



# **NOTICE TO MARINERS**

**NO.2 - 2021**

**RIVER FOYLE/LOUGH FOYLE**

**ADMIRALTY CHART – 2510/2511**

## **Foyle Port Pilotage Directions 2021**

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### **1. Commencement**

These Pilotage Directions shall come into force on 15<sup>th</sup> April 2021 on which date the existing Pilotage Directions are revoked.

### **2. Short Title**

These Pilotage Directions may be cited as the Londonderry Port & Harbour Commissioners Pilotage Directions 2021 and are made by the Londonderry Port & Harbour Commissioners, a competent harbour authority within the meaning of the Pilotage Act 1987, in exercise of its powers under Section 7 of that Act.

### 3. Definitions and Interpretations

- a) In these Directions the following words and phrases have the following meanings (and cognate expressions shall be construed accordingly):
- b) “CD” means Chart Datum.
- c) “Channel” means the dredged channel that extends inward from the Castleary Light Beacon to Culmore Point.
- d) “COLREGS” means the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended.
- e) "dangerous goods" means goods classified in the IMDG Code or in any other IMO publication referred to as dangerous for carriage by sea, and any other substance or goods the properties of which might be dangerous if that substance or those goods were carried by sea, and includes empty receptacles, residues in empty tanks or cargo holds which have been used previously for the carriage of dangerous goods unless such receptacles, empty tanks or cargo holds have been cleaned and dried, purged, gas freed or ventilated as appropriate or in the case of radioactive materials have been both cleaned and adequately closed; but the expression shall not include goods forming part of the equipment or stores of the ship in which they are carried;
- f) “Pilot boat” means a ship employed in pilotage services and operated and approved by the Londonderry Port & Harbour Commissioners in accordance with section 6(1)(a) of the Pilotage Act 1987.
- g) “Harbour Master” means a person appointed by the Londonderry Port & Harbour Commissioners to be a Harbourmaster and includes the deputies and assistants of a person so appointed.
- h) “length overall” means the maximum length of a vessel from the two points on the hull most distant from each other including any overhanging structure, measured perpendicular to the waterline, where a ship’s length is given, it is the length overall.
- i) “marine pollutants in bulk” means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions “in Bulk” means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included.
- j) “Master” includes every person (except a pilot) having command or charge of a ship for the time being and, in relation to a fishing vessel, means the skipper;
- k) “Pilot” means a person authorised under Section 3 of the Pilotage Act 1987 to act as a pilot for the relevant area within Pilotage Limits.

- l) “Pilotage Exemption Certificate” means a certificate issued by Londonderry Port and Harbour Commissioners as the competent harbour authority in accordance with section 8 of the Pilotage Act 1987.
- m) “Pilotage Limits” means the limits of pilotage prescribed in the Londonderry Port and Harbour (Variation of Pilotage Limits) Order (Northern Ireland) 2002 namely:
- that area within Lough Foyle which extends from Craigavon Bridge at Londonderry to a line drawn from the Tower on Magilligan Point to Greencastle Fort (The Inner Area), and so much of the sea that lies within the following positions:
- (a) Magilligan Point (Latitude 55° 11'.60 North, Longitude 060° 57'.90 West) to position
- (b) Latitude 55° 13'.60 North, Longitude 060° 51'.00 West then North to position
- (c) Latitude 55° 15'.50 North, Longitude 060° 51'.00 West. then West to position
- (d) Latitude 55° 15'.50 North, Longitude 060° 55'.30 West then South to position
- (e) Latitude 55° 14'.20 North, Longitude 060° 55'.30 West (The Outer Area);
- n) “ship” means every description of vessel used in navigation and includes every description of watercraft used, or capable of being used, as a means of transportation on the water and fishing boats.
- o) “STCW” means The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended.
- p) “underway” means not at anchor, or made fast to the shore, or aground.
- q) “vessel” means any craft howsoever propelled used or capable of being used as a means of transportation on the water.
- r) In these Directions, unless the context otherwise requires:
- s) words importing the singular shall be construed as importing the plural and vice versa.
- t) the Direction headings do not form part of or affect the construction or interpretation of the Directions.

## 4. Application

- (1) These Pilotage Directions shall not apply to ships of less than 20 metres in length or to fishing boats of which the registered length is less than 47.5 metres unless the ship or fishing boat is suffering a defect or deficiency that affects its normal ability

to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.

