



PORTS  
OF JERSEY

# PILOTAGE TEXTBOOK

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

Edition 16

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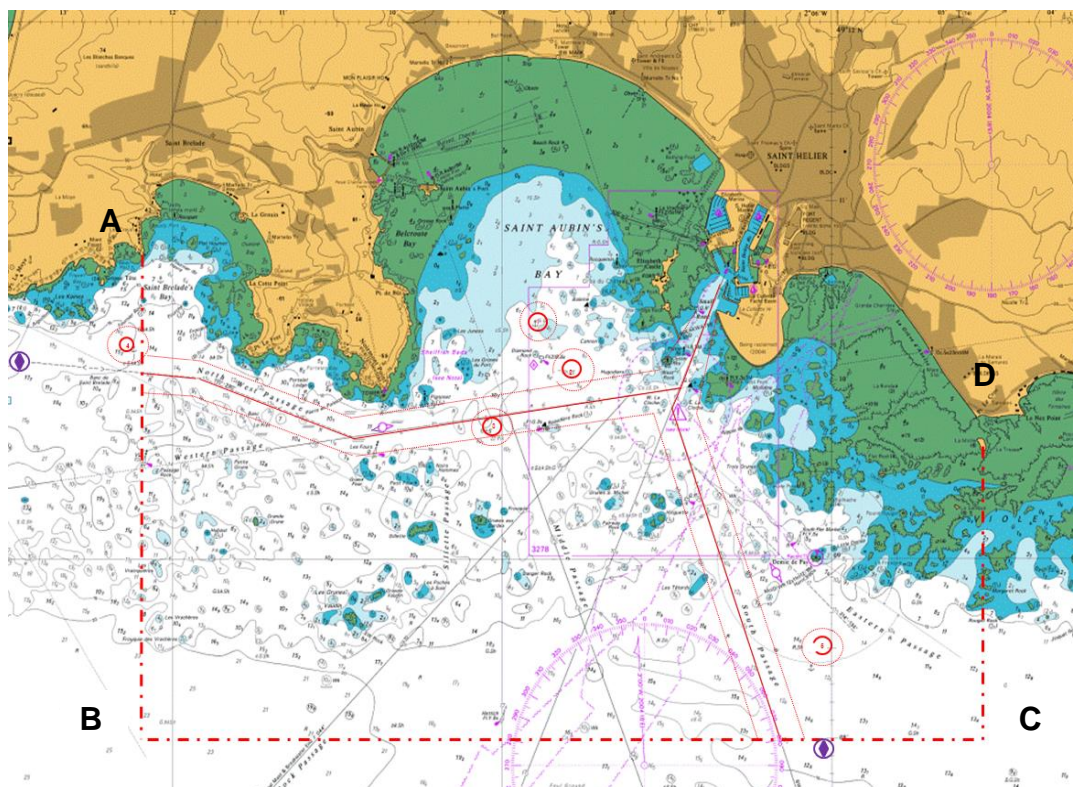
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## 1.0 INTRODUCTION

- 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 have knowledge of §1 – 19 and be conversant with the remaining sections of the syllabus.
- 1.4. **Local Knowledge Endorsement** candidates are required to have knowledge of § 2-29 as appropriate to their area of operation
- 1.5. **South Coast Pilotage Exemption Certificate (PEC)** candidates are required to have knowledge of § 1 – 14 + §30 (6.1-6.9 ONLY)
- 1.6. **East Coast PEC** candidates are required to have knowledge of §15-19.
- 1.7. All courses and bearings are true.
- 1.8. Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.
- 1.9. Drying heights are in metres and are above Chart Datum.
- 1.10. Elevations are heights in metres above mean high water springs.
- 1.11. In addition to the information given in this book, candidates will be required:
  - 1.11.1. 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;
  - 1.11.2. to be conversant with the charts of the Island.
- 1.12. 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.
- 1.13. All other training material will be provided by the trainer.
- 1.14. It should be noted that all chartlets are reproduced by permission of the UKHO and must not be used for navigation purposes.
- 1.15. 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

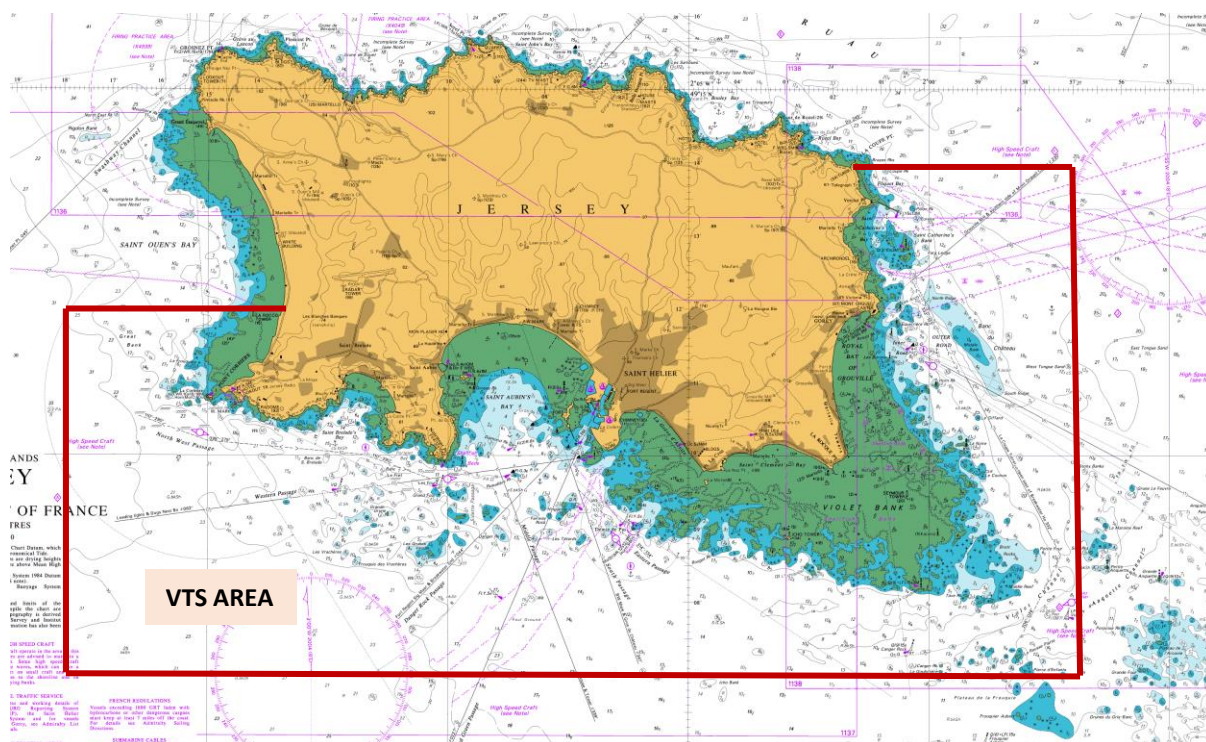
Channels where restrictions on laying static fishing gear apply (see GD 4):

- 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



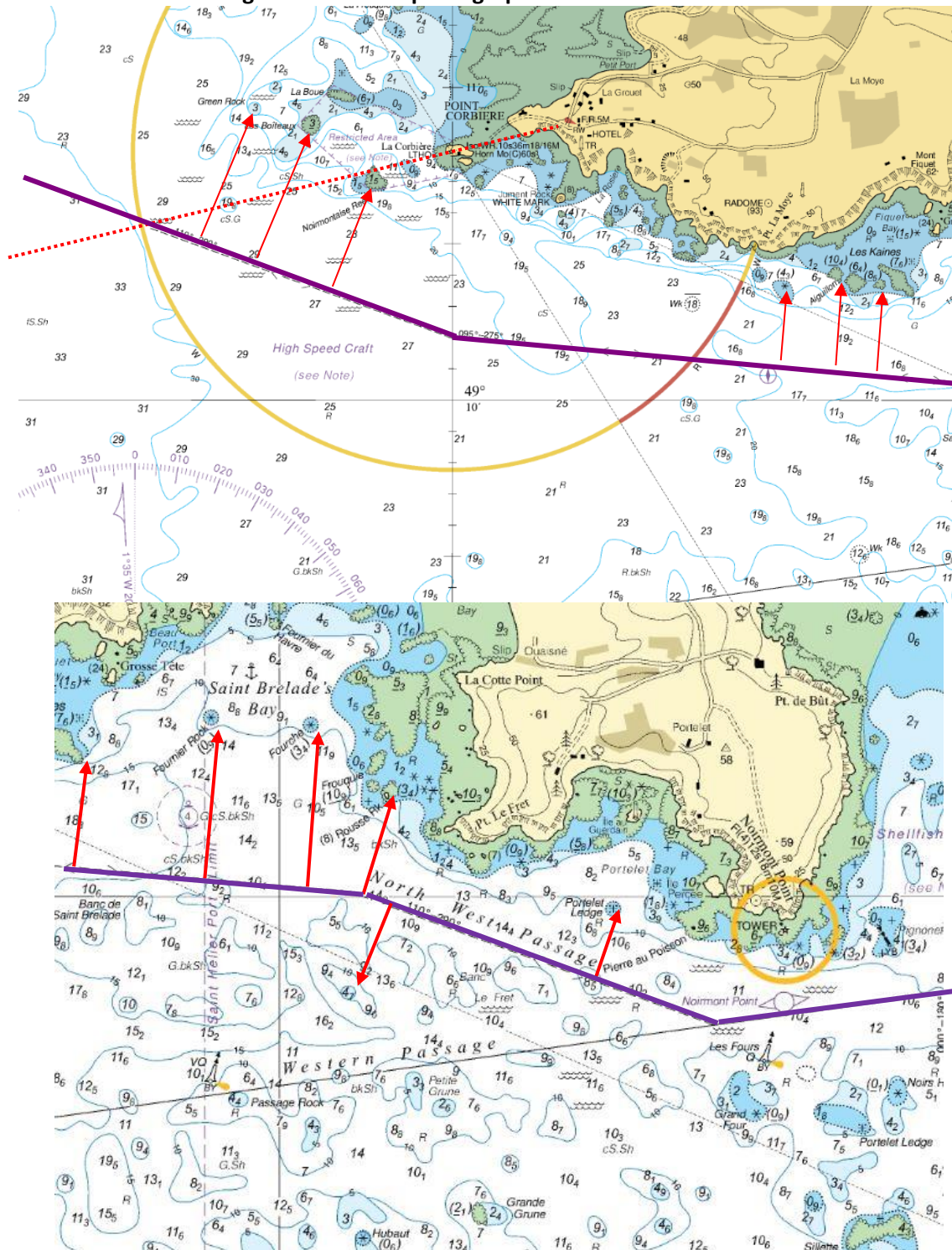
## 2.6 VTS Area

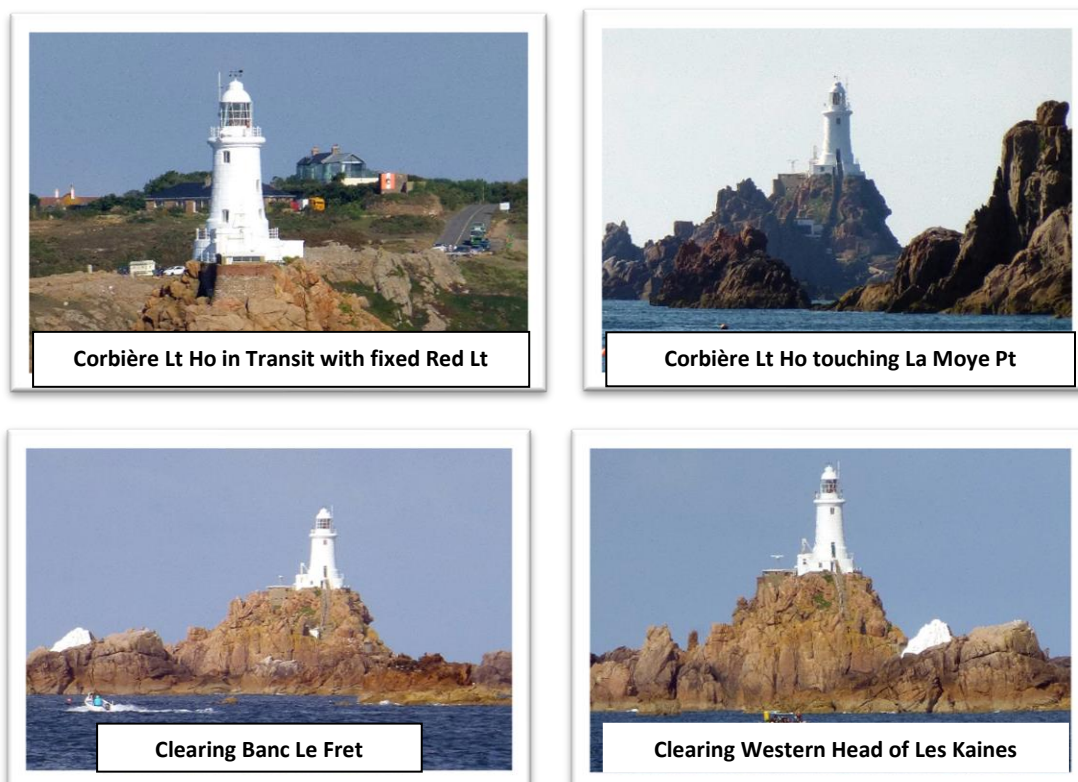
St Helier VTS operates a full VTS service within the area bounded by:

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





### 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.

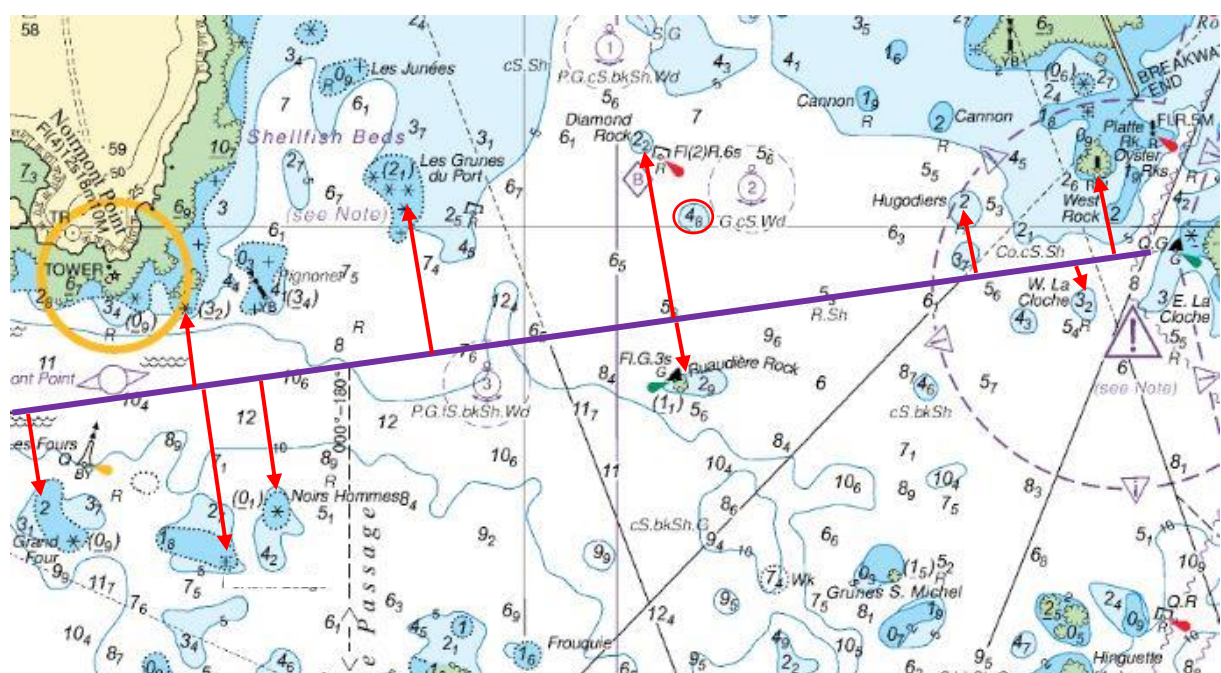
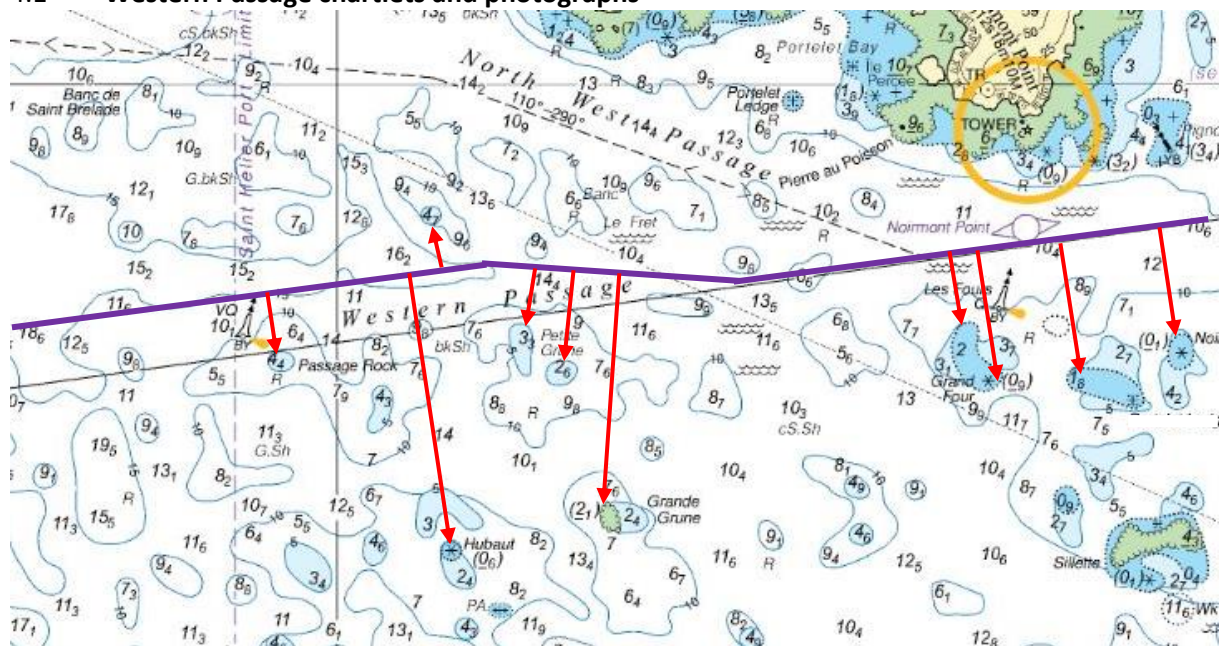
### 3.8. Clearing marks Outer Pignonet:

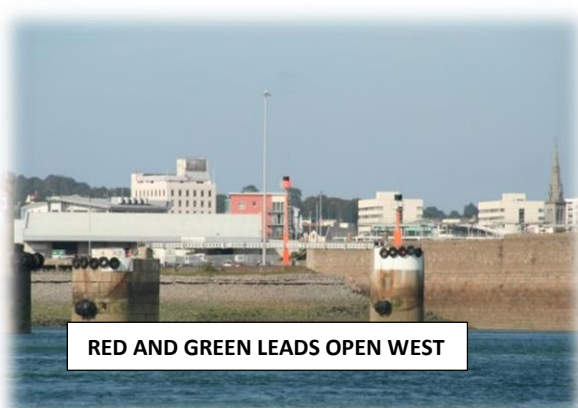
**Eastwards:**              Breakwater End open South of Pignonet Beacon.

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

## 4.0 WESTERN PASSAGE

### 4.1 Western Passage chartlets and photographs





#### 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:

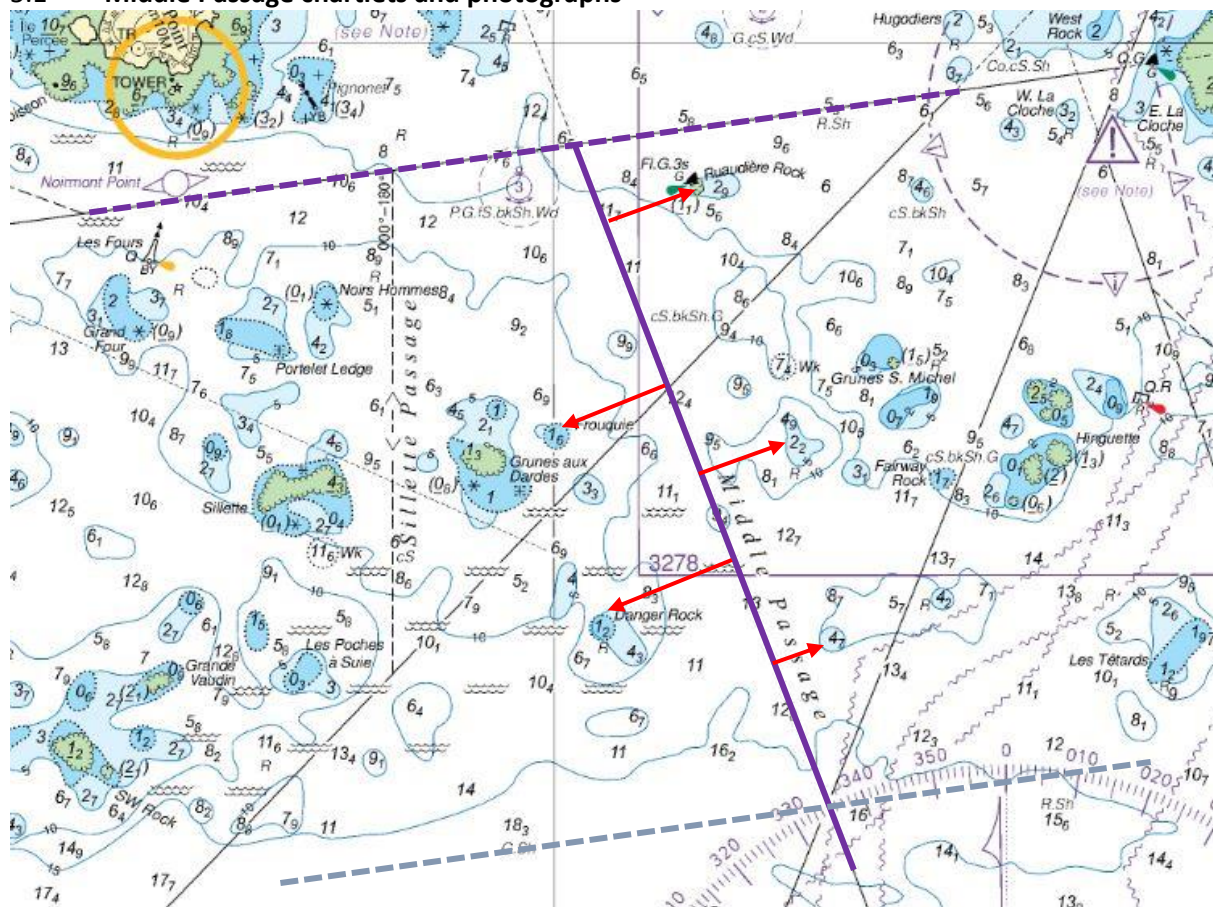
• <u>Les Fours Buoy</u>	0.10nm south
• <u>Pignonet Beacon</u>	0.15nm north
• <u>Les Grunes du Port Buoy</u>	0.25nm north
• <u>Diamond Buoy</u>	0.30nm north
• <u>Ruaudière Buoy</u>	0.10nm south
• <u>Oyster Beacon</u>	0.15nm north

#### 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



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:**

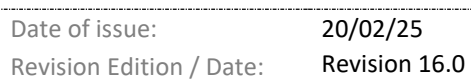
- Danger Rock 1.2m on, 0.25nm west
- Frouquie des Grune aux Dardes 1.6m on, 0.2nm west
- Ruaudière Rock dries 1.1m, 0.2nm east, marked by green lateral buoy.
- Un-named shoal 2.2m on 0.2nm east

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.

