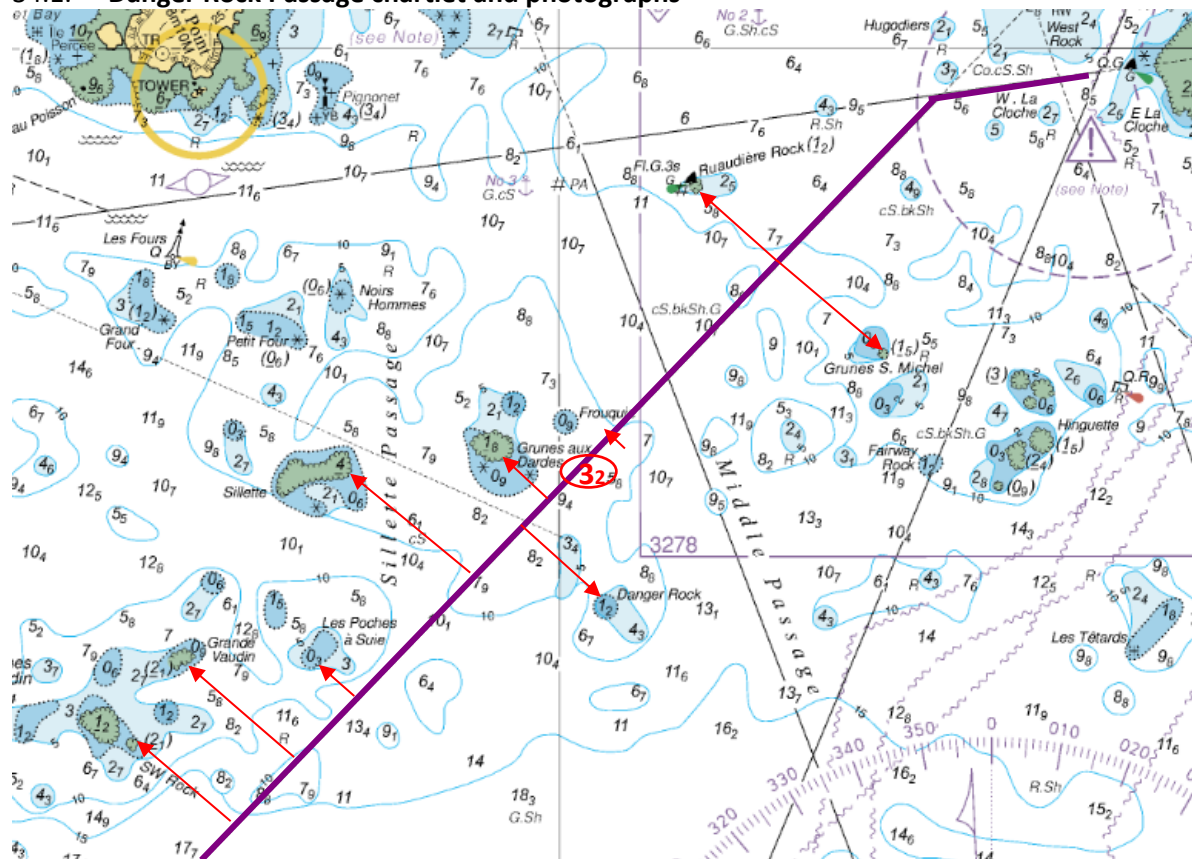
33.7 RIGDON BANK 3.1 on

N.E.Head - 3.1 on St.Ouen's Church and Mill in transit.
Sharp rock in transit with East corner of Petit Port Bay.

S.W.Head - 3.1 on St. Ouen's church in transit with No.1 Tower.
Little Corbière in transit with Frouquie.

34.0 DANGER ROCK PASSAGE

34.1. Danger Rock Passage chartlet and photographs



34.2. Danger Rock Passage Text

Between Grunes aux Dardes and Danger Rock.

34.3. Leading marks:

Fort Regent Signal Station Mast (VTS Tower) just open South of Elizabeth Castle Breakwater End - 044°/224°.

