

PORT OF DUNDEE LIMITED

RESTRICTED PILOTAGE EXEMPTION  
CERTIFICATES REGULATIONS FOR  
OUTER RIVER TAY

MAY 2006

PORT OF DUNDEE LIMITED,  
HARBOUR CHAMBERS,  
DOCK STREET,  
DUNDEE  
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**PORT OF DUNDEE LTD**  
**RESTRICTED PILOTAGE EXEMPTION**  
**CERTIFICATES REGULATIONS**  
**FOR THE OUTER TAY**

**1. DEFINITIONS**

1.1 In these Regulations, the following expressions shall have the following meanings:

"Applicant" means the Master (or, as the case may be, First Mate) applying for an OUTER TAY PEC

"the Authority" means Port of Dundee Ltd.

"Outer Tay" means that part of the description of the limits of the Outer Part of the Tay extending from the Eastern limits of the Port of Dundee as therein defined westwards to the Horseshoe Buoy (Latitude 56 27.3' N Longitude 002 50.2' W

"Holder" means the holder of a validly issued and current PEC for the Outer Tay.

"Outer Tay PEC" means a pilotage exemption certificate, issued by the Authority pursuant to these Regulations in terms of section 8(1) of the Pilotage Act 1987.

"Certificate of Competency" means a recognised certificate of competency appropriate for the capacity in which the applicant serves, and valid for the ship(s) in which the Outer Tay PEC will be used.

"Vessel" means a vessel of over 40 metres overall length and more.

"Qualifying voyage" means a voyage undertaken under the tutelage of a qualified Tay Pilot.

## 2. REGULATIONS FOR THE ISSUE OF A PEC

2.1 The Authority, in exercise of the powers conferred on it by Section 8(1) of the Pilotage Act 1987 shall grant Restricted PEC's for the Outer Tay to the bona-fide Master or First Mate of any Vessel within the Outer Tay provided the conditions set out in these Regulations are met.

## 3. APPLICATION FOR PEC - CONDITIONS AND QUALIFICATIONS

### 3.1 **General Conditions for all Vessels**

Each Applicant must: -

- a) be under 65 years of age.
- b) be the bona-fide Master or First Mate of the Vessel, which he will be piloting within the Outer Tay.
- c) hold a Certificate of Competency enabling him to serve as bona-fide Master or First Mate of the Vessel or Vessels concerned.
- d) exhibit a medical certificate testifying to his physical fitness, and in particular, certifying that he is not suffering from any physical or mental infirmity or defect in vision rendering him unfit properly to perform the duties of pilotage.

### 3.2 **Additional Conditions for Vessels other than Dredgers**

Masters and First Mates of Vessels must have each made at least FOUR inward and FOUR outward voyages to the Tay under the tutelage of a qualified Tay Pilot throughout the qualifying voyage, and, during that time, must have been the bona-fide Master or First Mate of the Vessel or Vessels of substantially the same class as that to which the Outer Tay PEC will relate. An entry should be made in the ship's logbook recording that a qualifying voyage has been completed, and the qualified Tay pilot should countersign this entry. This entry will serve as proof that the Applicant has made a qualifying voyage.

## 4. ADDITIONAL/ALTERNATIVE QUALIFICATIONS

- 4.1 The conditions laid down in Regulation 3 above are the minimum requirements. There may be cases where for particular Vessels, cargoes, etc., higher and more stringent qualification requirements will be necessary.
- 4.2 Equivalent Certificates of Competency of the Applicant's country will be accepted provided they are of a class approved by the MCA for the purpose. Furthermore, in the interests of safety, such Applicants must also demonstrate that their command of written and spoken English is adequate to enable them to perform the function for which the pilotage certificate is to be issued.
- 4.3 The Secretary of State for Transport has issued a direction that the Authority may refuse to grant PEC's under Section 8(1) of the Pilotage Act 1987.