## 6.1 SMALL ROAD CHARTLET





## 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 |

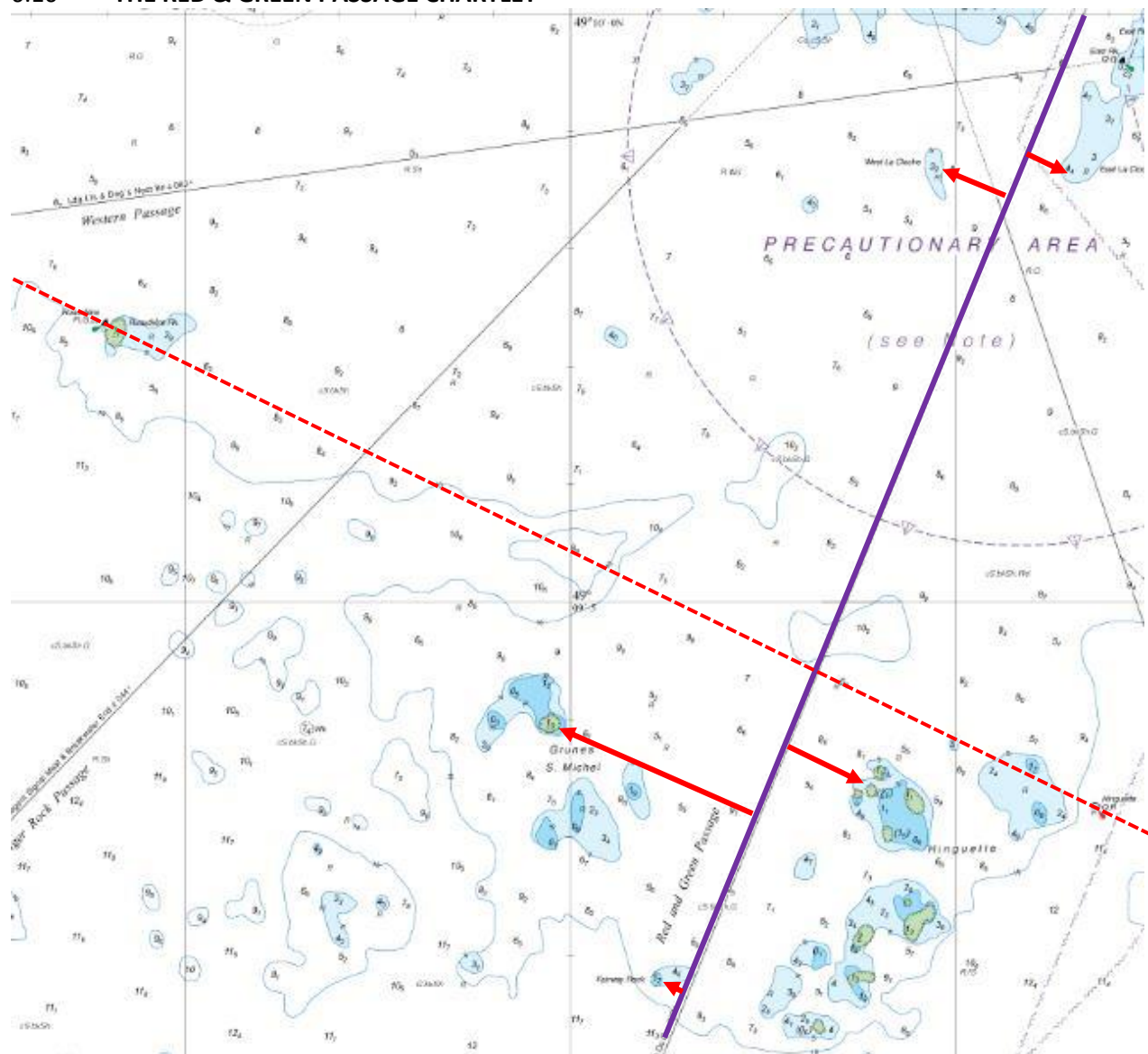
## 6.8. Passage Text

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**

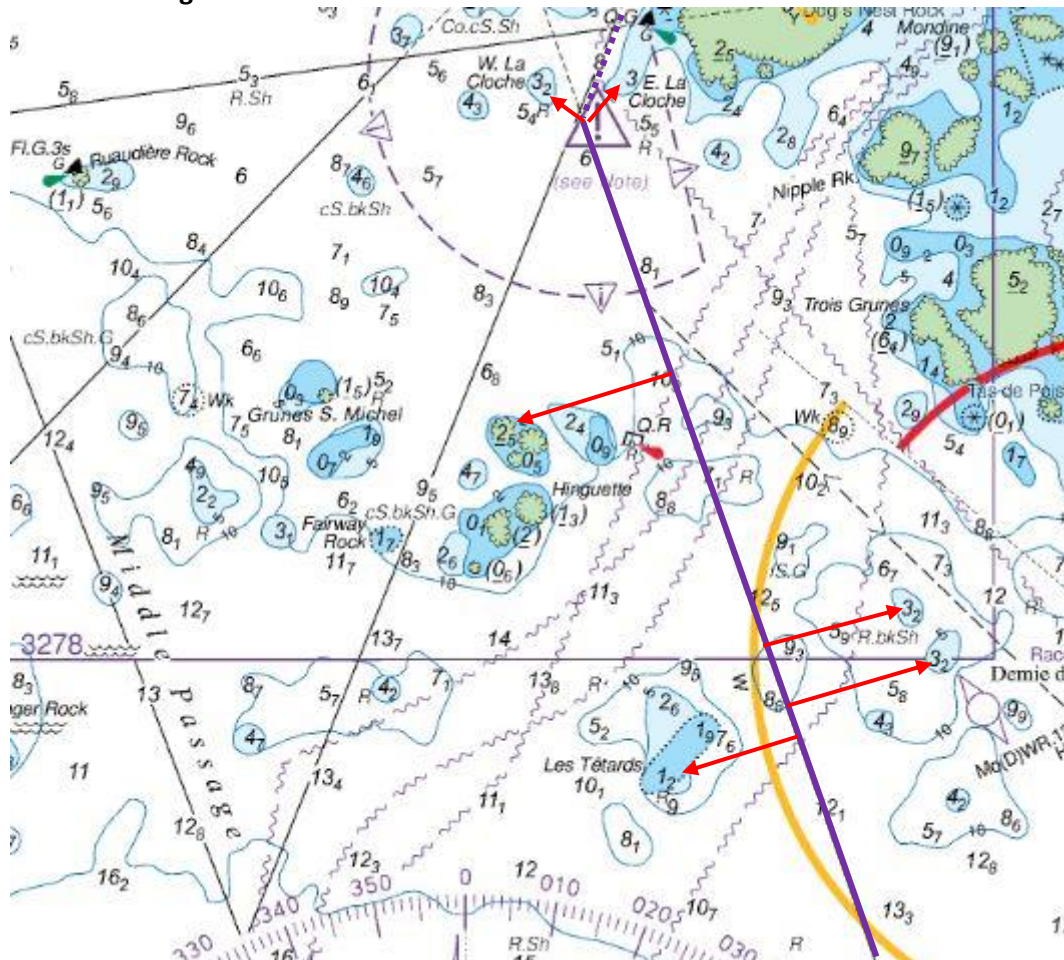
- Hinguette Buoy to East Rock Buoy 0.65nm

#### 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:**

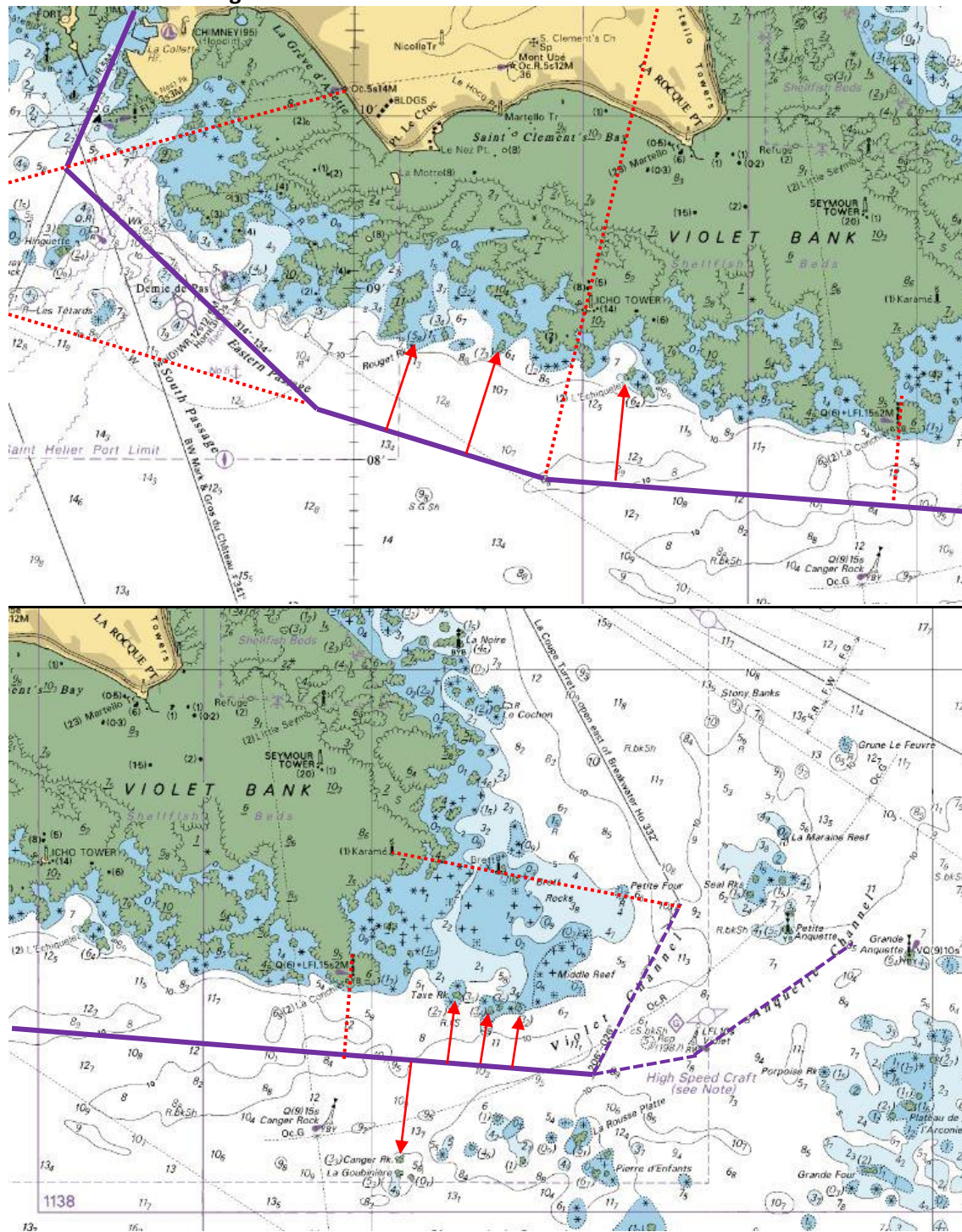
- Les Têtards 1.2m on, 0.25nm west
- 9' & 11' Rocks, both 3.2m on, 0.25nm east
- Hinguette dries 2.5m, 0.25nm west
- West La Cloche 3.2m on, 0.05nm west
- East La Cloche 3.0m 0.05nm east

### 7.6.      **Beam passing distances:**

- |                                  |            |
|----------------------------------|------------|
| • <u>Demie de Pas Lighthouse</u> | 0.5nm east |
| • <u>Hinguette Buoy</u>          | 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 Orgeuil 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:**

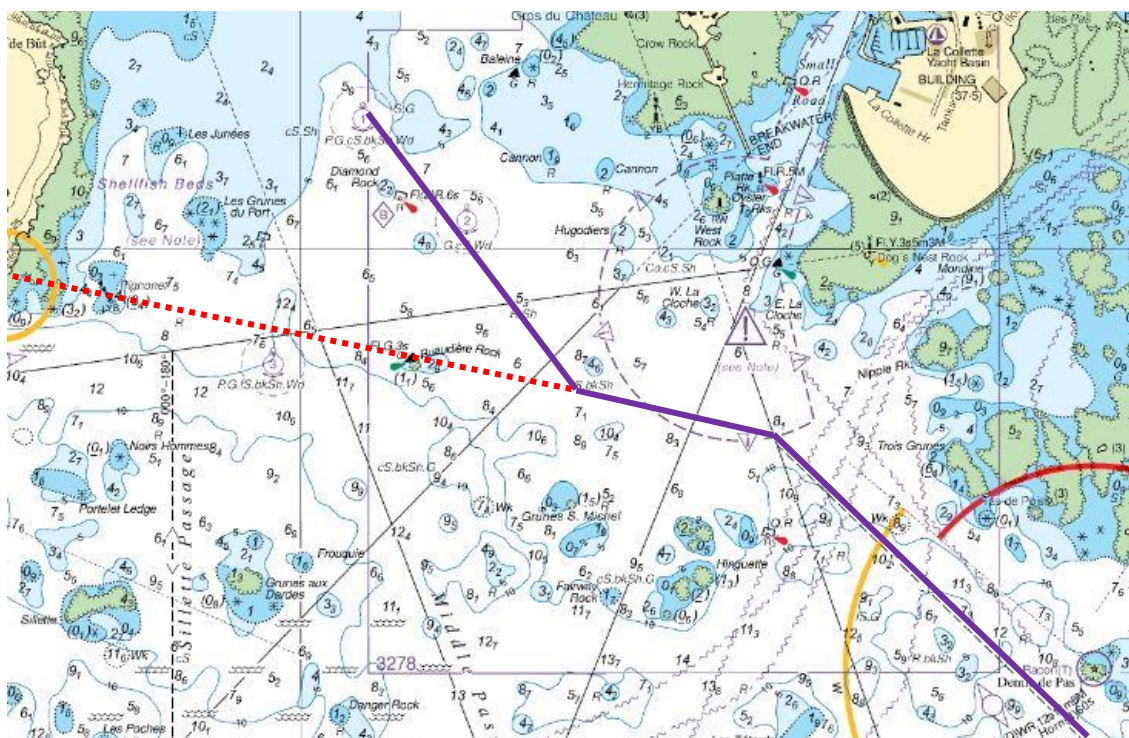
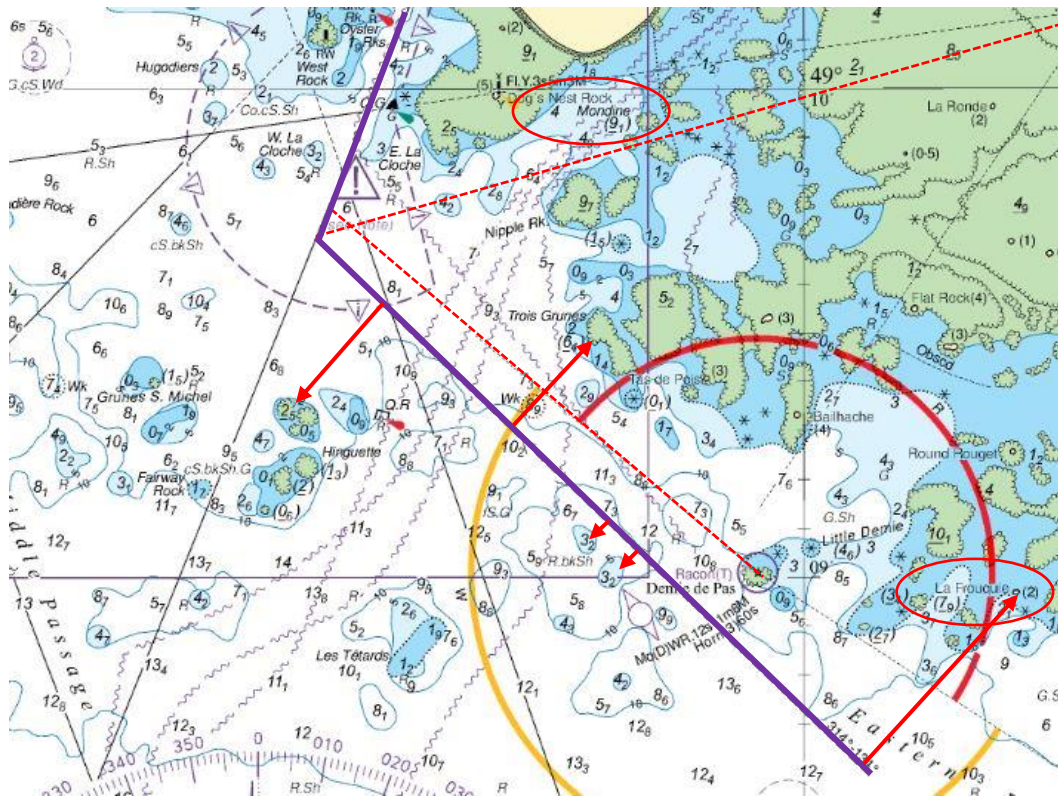
- Frouquie 2.0m high, 0.5nm NE.
- 9' & 11' Rocks both 3.2m on, 0.1nm SW.
- Trois Grunes dries 6.4m 0.22nm NE.
- Hinguette dries 2.5m, 0.25nm SW