34.4. Passage details

Passage length is 2.3 nm and minimum width of 0.3nm. Least depth 3.2m, when due east of Grunes aux Dardes.

This passage, which converges into the Western Passage, is the most direct to the Small Roads from the South West.

34.5. Dangers:

- SW Rock dries 2.1m, 0.25nm NW
- Les Poches a Suie 0.3m on, 0.15nm NW
- Danger Rock 1.2m on, 0.2nm SE
- Grunes aux Dardes dries 1.8m, 0.1nm NW
- Frouquie des Grune aux Dardes 0.9m on, 0.1nm NW
- Grunes St Michel dries 1.5m, 0.25nm SE

34.6. Beam passing distances:

- | | |
|-------------------------|-----------|
| • <u>Noirmont Point</u> | 1.05nm NW |
| • <u>Ruaudière Buoy</u> | 0.25nm NW |

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 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 licensed pilot 10 must have taken place prior to the Pilotage Exemption examination. The remaining 10 acts with a licensed 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.

1 Section 1: Introduction

1. For the purposes of this document “towage” refers to assistance provided to ships, barges and other floating plant calling at St Helier by tugs, whether towing with ship’s own lines or tug’s lines, pushing or standing by.
2. The Harbour Authority will continually risk assess activities within its areas of responsibility and apply appropriate safety control measures to vessel movements; this could include a requirement to use of towage.
3. The prime consideration in developing these guidelines is to enhance the safety of those that operate in the port and to prevent accidents, to encouraging good communications and foster teamwork between towage operators, harbour authorities, Pilots and shipping companies.
4. In compiling these guidelines Pilots, Tug Masters, LOLO and RORO Operators have been consulted.
5. These guidelines are made up reflecting the content of the PMSC Guide to Good Practice 2024.
6. MAIB accident reports involving towage are assessed as to their relevance and where appropriate amendments made to these guidelines to reflect any recommendations.
7. Notwithstanding anything contained in these Guidelines, the towage requirement for an individual vessel remains the responsibility of the Master. The number of tugs required may be increased when unfavourable conditions exist or when the handling characteristics of the vessel are in doubt. The Master may, in appropriate circumstances, and with the prior approval of the Pilot and / or Harbour Master, decrease the number of tugs recommended. It should be noted however, that in cases where the vessel’s Master refuses to accept the Pilot’s, or in advance of the Pilot being embarked, the Duty Pilot’s advice in respect of the number of tugs required to facilitate a safe operation, the Harbour Master may impose the required number of tugs by special direction. These tugs will be for the ship owner’s account.



2. When charter tugs are used for specific operations, or to relieve the port's own tug, the charter tug's capability will need to be fully assessed, including its certification and manning, prior to it being used. Risk assessments and procedures must also be reviewed, and the charter tug's Master must be fully familiar with these guidelines. Due to the navigational hazards on the approach to the port and the large range of tide experienced, the charter tug may be required to carry a Pilot or suitably experienced, Local Knowledge Endorsement certificate holder, as determined by any risk assessment.
3. All towage within the jurisdiction of The Harbour Authority is undertaken in accordance with the Port Marine Safety Code Guide to Good Practices.
4. Given the exposed entrance and confined layout of St. Helier Harbour, it is the normal, and preferred, practice that towage is provided by pushing the vessel without making fast.
5. For details about the range of Ports of Jersey towage assets available, visit our website: [Jersey Harbour vessels](#) | [Ports of Jersey](#)

5 Section 5: Risk Assessments

1. Risk assessments exist for routine towage operations and are available on request.
2. All other and non-routine towage operations are to be risk assessed on a case-by-case basis. The checklist provided in Annex 2 should be consulted in the production of such as risk assessment.

6 Section 6: Routine and Non-Routine Towage Procedures

6.1 Routine Towage Operations

The towage operations which are conducted most frequently are considered routine operations. The typical procedures for these operations are in annex 2 of these guidelines and include:

- Pushing regular conventional ferries arriving at the Elizabeth Harbour in strong winds.
- Pushing tankers (all sizes) arriving and departing La Collette Tanker Berth.
- Pushing ships operating within St Helier Inner Harbour
- Assisting high speed vessels arriving or departing in adverse weather conditions.