## 5. EXAMINATION AND ASSESSMENT

### 5.1 Vessels .

- (a) Once an Applicant (who is the Master or First Mate of a Vessel,) has satisfied the requirements set out in Regulations 3 and (as appropriate) 4 above, he must attend an examination when requested. The Authority shall appoint examiners who shall examine an Applicant on his knowledge of the local navigation of that part of the Outer Tay for which a PEC is sought, the course and distance between any two places within that part of the Tay, the rise and set of tides, the depths and character of soundings, the best anchorages, the sandbanks, rocks, shoals and other dangers, the landmarks, buoys, beacons and lights within that part of the Tay, local Byelaws and any other matters which the examiners consider to be necessary.
- (b) An Applicant who fails to satisfy the examiners at the first attempt may present himself again after three months. If he fails to satisfy the examiners at the second attempt, the Applicant may again present himself not sooner than three months after the second attempt but, if he fails again, may not present himself until two years after his third attempt, his previous attempts being treated as null and void.

## 6. CLASSES OF PEC

### 6.1 There are two classes of PEC, namely:

- (a) A PEC entitling the holder to pilot vessels within a specified part of the Tay, namely:

- (i) A Full PEC Defined as Covering: -

that part of the Tay lying to the east of the Tay Road Bridge and at any harbour, basin, pier, wharf or mooring buoy within that part of the Tay for which the holder is permitted by the Authority from time to time.

- (ii) A restricted PEC defined as covering: -

That part of the Tay lying to the East of the Horseshoe Buoy Latitude 56 27.3'N Longitude 002 50.2'W and at any part of the Roads and Anchorages within the area for which the holder is permitted by the Authority from time to time.

## 7 GENERAL INFORMATION

### 7.1 Each Restricted PEC shall contain: -

- a) The Holder's Name.
- b) The name of the Owner of the Vessel for which the PEC is granted.
- c) The name of that Vessel, its gross tonnage and maximum draft.
- d) The class of the PEC.
- e) The date on which the original PEC is granted;

### 7.2 In all cases, each Restricted PEC shall also contain:

- a) Each date of renewal.
- b) The name or names of any other Vessel or Vessels, belonging to the Owner of the Vessel for which the PEC is granted, which is or are of substantially the same size and type to which the Holder might be appointed Master or First Mate providing that the number of additional Vessels does not exceed the number of PEC's held for similar Vessels in the Owner's fleet.

## 8. **PILOTAGE EXEMPTION CERTIFICATES - DURATION AND RENEWAL**

### 8.1 Vessels.

- a) A Restricted PEC shall last for an initial period of the lesser of (i) one year (ii) the period annually on 1st February with or without the Holder having to undergo re-examination at the discretion of the Authority but no PEC shall be renewed without examination unless the Holder has made at least THREE inward and THREE outward voyages in the Tay Estuary during the previous year as Master or First Mate of the Vessel or Vessels named.
- b) This tripping requirement is the minimum, which must be attained before a PEC will be renewed. In certain cases for particular Vessels and cargoes a greater number of trips may be required.
- c) Holders shall be assessed at intervals not exceeding four years in order that their PEC is re-validated. Such re-validation shall be in addition to the annual renewal requirement set out in clause 8.1 a). The re-validation process shall consist of an assessment trip with an appointed assessor from the Dundee Pilots followed by an appraisal interview with the Harbour Master and an appointed assessor.

Should the report from the Assessor Pilot and appraisal interview be unsatisfactory, a recommendation should be made to the Authority that further consideration should be given to the Holder being no longer "suitably qualified" and, as such, the PEC is not to be re-validated.

In cases where it is recommended that a PEC is not to be re-validated, the PEC shall be immediately revoked and the Holder will be required to re-sit the Pilotage Exemption Certificate Examination.

- d) A Restricted PEC shall not be renewed after the Holder reaches the age of 65 years.



9 **REPORTING REQUIREMENTS**

- 9.1 If any accident or damage is caused within the Tay by or to a Vessel under the charge of a Master or First Mate holding a PEC, such Master or First Mate shall as soon as practicable, report the occurrence to the Authority's Harbour Master, and thereafter furnish him with a full written report in the form approved by the Authority.
- 9.2 The holder of a Restricted PEC is to keep fully acquainted with all matters affecting the navigation of vessels in the Tay and, if he observes any alteration in any channel or that any of the navigational marks are damaged or out of place, he is to inform the Authority immediately.

10. **MEDICAL QUALIFICATIONS**

The holder of a Restricted PEC shall (notwithstanding the terms of Regulation 3 above), every two years, submit to the Authority a certificate signed by a qualified medical practitioner that he is not suffering from any physical or mental infirmity or defect in vision rendering him unfit properly to perform the duties of pilotage.