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:**

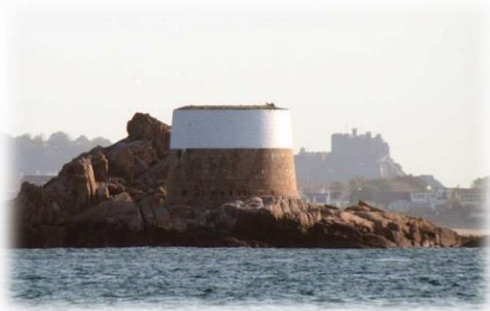
- Demie de Pas Lighthouse 0.1nm NE
- Hinguette Buoy 0.2nm SW



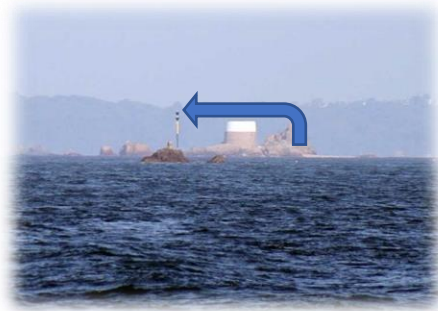
8.17. Anchorage in St Aubin's Bay

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. **FROQUIER 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

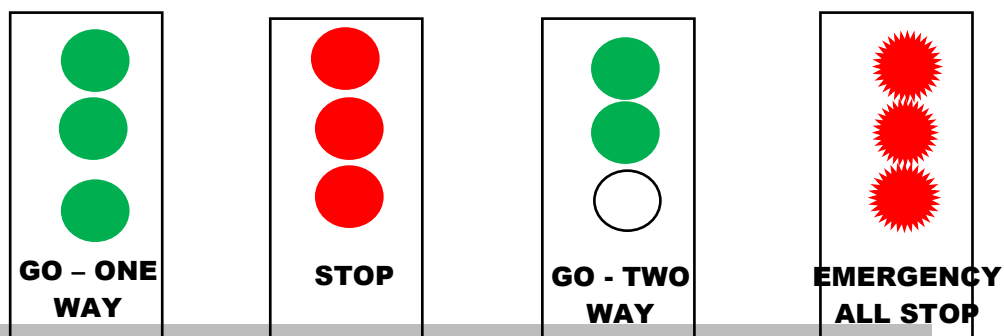
### 11.3. DIRECTION AT LA CONCHIERE

<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.

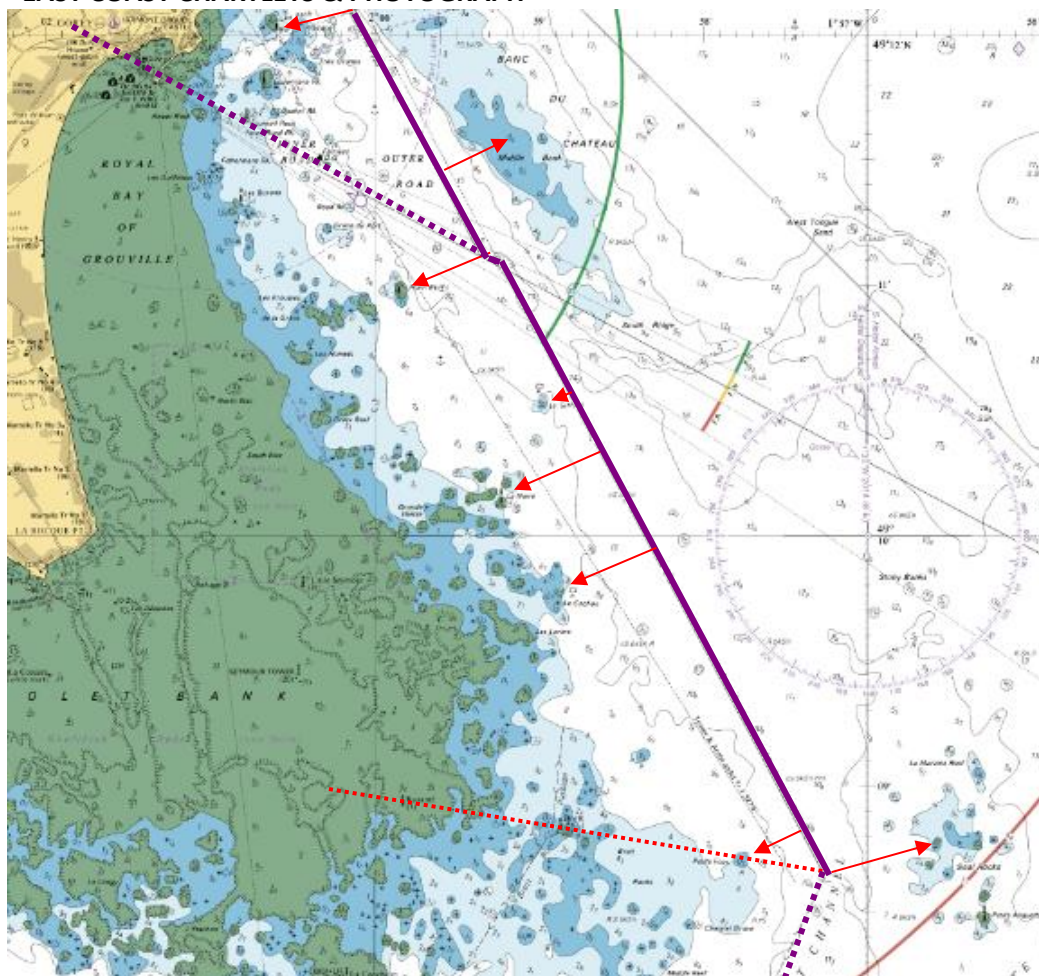
### 14.4. PILOT SERVICE VHF CHANNEL

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



## 14.0 EAST COAST PASSAGES

### 15.1. EAST COAST CHARTLETS & PHOTOGRAPH



### 15.2. PASSAGE FROM PETITE FOUR TO LA COUPE POINT

Passage length 6.25NM and minimum width 0.24nm. Least depth 4.4m abeam of Archirondel Tower.

When Karamé and Brett Beacons transit and Grande Anquette Beacon is open North of Petite. Anquette Beacon, bearing 105°, course should be altered to 332°T to cross Grouville Bay keeping La 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</u> Beacon    | 0.45nm west |
| • <u>Giffard</u> Buoy      | 0.08nm west |
| • <u>Horn Rock Beacon</u>  | 0.36nm west |
| • <u>Gorey Roads</u> Buoy  | 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
- Brayes 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°.

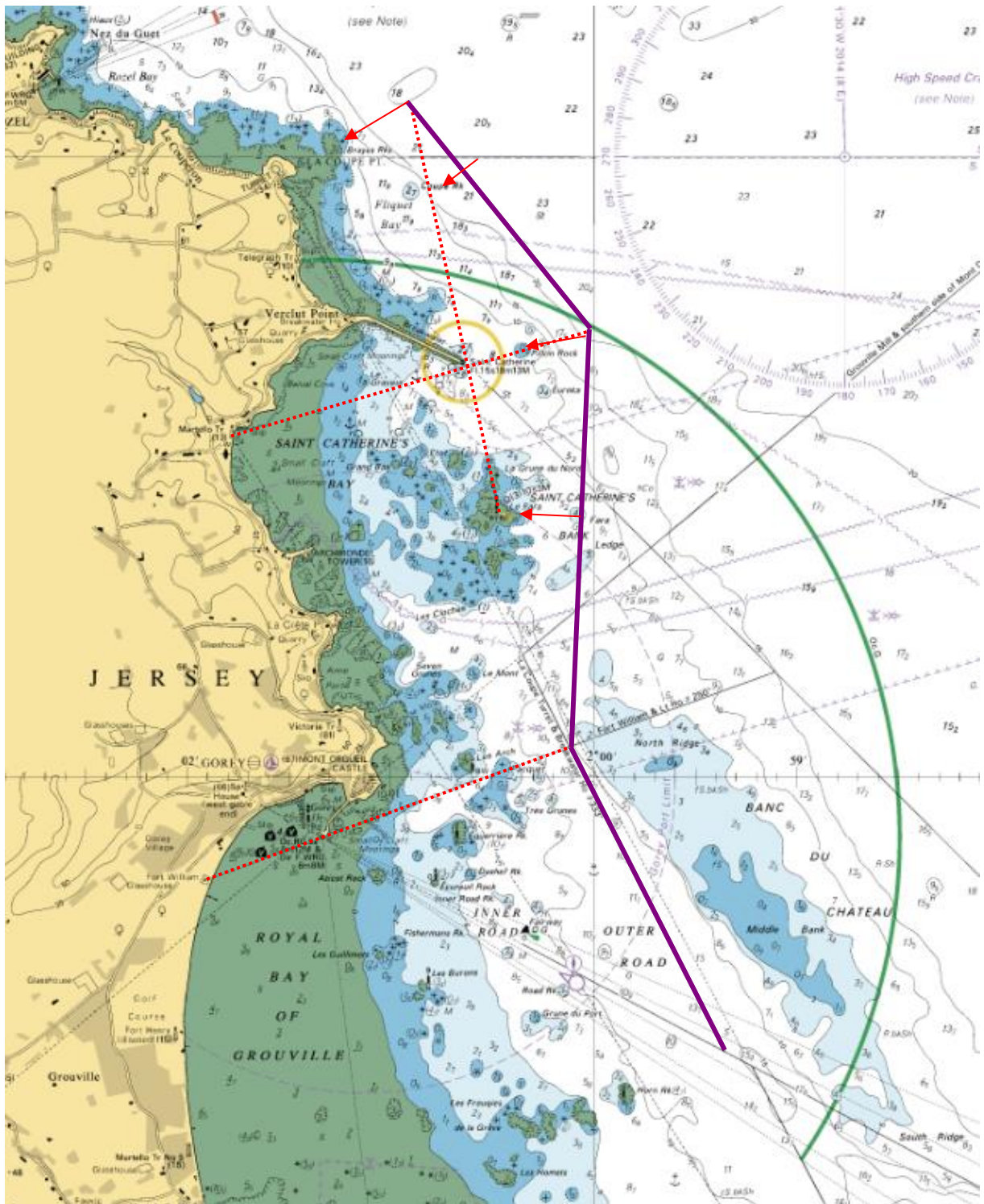
**SOUTH** Icho Tower in transit with Little Seymour Beacon 241°.