6.2 Non-routine Towage Operations

These guidelines shall apply to vessels, barges etc. requiring towage including but not limited to Dead Tows (cold move), towing of unusual or large objects and subject to compulsory pilotage.

- All non-routine towage operations must be risk assessed as detailed above and planned using the Checklist for Tug Assistance (see Annex 1). This process would normally be carried out by the duty Pilot & Tug Master. The Maritime Operations Manager should be consulted as to the appropriateness of the planned operation. All planning and risk assessment documentation must be kept for future reference.
- A Pilot should be embarked on a vessel over 35m engaged in a planned, non-routine towage operation to facilitate the execution of the plan and assist with communication.
- If the nature of an operation changes whilst it is in progress, the Tug Masters must use their experience and training to ensure the safety of their vessel and crew as well as continuing to provide assistance where possible.
- When the Harbour Authority are advised that a "new" ship is expected, the ship's Agent and/or Owners are required to provide the port with a copy of its Pilot Card and to complete a "New Ship Arrival Form". This is to allow a formal navigational risk assessment (NRA) of the ship to be carried out. This NRA could impose towage control measures on the vessel's movement within the port. Alternatively, a request could be received from the ship for towage during its arrival/departure.
- All NRA's will be documented and recorded for future reference.

- An updated briefing will take place between the Pilot and the Tug Master prior to the Pilot proceeding to the ship. The RA shall be reviewed to ensure that there is agreement and understanding on the planned towage operation.
- VTS and the Acting Harbourmaster should be briefed prior to the operation taking place so that they are aware of the proposed plan, and they can provide input on other commercial vessel movements.

Checklist for compiling towage risk assessment

Item	Checked
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Bollard pull versus vessel's displacement and windage	
Size, type and manoeuvrability of ships assisted, e.g. tankers, gas carriers, container vessels, ferries etc.	
Communication, Standard Orders & means of communicating (Working channel usually CH11 VTS, redundancy and backup)	
Historical evidence and experience, including past reports and incidents	
Physical and environmental limitations including tidal streams, wind speeds and directions, and restricted visibility	
Passage planning with reference to weather forecasts	
Redundancy and back up of equipment	
The geography of the port and its approaches, i.e. its navigational complexity	
Environmentally sensitive areas	
Abort options and positions	
Dead-ship or declared manoeuvring difficulties	
Unmanned Tow - transfer arrangements for personnel making fast moorings & additional tug/tugs	
Rendezvous position and time	
Tug Safety	
Method for securing tug, ship's lines or tug's lines from the tow hook or use of the tug's tow winch	
SWL of Tow lines	
SWL of Bollards	
Tug positions	
Tug assist methods	
Tug type, limitations and safety	
Safe Speed	
Contingency, including lay berths, anchorages and turning areas	
Tug manning	
Number of pilots involved in the operation, on the ship and on tug or tugs	
Other relevant port and emergency procedures and legislation	

Routine Operations

6.3 Conventional Ferries at Elizabeth Harbour, tug used to push-on only:

Typical assistance routine:

- Vessel Master to provide 1.5hr Notice Via St Helier VTS
- Tug Master to confirm readiness

- Prior to committing to small roads, the Pilot or PEC holder & Tug Master to establish comms & conduct exchange to include but not limited to:
 1. Vessel & Tug rendezvous position
 2. Berth
 3. Planned Manoeuvre
 4. Tug positioning throughout
 5. Contingency/Abort considerations
- Special consideration must be given to the dangers of interaction and the hazards caused by the flare at the ship's bow & stern
- Tug to make contact in a safe and controlled manner in position as requested
- Tug to advise the ferry when in position & push as requested by the Pilot/PEC
- Pilot/PEC holder should communicate vessel course changes, engine changes and manoeuvres
- Tug must communicate any issues immediately
- Tug to keep sufficient room astern and keep an abort/escape route, if space is reducing, the tug should report to the vessel as early as possible the potential need to abort
- Consideration should be made for the tug to break away from the ship especially on departure or any time the ship is conducting a turn

6.4 Regular High-Speed Ferries at Elizabeth Harbour:

This routine is for the tug to provide the high-speed vessel with effectively a mobile dolphin.