## 5. Compulsory Pilotage

- (1) Subject to Pilotage Direction 6, pilotage shall be compulsory, and a Pilot must be carried on the following ships navigating in all circumstances anywhere within the Pilotage Limits:
- a) All ships with a length of greater than 50 metres.
  - b) All passenger ships with a length of greater than 35 metres.
  - c) All ships carrying marine pollutants in bulk.
  - d) All ships carrying dangerous goods.
  - e) All ships in ballast which are not gas free.
  - f) All ships engaged in towing or pushing where the composite length of the tug and tow or tug and vessel being pushed is greater than 50 metres.
  - g) Any ship greater than 20 metres in length which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW.<sup>1</sup>
  - h) Any ship manoeuvring with the assistance of tugs.

## 6. Pilot embarking/diseimbarking

(1) Where pilotage is required by these Pilotage Directions, authorised pilots will embark/diseimbark ships using a pilot boat at the following locations.

- (a) For ships over 120 meters in length - in the vicinity of the Foyle Buoy.
- (b) For ships less than 120 meters in length - in the vicinity of Greencastle.
- (c) **In adverse weather conditions and under agreed circumstances a pilot may embark or diseimbark a ship in other areas if expressly directed to do so by an authorised pilot or harbour master.**

## 7. Exemptions to Compulsory Pilotage

(1) The following ships are exempted from the provisions of Pilotage Direction 5:

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<sup>1</sup> Any ship less than 20m in length which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW must declare the defect or deficiency to harbour radio whereupon the ship may be directed to take a pilot dependant on the risks and the circumstances prevailing at the time.

- a) British and Foreign Warships.
- b) Lifeboats of the RNLI and other ships used by the emergency services when on active service.
- c) Any ship which is moving from berth to berth within the Pilotage Limits provided a mooring line is kept ashore throughout the entirety of the move and which is not suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre or its ability to comply with all the requirements of the COLREGS and/or STCW provided the visibility is at least 0.5 miles.
- d) General Lighthouse Authority tenders.
- e) Vessels less than 70 meters in length engaged in dredging operations.
- f) Any ship under the command and control of a Master or Deck Officer holding a Pilotage Exemption Certificate.

## 8. Authorisation of Pilots and Pilot Exemption Certificates

- (1) Suitably qualified persons will be authorised as Pilots pursuant with the requirements of Section 3 of the Pilotage Act 1987 in accordance with the Pilotage Manual and the Pilots Training Program issued from time to time by Londonderry Port and Harbour Authority.
- (2) Pilotage Exemption Certificates may be issued to Master's and Deck Officers of ships of greater than 50 metres in length and passenger ships greater than 35 metres in length in accordance with the Pilotage Manual issued from time to time by Londonderry Port and Harbour Authority.
- (3) Any ship whilst underway anywhere within the Pilotage Limits under the control and command of a person holding Pilotage Exemption Certificate must have the person holding the Pilotage Exemption Certificate on the bridge.

## 9. Responsibilities of Masters

- (1) Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct of his ship. Whilst the Pilot may have the conduct of the ship the Master remains in command at all times and the Pilot must be integrated into the Bridge Team.
- (2) Masters of ships using the services of a Pilot within the Pilotage Limits must remain on the bridge during the act of pilotage and ensure that a member of the crew who is capable of understanding and executing the Pilot's orders and advice is on the bridge to do so.

## 10. Movements in Reduced Visibility

- (1) When visibility is less than 0.3 nautical miles the port will be closed to all ships over 100 meters length and all ships carrying dangerous goods or marine pollutants in bulk.
- (2) When visibility is less than 0.5 nautical miles ships must not pass each other in the channel.
- (3) When visibility is less than 1.0 nautical mile ships proceeding in the same direction in the channel must remain 1.0 mile apart.

## 11. Ships Carrying Dangerous Goods

- (1) A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing another ship carrying dangerous goods in the channel and must maintain 1.0 nautical mile separation from another ship carrying dangerous goods.
- (2) A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing a ship in the channel unless the Harbour Master has granted his permission.

## 12. Harbour Master's Authority

Notwithstanding the provisions of these Pilotage Directions, the Harbour Master is in charge of managing the Harbour and in doing so may, in the interests of safety, authorise any ship by way of a Direction to deviate from these Pilotage Directions. The Harbour Master shall only give a Direction after assessing the risks associated with the marine operation in accordance with the requirements of the Port Marine Safety Code and having established that any risk is As Low as Reasonably Practicable.

## 13. Penalty Provisions

In accordance with section 15 of the Pilotage Act 1987 a Master may be prosecuted and fined for not complying with these Pilotage Directions.

**Capt Bill Mc Cann**

**Harbour Master  
Foyle Port**