**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

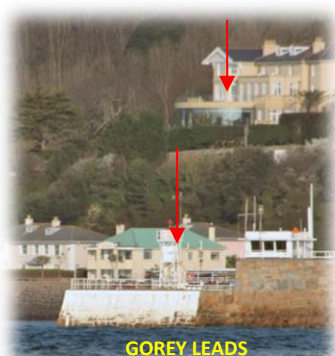
### Gorey Leading Marks:

**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).

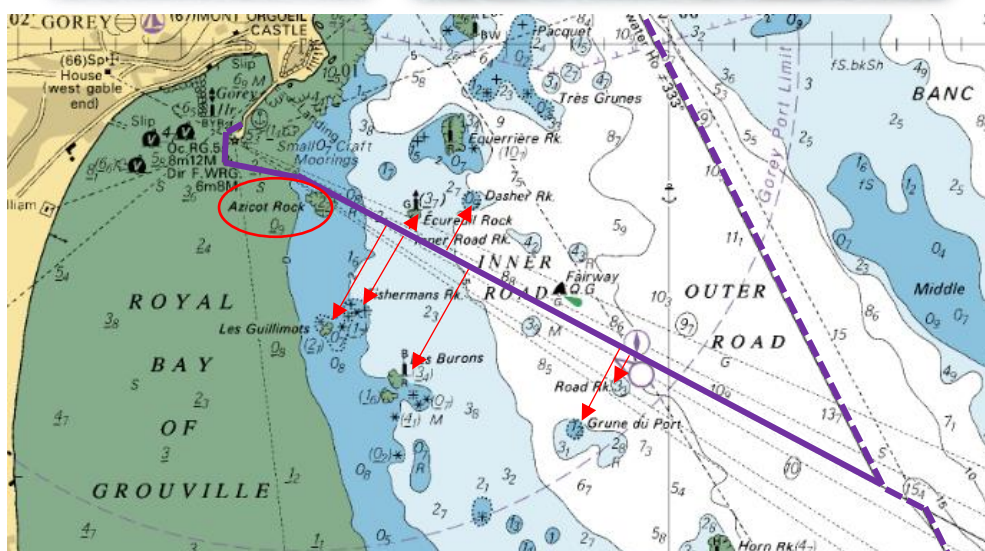
When farther out the lights and /or marks in line lead directly over the West edge of the South Ridge of the Banc du Chateau



GOREY LEADS



FORT WILLIAM WITH GOREY PIER HEADS



## **15.0 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 sectored 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.

## 16.0 ANCHORAGE

### 17.1. GOREY ROADS ANCHORAGE 9.0 sand

From Gorey fairway Buoy 050°T distance 0.24nm

## 17.0 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

## 18.0 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)

## 19.0 NORTH AND WEST COAST PASSAGES

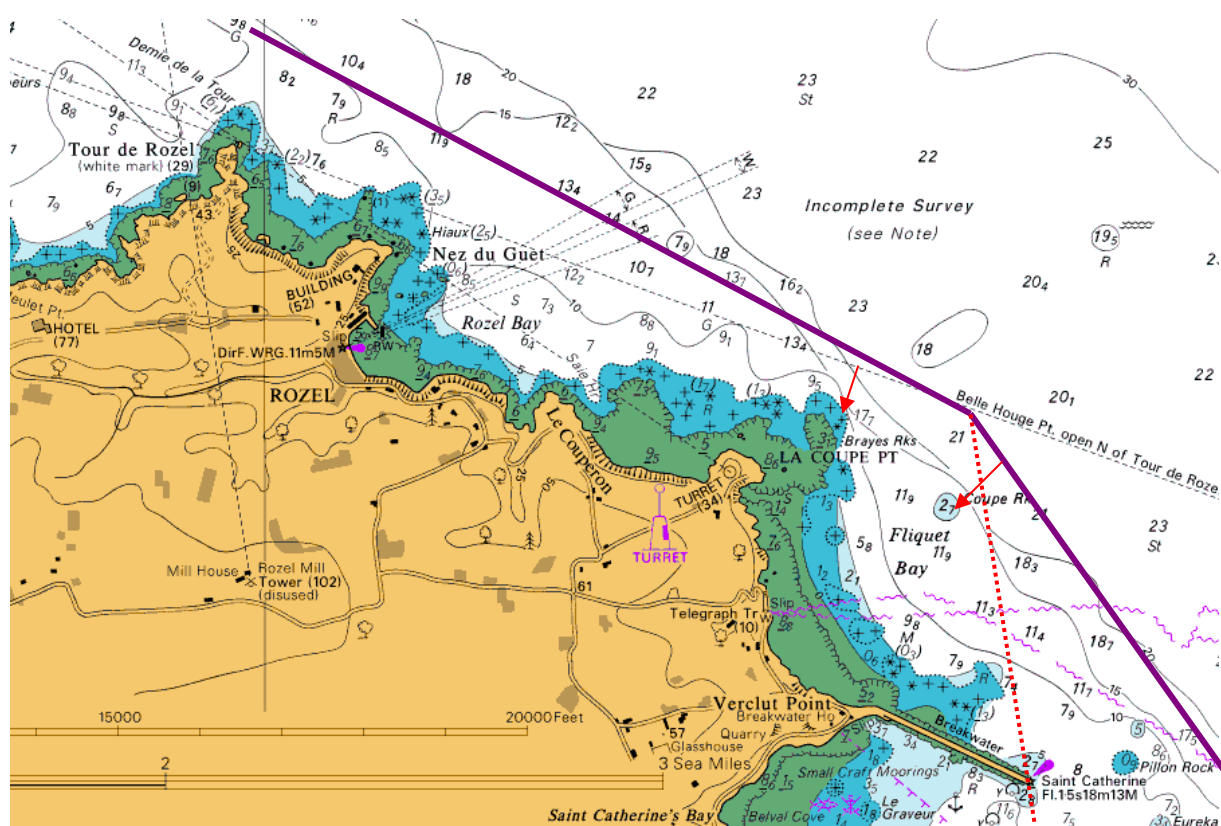
### 20.1. PHOTOGRAPHS AND CHARTLETS



**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:

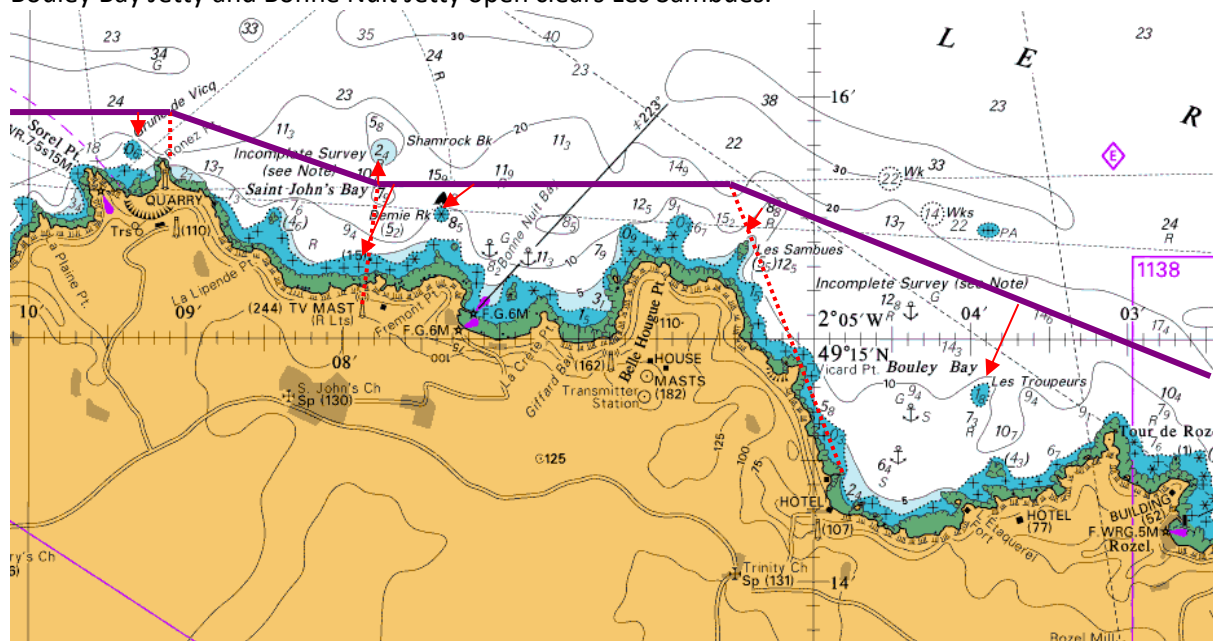
- Demie de la Tour dries 6.1m, 0.15nm SW
- Les Troupeurs 1.8m on, 0.4nm SW
- Les Sambues dries 3.4m, 0.25nm SW
- Demie de Fremont dries 5.2m, 0.15nm south marked by green lateral buoy.
- Shamrock Bank 2.4m on, 0.13nm north.

## 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.



20.12. **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.

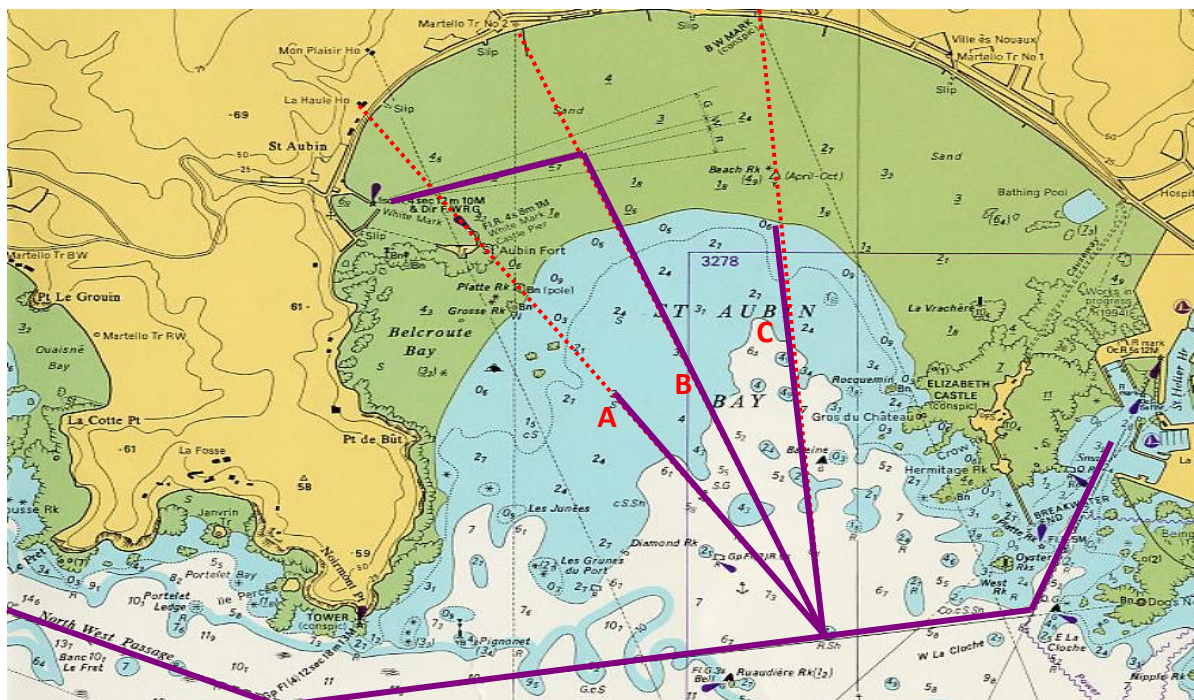
## 22.0 ST AUBIN'S BAY ADDITIONAL PASSAGES