This is due to the structure and design of the high-speed craft.

It is essential to keep the speed low to allow the tug to safely land.

Typical assistance routine:

- Prior to committing to small roads, the Pilot or PEC holder & Tug Master are to establish comms & conduct exchange to include but not limited to:
 1. Vessel & Tug rendezvous position
 2. Berth
 3. Planned Manoeuvre
 4. Tug positioning
 5. Tug No-go zones
 6. Contingency/Abort considerations
- Tug to position accordingly
- Care should be taken not land heavily and to use power as necessary to hold ferry in required position
- Tug must communicate any issues immediately
- The ship is to keep a maximum speed of 3 knots or below if the tug is in contact
- Tug to keep sufficient room astern and keep an abort/escape route, if space is reducing, the tug should report to the vessel as early as possible the potential need to abort
- Consideration should be made for the tug to break away from the ship especially on departure or any time the ship is conducting a turn

6.5 Tankers Arriving or Departing La Collette Tanker Berth

Recommendations on wind speeds for tug use are found in: [Pilotage directions | Ports of Jersey](#)

Special consideration should be made for the amount of power used accounting for the type of ship and limited space.

Typical assistance routine:

- Prior to committing to small roads, the Pilot & Tug Master are to establish comms & conduct exchange to include but not limited to:
 1. Vessel & Tug rendezvous position
 2. Planned Manoeuvre
 3. Tug positioning throughout
 4. Tug No-go zones
 5. Contingency/Abort considerations
- Tug to standby in position accordingly and assist as requested
- Tug to keep sufficient room astern and keep an abort/escape route, if space is reducing, the tug should report to the vessel as early as possible the potential need to abort
- Consideration should be made for the tug to break away from the ship especially on departure or any time the ship is conducting a turn

6.6 Ships Operating Within St Helier Inner Harbour

When determining tug use consideration to the following should be made:

- Vessel windage
- Tug bollard pull tonnage
- Likely requirement for tug to re-locate
- Available space

Special consideration should be made for the amount of power used accounting for the type of ship and limited space.

Typical assistance routine:

- Prior to committing to small roads, the Pilot or PEC holder & Tug Master are to establish comms & conduct exchange to include but not limited to:
 1. Vessel & Tug rendezvous position
 2. Berth
 3. Planned Manoeuvre
 4. Tug positioning
 5. Tug No-go zones
 6. Contingency/Abort considerations
- Tug to standby in position accordingly and assist as requested
- Tug to keep sufficient room astern and keep an abort/escape route, if space is reducing, the tug should report to the vessel as early as possible the potential need to abort
- Consideration should be made for the tug to break away from the ship especially on departure or any time the ship is conducting a turn

Non-Routine Towage Application

Complete form below and email to stheliervts@ports.je at least 24hrs prior to intended move.

