

Section 2¹

Pilotage Directions.

In exercise of the powers conferred by Section 7(1) of the Pilotage Act, 1987, we the Argyll and Bute Council (A&BC) being the Competent Harbour Authority (CHA) for the Port of Campbeltown hereby issue the following Pilotage Directions :-

Pilotage is compulsory for all vessels within the Port of Campbeltown Harbour limits as defined in Section 1 – Introduction to the Campbeltown Pilotage Manual - namely all the navigable waters to the West of the line (shown on chart 1864) from the High Lighthouse on Island Davaar (in the South) to Macgringan's Point (in the North) extending Westwards to include all the jetties and berths contained within the boundaries of the shores of Campbeltown Loch.

The Compulsory Pilotage Area includes all these waters, and in addition two recommended Pilot Boarding and Landing positions are situated at:-

1. For ships defined as Large Vessels (see below) – a boarding/landing position is established approximately 1.75 nautical miles East North East from the High Lighthouse on Island Davaar – in position $55^{\circ} 26'.4$ North and $005^{\circ} 29'.5$ West, where sufficient depth of water and sea room exists for safe boarding and landing procedures on these larger vessels.
2. The existing boarding/landing position marked on Admiralty Charts Nos 2126 and 1864 in position $55^{\circ} 26'.0$ North and $005^{\circ} 31'.8$ West (approximately 0.5 nautical miles North East from the High Lighthouse on Island Davaar) remains the recommended boarding/landing position for all other vessels requiring the services of a Pilot.
3. In all circumstances a discretionary Pilotage Area exists within a 2 mile radius of the High Lighthouse on Island Davaar in cases where the Harbour Master or Pilot consider that boarding and landing is advisable within this discretionary area if weather and visibility conditions dictate, or where safety is the governing factor.

The definition of a “**Large Vessel**” is a vessel which exceeds 80m in length and/or has a draft in excess of 8 metres. It is also understood that the Harbour Master or the Pilot may decide that ANY VESSEL which does not fall under these guidelines may also be deemed to be a “large vessel” for the purposes of boarding and landing pilots.

Exempted Vessels.

The following vessels are exempted from compulsory Pilotage:-

- a) Vessels of less than 80 metres in length²
- b) Fishing vessels which are carrying marine harvests that they have caught themselves.

UNLESS - the vessel is carrying dangerous or polluting substances in bulk as defined in the Dangerous Substances in Harbour Areas Regulations 1987 and all vessels which are not gas free

In addition to this, any vessel which is deemed by the Harbour Master to be a danger or threat to the safe operation of the harbour due to defects, damage or handicap may be required to take the services of a Pilot even if exempted by size under the provisions of these Pilotage Directions.

Notwithstanding any of the above, all vessels which have Crown Immunity are exempted. For the purposes of Pilotage and Towage they operate in Campbeltown under the auspices of the Queen’s Harbour Master, Faslane but adhere to the general guidelines for operations within the Loch at Campbeltown.

Large vessels will be boarded at the outer boarding position, while other vessels requiring the services of a Pilot will be boarded at the inner boarding/landing position as defined above.

In exceptional weather conditions, small vessels requiring the services of a Pilot who, due to stress of weather are not able to be boarded at either boarding position, may, at the discretion of the Harbour Master and Pilot and additionally in consultation with the Master of the vessel, be guided in remotely by the Pilot Boarding Vessel that has the Pilot aboard. Details of this procedure are contained in Sections 4, 5 & 8 of the Pilotage Manual for the Port of Campbeltown. This procedure will only be used in extreme circumstances after prior consultation with all concerned and a risk assessment has been carried out.

Voluntary Pilotage.

If requested, and subject to a Pilot being available and on offer, ANY VESSEL may request the services of a Pilot for the purposes of entering or berthing within Campbeltown Loch.

Ordering of Pilots.

On notification of a vessel's intent to enter the port and a request for a berth, and if the vessel is deemed to be compulsory under the rules set out in these Pilotage Directions, the Harbour Master will arrange for a Pilot to be in attendance for the vessel's arrival. Should a non-compulsory vessel request the services of an authorised Campbeltown Pilot, every effort will be made to provide the services of a Pilot at the discretion of the Harbour Master and the Pilot Operating Company.

All advance notice must be at least 72 hours in the first instance, and then at intervals of 24 (if practicable), 6 (required) and 1 hour prior to the vessel's actual arrival at the boarding position.

Large Vessels requiring the services of a Campbeltown Pilot are additionally requested to furnish the Harbour Master's office with the following additional details:-

1. **Either** – an approximation of the vessel's lateral and longitudinal windage area
2. **Or** – the vessel's length, moulded depth, draft on arrival at Campbeltown, beam, and approximate height and length of the accommodation block above the main deck (including funnel).
3. Whether the vessel is fitted with an operational Bow Thruster and its approximate thrust in Horse Power or Kilowatts.

