



Appendix D

02.03. 2018

**Pilotage Direction No 3**

1. Brightlingsea Harbour Commissioners (a competent harbour authority within the meaning of the Pilotage Act 1987), in the exercise of their powers under section 7 of that Act, direct that pilotage shall in all circumstances be compulsory for:
  - a. all vessels of 60 metres or greater in overall length navigating within Brightlingsea Creek defined by an imaginary line drawn between Bateman's tower, on the north shore of Brightlingsea Creek, and the Martello Tower at Point Clear on the south shore of Brightlingsea Creek.
  - b. All vessels of 50 metres or greater in overall length navigating within the River Colne upstream of an imaginary line between Bateman's Tower on the north shore of Brightlingsea Creek and Mersea Stone Point on the eastern tip of Mersea Island.
2. A vessel for which pilotage is compulsory shall take aboard or land a pilot in the vicinity of No 9 Buoy (51°46.92'N 001°01.15'E). In adverse weather conditions a more sheltered location may be advised at the time.
3. This direction does not apply to any vessel under the control of a Master or First Mate holding a Pilotage Exemption Certificate issued by Brightlingsea Harbour Commissioners. A Master or First Mate with a Pilotage Exemption Certificate will assume the duties imposed upon pilots by the Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Cargo) Regulations 1995.
4. It is a legal requirement that pilots/port authorities report any deficiencies which may prejudice the safe navigation of any ship, under merchant Shipping (Port State Control) Regulations 1995. A Master or First Mate with a Pilotage Exemption will assume this responsibility.
5. A Master or First Mate that is involved in an incident caused by negligence, or by failure to follow the practices of good seamanship, may be excluded from exemption. Those excluded from exemption under the above clause may reapply for exemption subject to qualifying voyages being completed under pilotage.
6. Masters or First Mates wishing to apply for a Pilotage Exemption Certificate should request details of requirements from Brightlingsea Harbour Office.
7. This Pilotage Direction cancels Brightlingsea Harbour Commissioners' Pilotage Directions No 1 dated 26<sup>th</sup> March 2001 and No 2 dated 31 March 2002.



**Addendum to Pilotage Direction No 3**

1. The acceptance of vessels is subject to tidal constraints and the latest survey data. The minimum under hull clearance required is 0.2 metres.
2. The use of a gutway immediately upstream of Olivers' Wharf gives a potential turning circle for vessels up to 105 metres in length.
3. The maximum vessel length overall that is accepted is 120 metres. Any vessel unable to be swung, whether due to tidal constraints or length, will require the provision of two tugs or one tug and an operational bow thruster.
4. Movements will normally be permitted in winds up to 20kts (10m/s) and up to a wave height of 2.0m. Movement of vessels in greater wind or wave height will be decided on an individual basis. Factors including vessel characteristics, wind direction and time of day will be considered.
5. In conditions of visibility less than 200 metres within the compulsory pilotage area movements will be suspended. Trends in changing visibility will be considered in making this decision.
6. Only one large vessel (>50 metres) at a time is permitted to be underway within Brightlingsea Creek. In general only one large vessel is permitted to be underway in the approaches to Brightlingsea Creek and River Colne; exceptionally with the Pilot's and Harbour Master's approval, to allow departure and arrival of vessels on the same tide, passing of vessels south of No 13 Buoy is permitted.