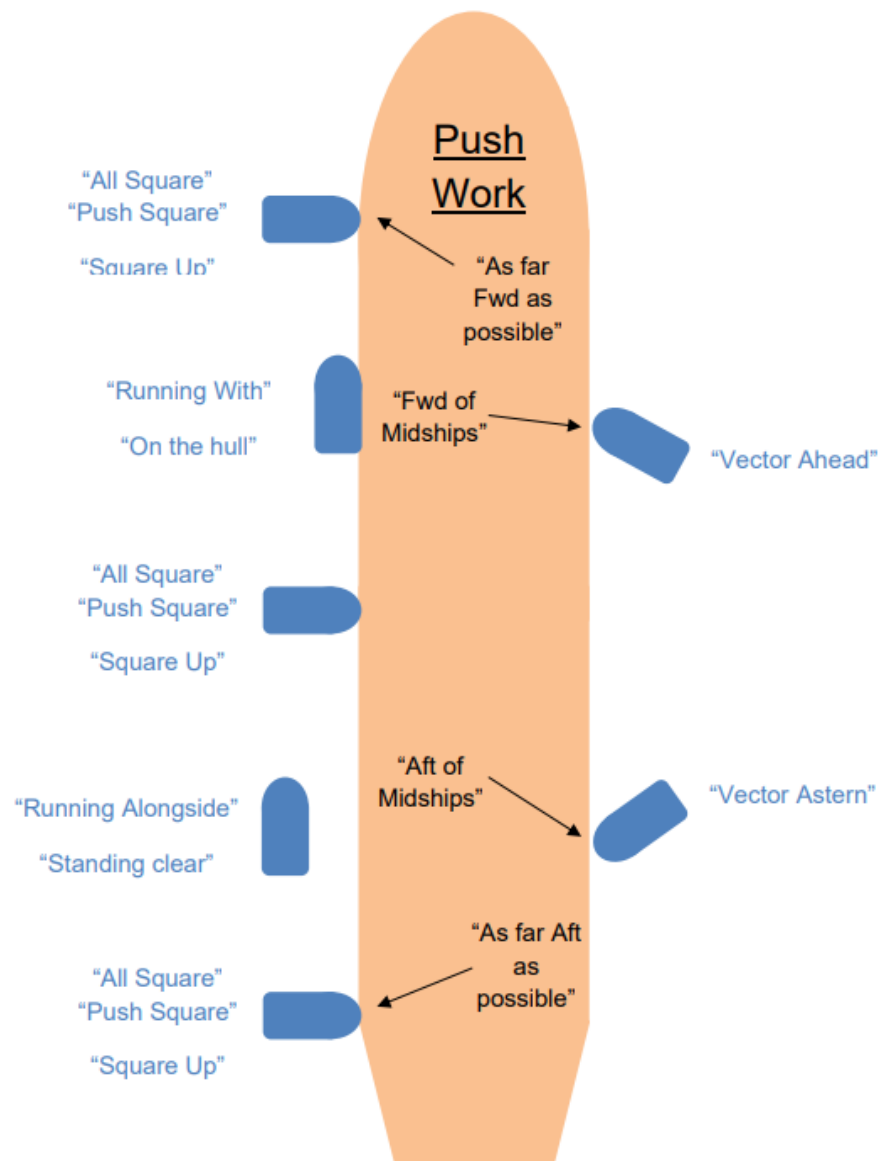
In addition to this form a copy of the method statement and risk assessment should be attached.

PORTS OF JERSEY - NON-ROUTINE TOWAGE APPLICATION	
PART 1 TO BE COMPLETED BY THE PROJECT MANAGER / AGENT	
Date/Time of intended move:	Agent Name:
Agency:	Contact Number(s):
DETAILS OF THE TOW	
Type of Towage Operation: Dead Ship / Barge / Unusual Object / Other _____	
Towage From:	
Towage To :	
Name / LOA (m) / Breadth (m) / Draught (m)	
Brief Description of Tow:	
Is the tow manned:	
Are safe boarding arrangements available on each vessel requiring a pilot / crew transfer:	
<i>(Please provide details of arrangements if applicable)</i>	
What functioning propulsion /steerage does the tow have:	
Propeller(s) Thruster(s) Rudder(s) None	
Additional Manoeuvring Information / Restriction	
DETAILS OF THE TUG(S)	
Name(s) / Type (ASD/VS) / LOA / Draft / Power / Bollard Pull / Arrangement	
<i>Attach Specification</i>	
TOWING MASTER (RESPONSIBLE FOR THE PLANNING OF THE MANOEUVRE)	

Name :	Rank or Position:
Organisation / Vessel:	Contact Number(s):
METHOD STATEMENT (HOW WILL YOU ACHIEVE THE TOW / TRANSFERS – E.G. PUSH, TOW FROM AHEAD)	

Tug Positions

Below is a diagram showing various tug positions and phrases used for communication:



Pushing tugs can be asked to adjust position beyond what's shown above by requesting them to "Move towards the Bow" or "Move towards the Stern". It often works well to give visual targets for the tugs. For example: "Just forward of the accommodation" "In line with the aft deck crane" "Below the funnel"

Pushing tugs will of course still be limited by the flare of the stern, the flare of the bow and "No Tug" marked weak spots.