11. **EXEMPT VESSELS**

- 11.1 The holder of a Restricted PEC for Vessels shall not attempt to pilot any Vessel whether belonging to the same owners or otherwise even although the name of such Vessel be on his PEC, unless he is a bona-fide Master or First Mate of such a Vessel. He must perform all pilotage duties within the Tay personally whenever pilotage is compulsory.

12. **REVOCATION/SUSPENSION**

- 12.1 The Holder of a Restricted PEC who, in the opinion of the Authority, navigates his vessel without due care and attention, or through want of reasonable care allows his vessel to ground, come into collision with another vessel, or cause damage to his Vessel or other property, shall be liable to have his PEC suspended or revoked as the Authority shall decide. Any Restricted PEC so suspended shall not be re-issued until the holder has been re-examined.

13. **GENERAL CONDITIONS**

- 13.1 A Restricted PEC is issued and is not transferable. Loss of a Restricted PEC must be reported immediately to the Authority.
- 13.2.1 A Vessel or Vessels must remain the property of the Owners by whom the holder of the Restricted PEC is employed or else the PEC will be held to have lapsed from the date of change of ownership
- 13.2.2 Any necessary alterations, endorsements or amendments to a Restricted PEC shall only be made by the Authority.

## Written Questions for Examination of Restricted Pilotage Exemption Certificate

For the Outer Tay between the Eastern Limit (Fairway Buoy and Horseshoe Buoy) Western Limit

- 1) The 5 metre depth contour Lines.
- 2) The drying contour line and name the sands.
- 3) All Buoys, names and characteristics where applicable.
- 4) Pilot Boarding Positions.
- 5) Course to and from Fairway to Horseshoe Buoy.
- 6) Anchorages and areas of prohibited anchorage.
- 7)
  - a) High and Low lighthouses at Buddon Ness
  - b) Gas Pipeline and shore markers
  - c) Submerged Pipeline and shore markers
- 8) Tayport High Light and Draw sectors
- 9) All Shore Fixed Lights.
- 10) On Compass rose insert Magnetic Variation and Annual Increment.

Orals Questions to be asked in relation to the Written paper on Blank Chart 1481

- 1) What are the limits of the Dundee Pilotage and Port area
- 2) What marks /lights would you expect to pick up when approaching the River Tay
- 3) Describe the procedures that a V/I should comply with before arrival at the river entrance.
- 4) Describe the daytime, night-time and radar appearance of Bell Rock.
- 5) Describe the leading light at Tayport and limits of its sectors
- 6) From the East of the Fairway buoy state courses and distances in bound, any navigational hazards expected and describe all of the Starboard Hand buoys and Cardinal Marks when proceeding up river from the Fairway buoy to the Horseshoe Buoy.

- 7) On Passage from the East of the Fairway Buoy Inwards, state reporting procedures, courses and distances inbound, any navigational hazards to be expected and describe all of the port hand buoys and cardinal marks when proceeding up river from the Fairway Buoy to the Horseshoe Buoy.
- 8) State reporting procedures, courses and distances outbound from the Lady Buoys to the Fairway Buoy.
- 9) State distances between buoys fro Fairway Buoy to the Horseshoe Buoy.
- 10) What other lights would you expect to see on the North Shoreline between Buddon Ness and Broughty Ferry Castle and what do they signify?
- 11) With the outer buoys out of position (i.e. Fairway Buoy and Middle Buoys) what references would you use to safely navigate the outer channel?
- 12) Give the Rise and Fall at MHWS and MHWN
- 13) What is the least depth and where on the bar?
- 14) What is the least depth and where at the Lady shoal?
- 15) Describe the recognized anchorages and depths.
- 16) Where are the areas of Prohibited Anchorage?
- 17) What is the Rate of tidal streams during spring tides?
- 18) State the direction of and rate of the tidal streams during flood and ebb tides at the following positions; - The Bar, Buddon Bay and the Horseshoe Buoy.
- 19) What information can be supplied by Dundee Harbour Radio?
- 20) When navigating outbound on a flood tide what should you do if meeting an inbound Vessel?
- 21) Describe the procedure for reporting a Marine Incident?
- 22) What is the tidal time difference between King George wharf and: - Middle Buoys, and the Lady Buoys.
- 23) State the length and where applicable type of Vessels to be boarded at the Outer Pilot Station as defined in Pilotage Direction Number 3.