These details are required in order that specific recommendations can be made by the Harbour Master and Pilot for the correct number of tugs with sufficient power to be arranged for the safe berthing of the vessel at Campbeltown.

All ordering of Pilots will be done through the Harbour Master's Office:-

The Harbour Master,
The Harbour Office,
Ferry terminal building
New quay

Campbeltown,
Argyll,
PA28 6BA

Telephone: 00 44 (0)1586 552552

Fax: 00 44 (0)1586 552552

E-mail: campbeltownharbour@argyll-bute.gov.uk

Pilotage Exemption Certificates.

Under the terms of the 1987 Pilotage Act, bona fide Masters of vessels under 100 metres in length required under this direction to engage the services of a Pilot may apply for and be granted a Pilotage Exemption Certificate (PEC).

Candidates wishing to present themselves for examination for a PEC to operate within the Port of Campbeltown should comply with the following requirements:-

1. Will have made at least 5 transits (1 transit = inward and outward passage) of the Pilotage Area at the Port of Campbeltown, with at least one inward passage having been made during the hours of darkness, in the year prior to the date of application.
2. Have completed fully and returned to the Harbour Master the appropriate form requesting the issue of a PEC (appended to section 11 of the Pilotage Manual for the Port of Campbeltown or available from local agents and the Harbour Master's Office)
3. Has demonstrated either by oral or practical examination (or both), competence to conduct the vessel safely within the confines of the Port of Campbeltown, and shown a satisfactory knowledge of all lights, marks, courses and distances, berths and anchorages, and a knowledge of general procedures within the Port of Campbeltown Compulsory Pilotage Area.

The candidate will undertake an oral examination in the company of the Harbour Master and an experienced Campbeltown Pilot. During this

examination the candidate will be asked questions relating to all aspects pertinent to safe navigation within the area for exemption. The candidate may also be asked to demonstrate an awareness and knowledge of various differing types of ship propulsion and handling aids. The candidate must also have a satisfactory command of the English Language.

Where a candidate applies for and is granted a PEC for multiple ships, these ships will all be listed on the reverse of the PEC holder's certificate. These ships will all be of a similar type to that which the PEC holder has been granted a certificate for, and if there are any significant variations in size or type between the multiple ships listed as those that the certificate holder may conduct through the area, then the holder may be asked to re-submit to further examination and be granted a separate certificate for these significantly different ships.

PEC's are valid for 12 months from the date of issue, and will be renewed on confirmation that the holder has used the certificate at regular intervals throughout the year, with a minimum average of three transits of the district during that year. This requirement may be flexibly applied by the CHA if the vessel is trading away from the designated area for a period of time. (See Section 11 for Full details).

Authorisation of Pilots.

The Argyll and Bute Council as the CHA for the Campbeltown area will, through it's appointed deputy - the Harbour Master at Campbeltown - ensure that all authorised Campbeltown Pilots who present themselves on board ships to navigate those ships through the Campbeltown Pilotage Area will have been selected and trained to the standards laid down in the "Marine Pilotage – National Occupational Standards" document produced by the British Ports Industry Training Organisation.

The Pilots will be interviewed at regular intervals to ensure their continuing competence to pilot vessels in the Campbeltown Pilotage Area, and will satisfy the CHA of their continuing general medical fitness as required by the CHA from time to time.

The Pilot Operating Company will ensure that all necessary qualifications remain in force while the Pilot holds an authorisation for the Campbeltown Pilotage Area.

Minimum standards of skill will be maintained by a system of continual rolling assessment of Pilot's skills and competence.

Generally there is no formal "class system" for Pilots in Campbeltown, unless it is deemed necessary by the Harbour Master for a new Pilot to be restricted in the size of vessel he can handle until he has gained the necessary experience and skill to carry out those duties satisfactorily and safely.

These Pilotage Directions -

Are made for the general guidance of Masters of Vessels, Ship Owners and their Agents, and more detailed workings of the Pilotage Provisions for the Port of Campbeltown are contained in the full document – "Port of Campbeltown – Pilotage Manual"

In the interpretation of these Directions and the schedules and appendices attached to them, the masculine shall include the feminine and vice versa.

These Directions are issued by the Argyll and Bute Council as Competent Harbour Authority for the Port of Campbeltown on the 8th April 2011 and supersede any previous Pilotage arrangements at the Port of Campbeltown.

Issuing officer:

Scott Reid
Operations Manager (Marine)
Roads & Amenity's
Argyll and Bute Council
Manse Brae
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Argyll
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1. It is intended that this section be the published "Pilotage Directions" for promulgation separately to Mariners and Agents for reference purposes only. The workings of the Pilotage provisions are contained in more detail in the WHOLE Pilotage Manual.
2. In determining length in the case of a tow, the length = the total of the length of the towing vessel, the length of the tow line or wire and the length of the towed vessel.