### 22.1. Hazards in bay

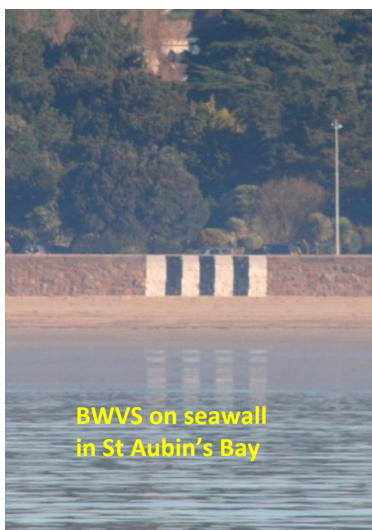
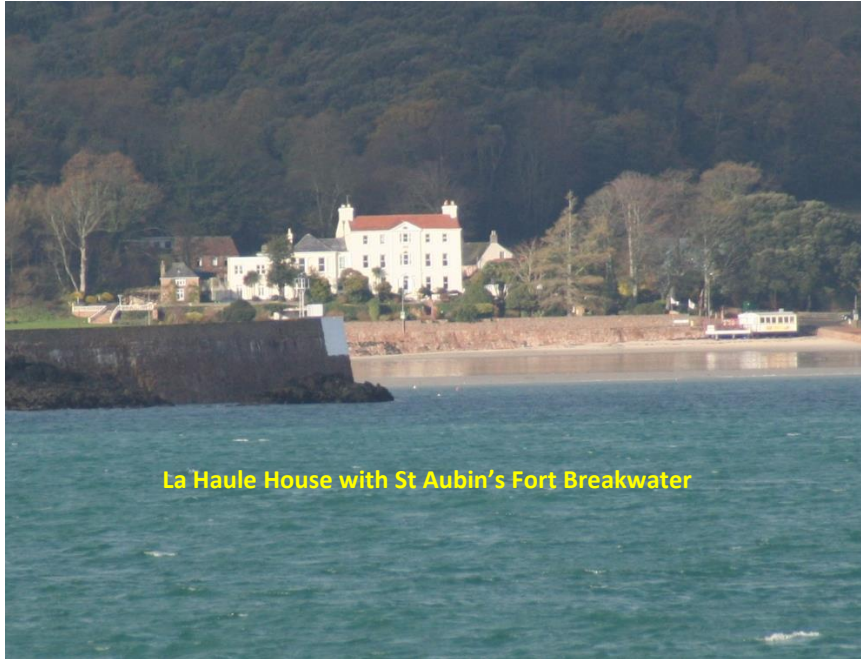
- Pignonet dries 3.4m
- Grune du Port dries 2.1m
- Les Junees 0.9m on
- Rock south of Grosse Rock dries 2.4m (The Slates)
- Beach Rock dries 4.9m
- Baleine dries 0.2m
- Canons 1.9m on and inner head 2.0m on
- Hougodiers 2.0m on

### 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



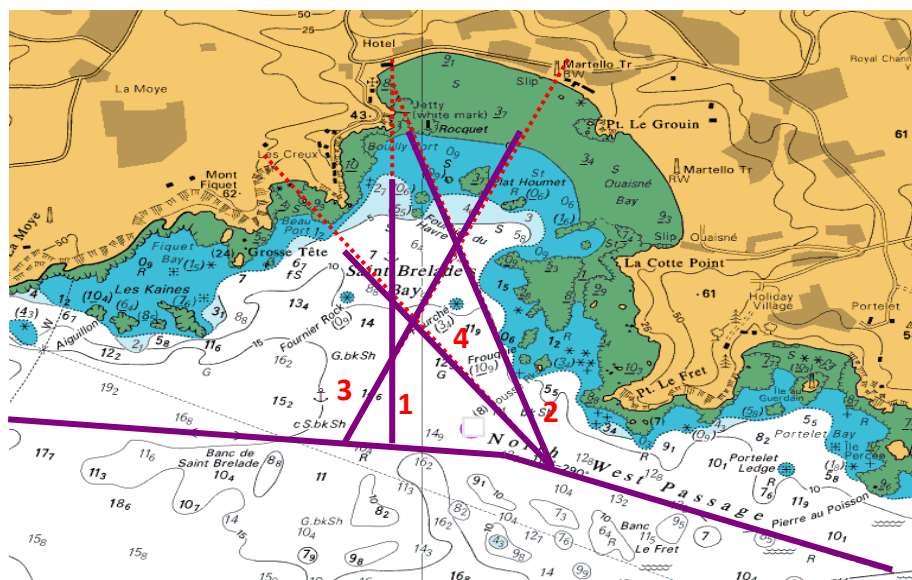
## 23.0 ST BRELADE'S BAY

### 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





## 25.0 BOULEY BAY

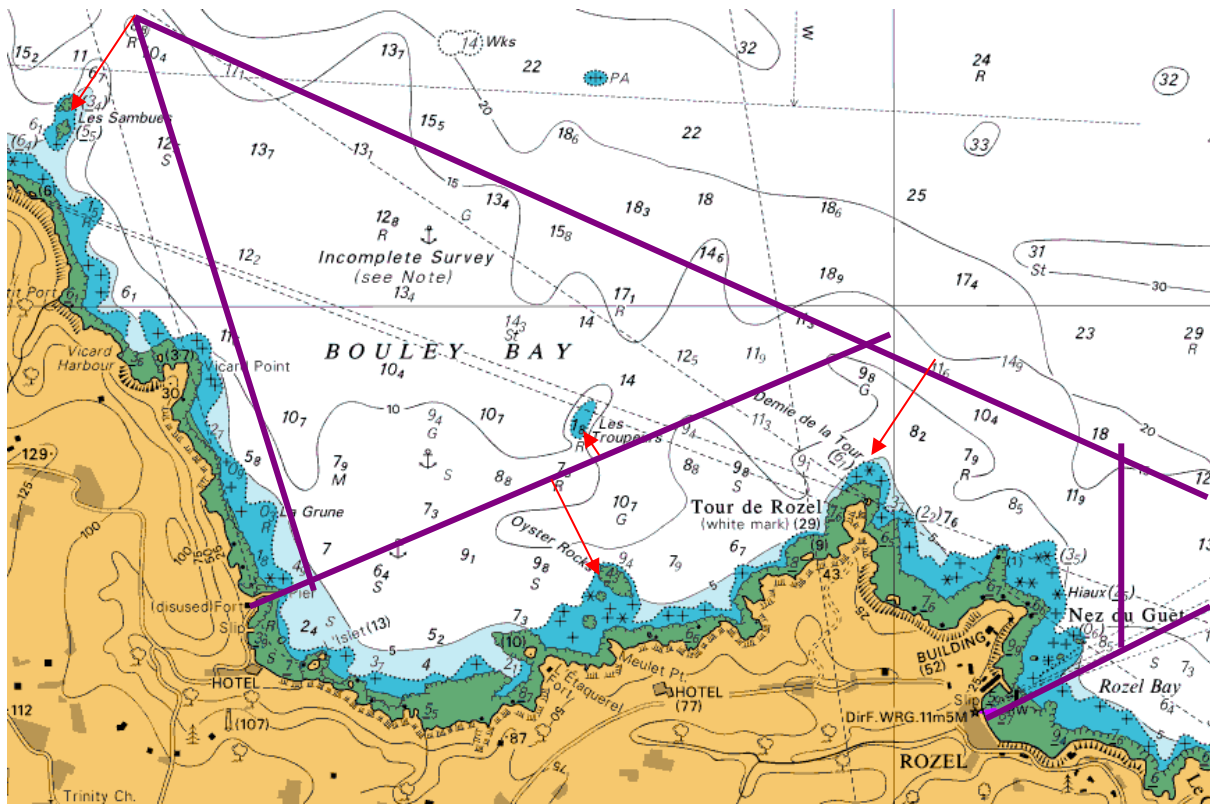
### 25.1. Hazards

- 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.



## 26.0 BONNE NUIT

### 26.1. Hazards

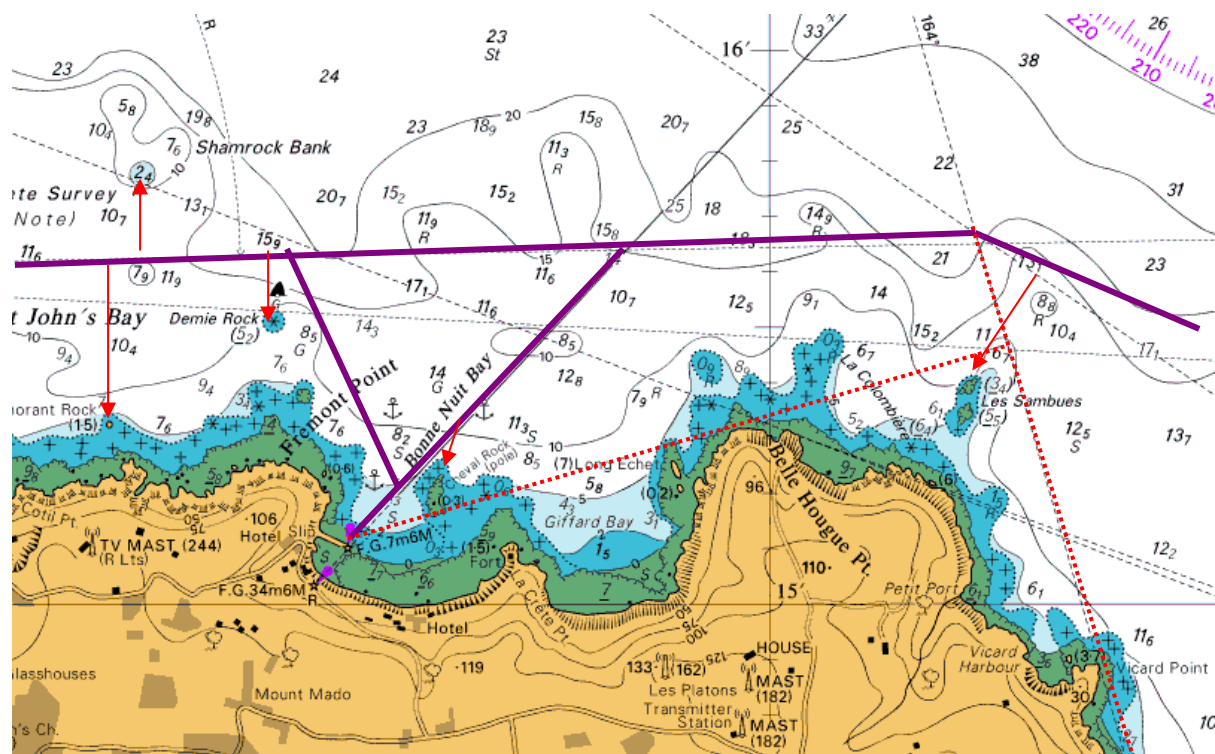
Cheval Rock 0.3m high

### 26.2. Leads inwards

Pier Head in transit with red day mark on upper road (bus stop) bearing 223°T.

This leads close north of Cheval Rock and numerous pots marks have been laid in the approaches.

When departing to the west set course to pass close east of Demie de Fremont buoy before picking up the main track in the general pilot syllabus.



## 27.0 GREVE DE LECQ

### 27.1. Hazards

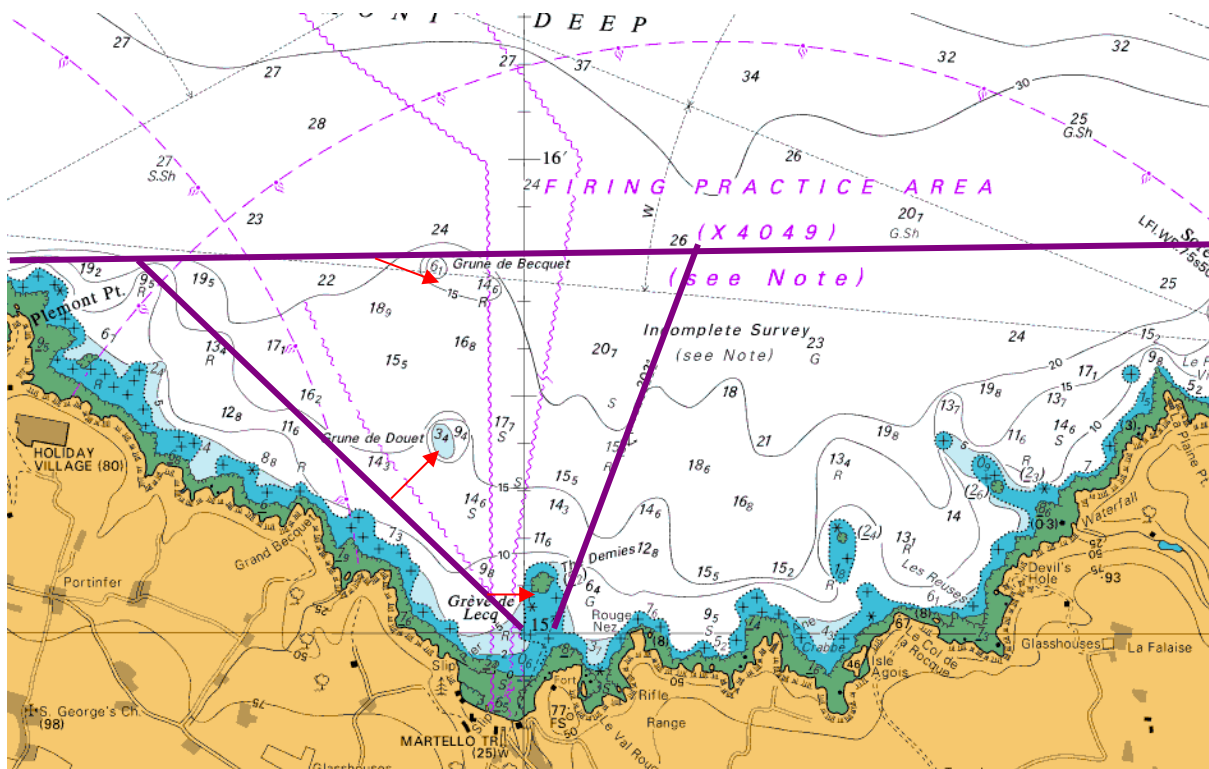
- The Demies dry 5.2m
- Grune de Douet 3.4m on

