

PILOTAGE DIRECTIONS FOR VESSELS TO BE NAVIGATED WITHIN THE PORTS OF WHITBY AND SCARBOROUGH PILOTAGE AREA

Scarborough Borough Council (SBC) in exercise of its powers as a Competent Harbour Authority under the provisions of the Pilotage Act 1987 ("the Act"), and having carried out consultations required by the Act, give the following pilotage directions to vessels to be navigated in the Ports of Whitby and Scarborough Pilotage Area.

1. INTERPRETATION

In these Directions:

1.1 "the Ports of Whitby and Scarborough Pilotage Area" means

- (a) the Port of Whitby extending 2 miles seaward of the West Pier lighthouse, 1.5 miles westward and 1 mile eastward from the same point and including all places where the tide flows to the mean HW level upriver to Ruswarp weir;
- (b) the inner and outer harbours of the Port of Scarborough extending to a line drawn between the most southerly point of the Lighthouse Pier and the most southerly point of the West Pier;
- (c) the immediate entrance to the Port of Scarborough.

1.2 "non-routine tow" means

- (a) any towage operation involving a towed object which does not form part of the Ports usual operations.

2. COMPULSORY PILOTAGE

2.1 SBC (a competent Harbour Authority within the meaning of the Pilotage Act 1987) in the exercise of its powers under S.7 of that Act directs that on and from the coming into force of these Directions, pilotage in the Ports of Whitby and Scarborough Pilotage Area shall be compulsory within any area defined as forming part of the Ports of Whitby and Scarborough Pilotage Area.

This area shall be known as the "Compulsory Pilotage Area".

2.2 A ship, navigating within any part of the Compulsory Pilotage Area shall be in the charge of:-

- (a) a pilot authorised by SBC; or
- (b) a Pilotage Exemption Certificate Holder authorised by SBC; or

- (c) in the case of a non-routine tow, two pilots both of whom may be pilots authorised by SBC or one of whom may be a pilot authorised by SBC and the other of whom may be a holder of a Pilotage Exemption Certificate authorised by SBC.

2.3 Stress of Weather

When, because of adverse weather and sea conditions, it is considered by the Harbour Master or any of his deputies to be unsafe for a pilot to disembark/board at the outer extremities of the Compulsory Pilotage Area, the pilot may disembark/board inside the Compulsory Pilotage Area.

In assessing and in deciding upon the point at which the pilot shall disembark/board, the Harbour Master or his deputy shall take into account the following factors:

- (i) The vessel's draught, size, cargo and characteristics including any feature of a particular vessel's construction which may make boarding or disembarking that vessel in adverse weather conditions more difficult or dangerous;
- (ii) The prevailing and forecast sea conditions;
- (iii) The prevailing and forecast tidal conditions;
- (iv) The prevailing and forecast weather conditions.

2.4 Exemption

2.4.1 A vessel of less than 37 metres length overall shall be exempt from compulsory pilotage in the Compulsory Pilotage Area.

2.4.2 A fishing vessel of less than 47.5 metres length overall shall be exempt from compulsory pilotage in the Compulsory Pilotage Area.

3. GENERAL

3.1 These Directions shall come into operation on 1st November 2016.

Capt. Ian Vasey

Borough Harbour Master

Scarborough Borough Council