### 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.



## 28.0 LES ECREHOUS

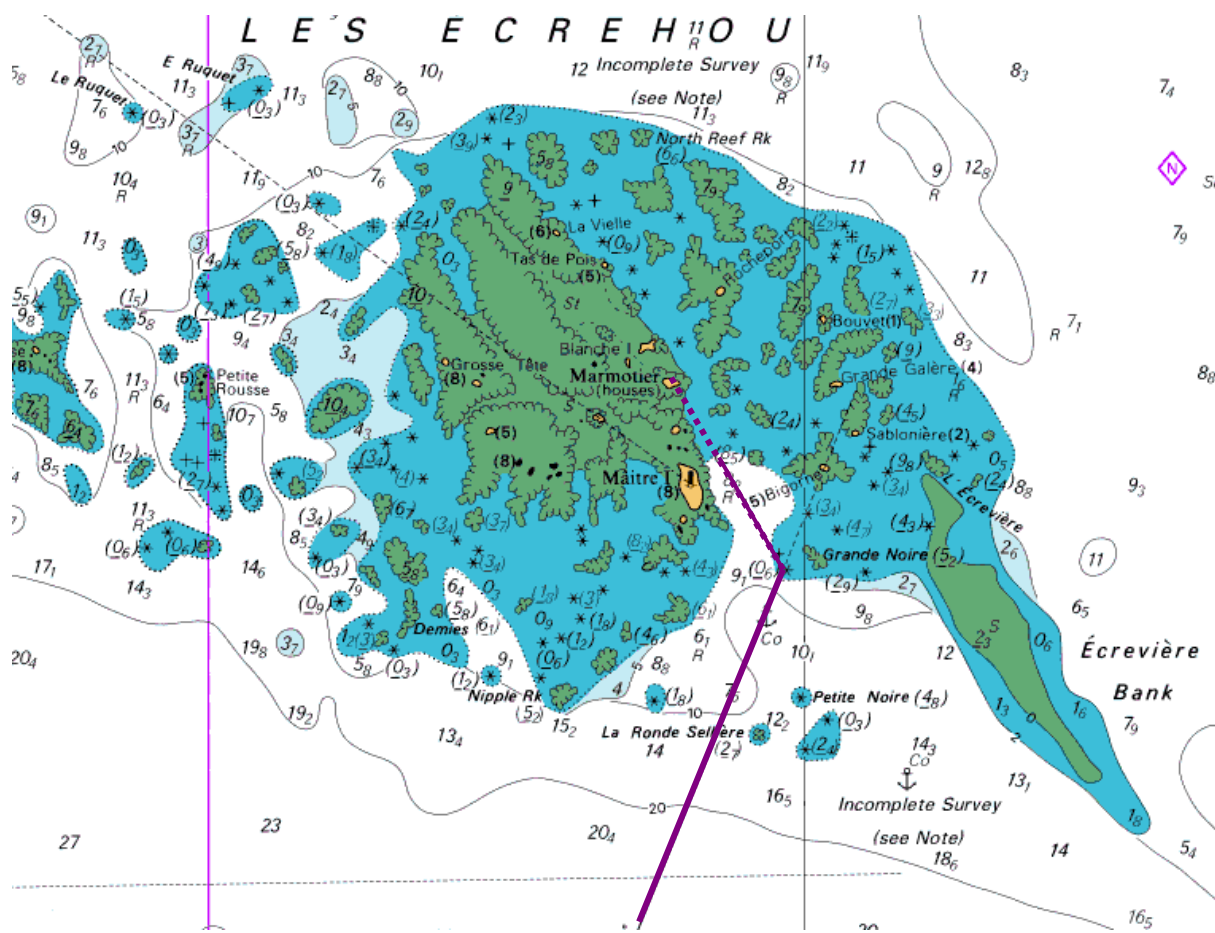
### 28.1. Hazards

- La Ronde Selerie dries 2.7m
- Small rock WNW dries 1.8m

### 28.2. Leads inwards

022°T steering on Bigorne (5) seen midway between Sablonière (2) and Grande Galère (4)

Anchorage is close in NE of Maître Isle (larger island) or just south of the mooring buoys off Marmotier



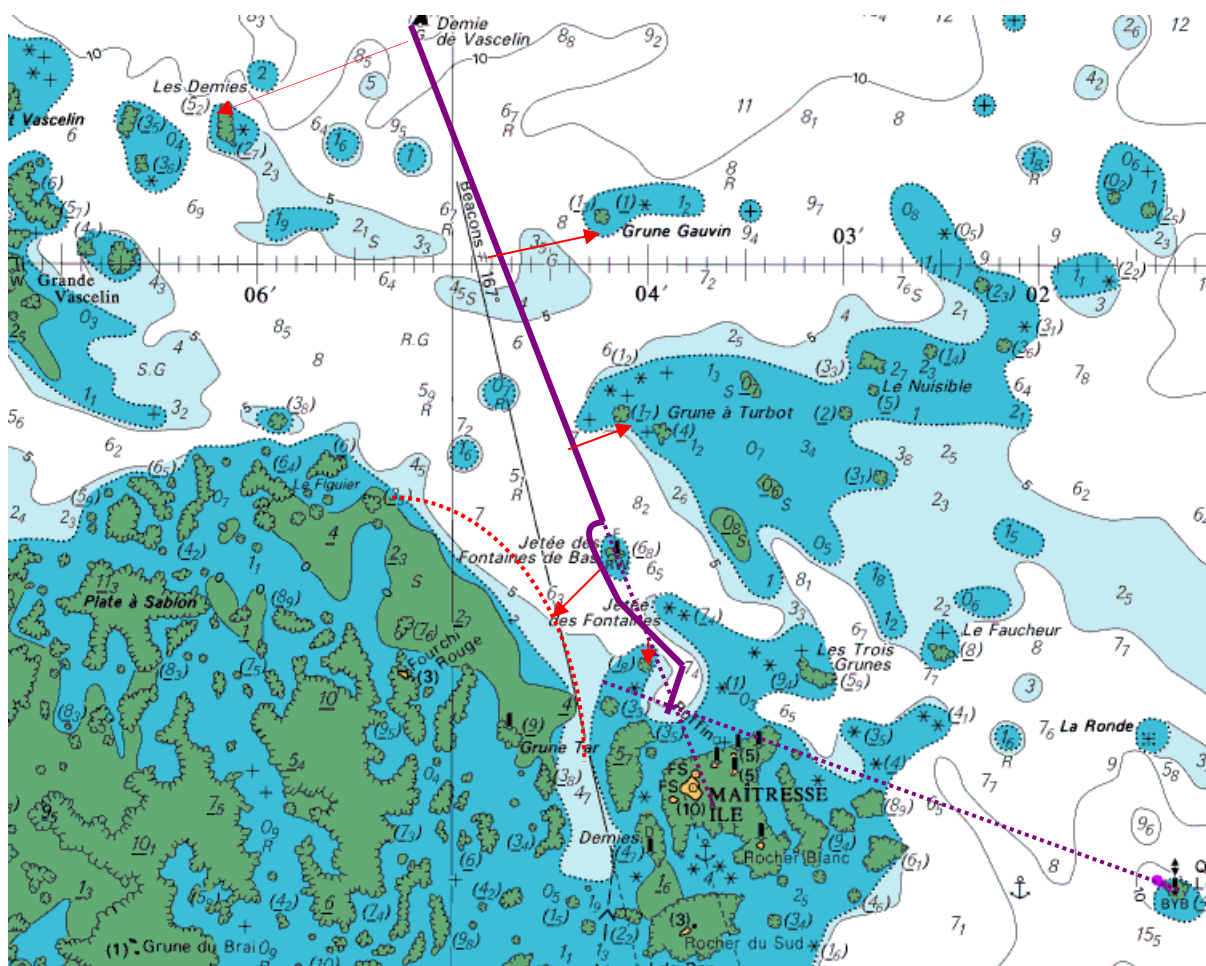
## 29.0 PLATEAU DES MINQUIERS

### 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.

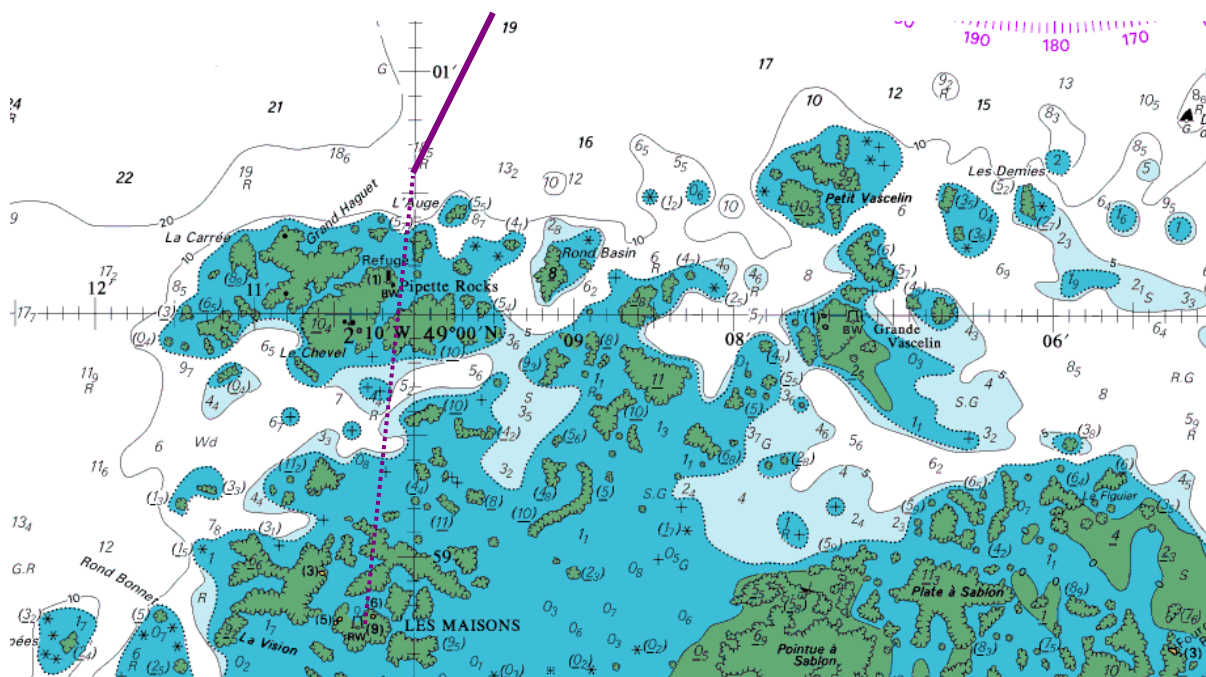


### 29.3. Pipettes reef

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.

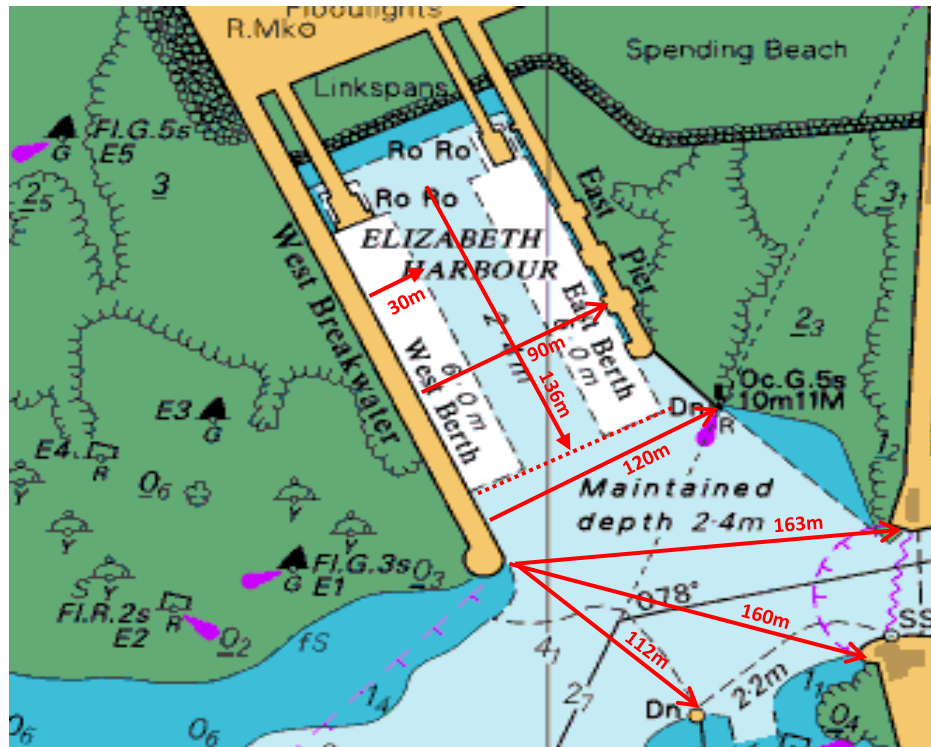
Steer for the west end of the main reef and approach with Les Maisons beacon visible over clear water between the reefs.

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

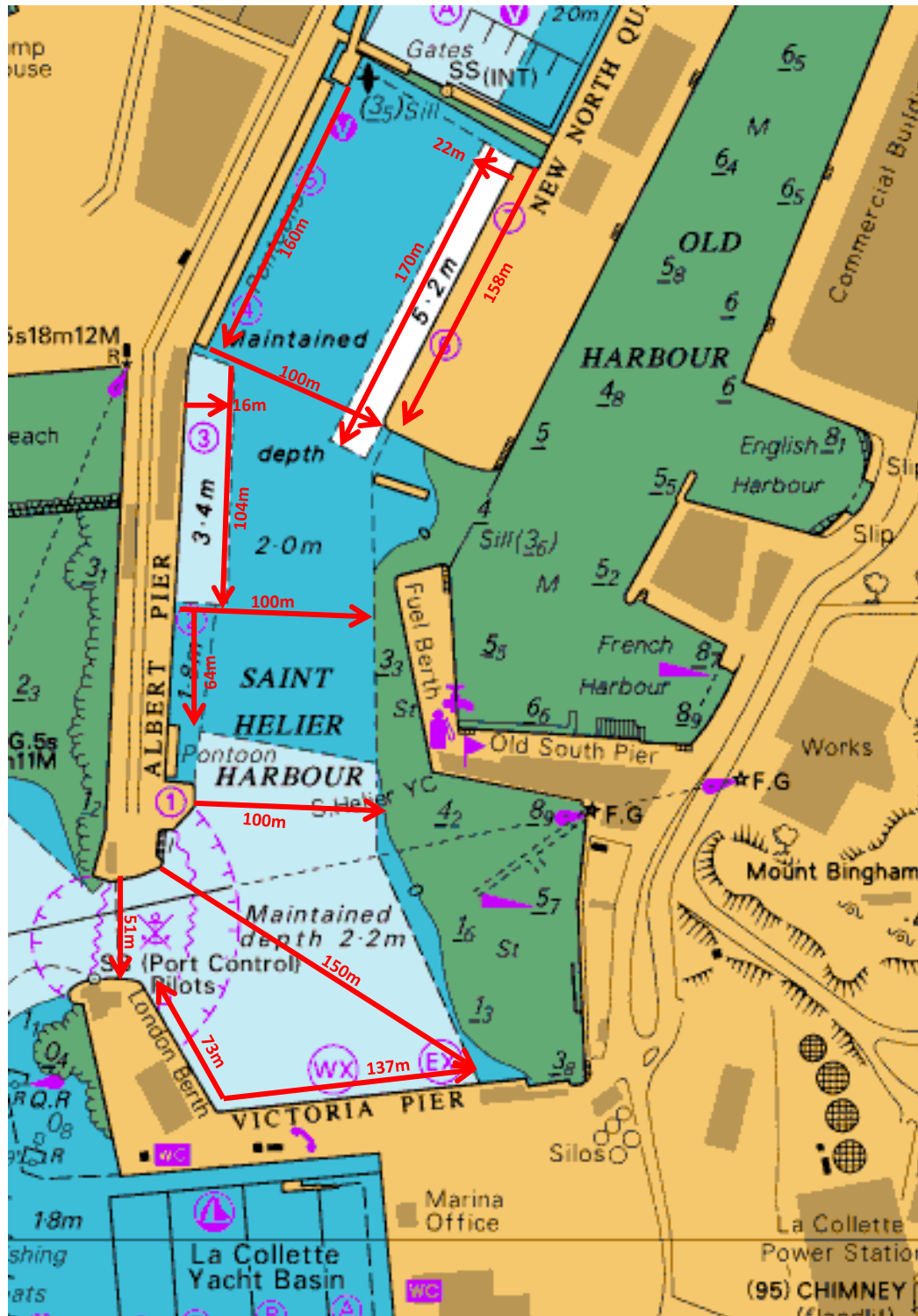
West berth to east berth dolphin 120m

West berth to Albert Pier 163m

West berth to Victoria Pier 160m

West berth to La Collette Dolphin 112m

## 30.2. MAIN HARBOUR



No.1 Berth 60m x 2m depth

No.2 Berth 65m x 2m depth

No.3 Berth 104m x 3.4m depth x 16m width

No.4 & 5 - No longer in commercial use 160m x 2m depth

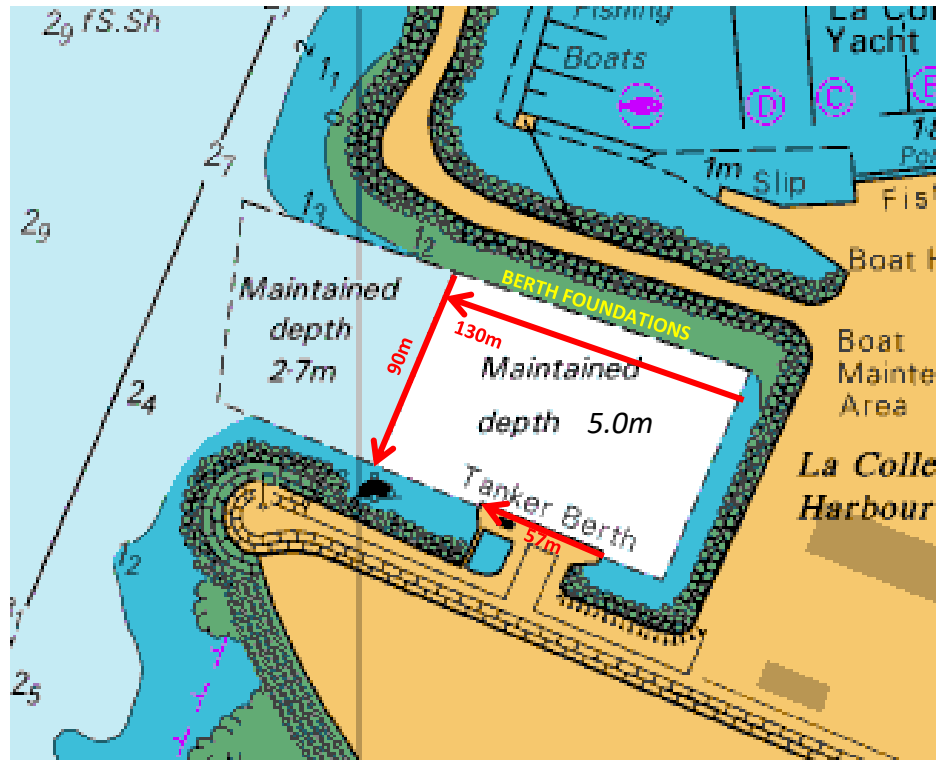
No.6 & 7 (NNQ) quay length 158m, but berth length 170m x 5.2m depth x 22m width

Victoria Pier 137m from corner to power station outfalls 137m x 2m depth

London Berth – Used exclusively for fishing vessels 73m x 2.0m depth (doubtful)

There is 51m across the pier heads, 150m in the turning area, and 100m across the remainder of the basin.

### 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 and there is no longer a mooring buoy located on the SW side of the berth.

### 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.  
**Nicolle'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.  
**Nicolle'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

Ichu 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.  
Ichu 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.

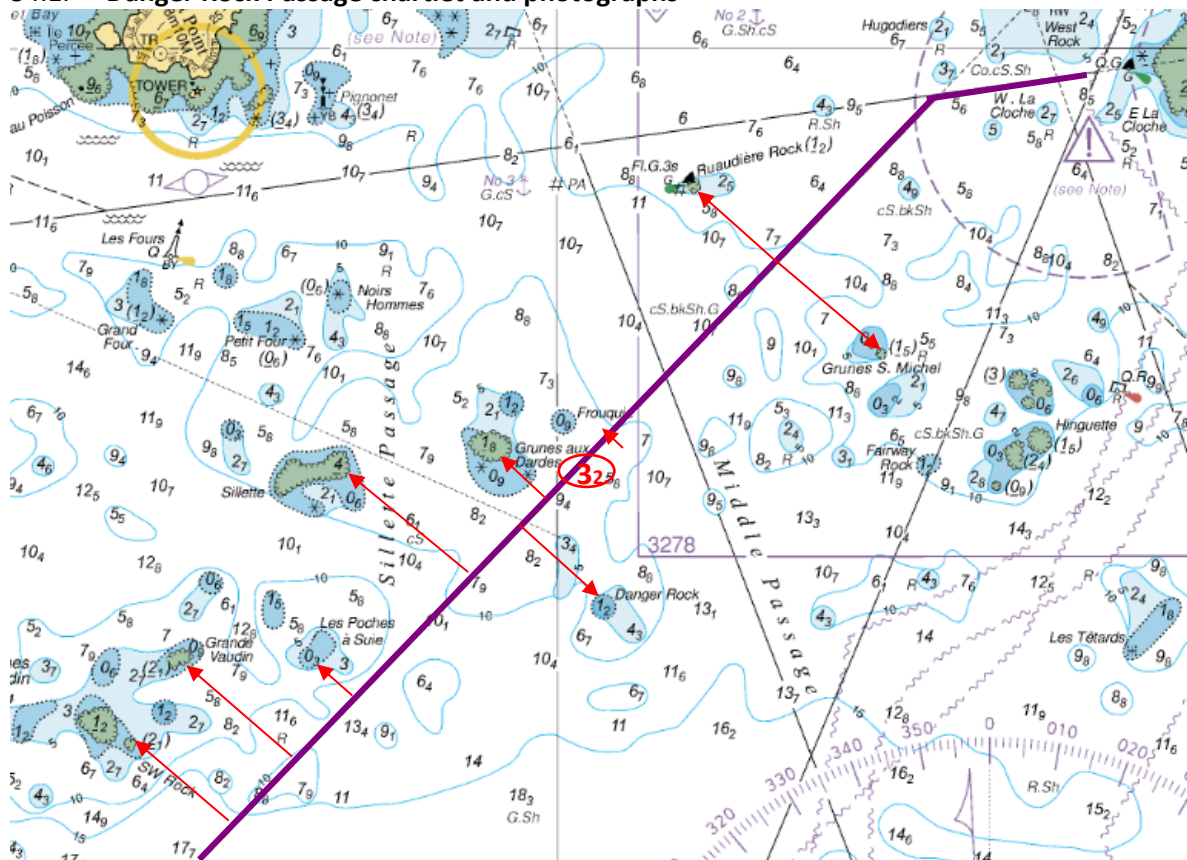
### 33.7 RIGDON BANK 3.1 on

**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 a an officer appointed in accordance with Article 2 2A of the Harbours (Administration) (Jersey) Law 1961 who is the holder of a pilot's Licence, and comprising in addition at two other members who have expert knowledge and experience of pilotage in the territorial waters of the Island, (one member may be a current Pilot Exemption Certificate holder or Local Knowledge Endorsement holder ), all of whom shall be present when a decision is taken.
- 3.3.3 When convened for the examination for a Pilot or Pilot Exemption Certificate for the East Coast only, the requirements of 3.3.1 above may be reduced to at least two members, one of whom shall be an officer appointed in accordance with Article 2 2A of the Harbours (Administration) (Jersey) Law 1961 and the holder of a pilot's licence and one other member of the panel possessing expert knowledge and experience of pilotage in the territorial waters of the Island, both/all of whom shall be present when a decision is taken.

## 4.0 Licensing of Pilots

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

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

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

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

## 5.0 Pilotage Exemption Certificates (PEC)

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

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

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

- 5.1.1 Be either the bona fide Master or First Mate of the vessel(s) for which a PEC licence is applied.
- 5.1.2 Hold a valid certificate of competency equivalent to or superior to that required by the STCW 95 Code entitling that person to be Master or First Mate of the class of ship the exemption certificate is to be applied.
- 5.1.3 Hold an appropriate medical fitness certificate as required under the STCW 95 Code (form ENG1 or equivalent).
- 5.1.4 Have sufficient knowledge and understanding of, and be able to communicate effectively in, the English language in order to secure the safety of navigation in the territorial waters of the Island. Communication skills to be demonstrated to the satisfaction of the Navigation Advisory Panel to the Harbour Master, sitting as a Pilotage Examination Board, during examination.
- 5.1.5 Have completed an approved Jersey Pilotage Exemption Training Course.
- 5.1.6 Have successfully passed the Pilotage Exemption examinations for the proposed areas of operation.
- 5.1.7 Have, for applicants for a Jersey South coast PEC, completed 40 acts of pilotage of which at least 20 acts must have taken place in the presence of and to the satisfaction of a licensed Pilot.
- 5.1.8 Of the 20 acts with a 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.