



**COWES HARBOUR
COMMISSION**

COWES PILOTAGE DIRECTIONS AND SCHEDULES

January 2025

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Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

COWES HARBOUR COMMISSION

COMPETENT HARBOUR AUTHORITY

PILOTAGE DIRECTIONS

The Cowes Harbour Commissioners are designated a Competent Harbour Authority under the provisions of the Pilotage Act 1987 (as amended) and are responsible for the Pilotage Service within the Cowes Pilotage Area. The Cowes Pilotage Authority administers this service.

Area of Jurisdiction of Cowes Pilotage Authority

The geographic area to which this authority and pilotage directions applies is as follows:

South of the line Old Castle Point to Position 50° 46'.13 N, 001° 16'.5 W to Prince Consort Buoy to Position 50° 46'.3 N, 001° 18'.1 W, thence to Egypt Point. It includes the River Medina as far as the Folly Inn.

Notice is drawn to Schedule 4 'Reciprocal Arrangements for Pilotage with other Solent Pilotage Authorities'.

The detailed arrangements for pilotage within the Cowes Pilotage Area are contained in the Pilotage Schedules published by the Cowes Harbour Commissioners (CHA).

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULES

SCHEDULE 1. : Compulsory Pilotage	5
1.1. <i>Compulsory Pilotage by an Authorised Pilot</i>	5
1.2. <i>Navigating with Pilotage Exemption Certificates</i>	5
SCHEDULE 2. Pilotage exemption certificate requirements	6
2.1. <i>General</i>	6
2.2. <i>Conditions</i>	6
2.3. <i>Examination (Schedule 1, Paragraph 1.2)</i>	6
2.4. <i>Requirements for Applicants</i>	7
2.5. <i>Renewal of Pilotage Exemption Certificates</i>	9
SCHEDULE 3. Full Pilotage Authorisation	9
3.1. <i>General</i>	9
3.2. <i>Criteria</i>	9
3.3. <i>Validating Pilot Authorisation</i>	9
3.4. <i>Requirements for applicants for Full Pilotage Authorisation</i>	10
SCHEDULE 4. : General Arrangements for Pilotage	11
4.1. <i>Requests for Pilots</i>	11
4.2. <i>Boarding/Landing Points</i>	11
4.3. <i>Notification of Arrival/Departure</i>	12
4.4. <i>Pilot Launches</i>	12
4.5. <i>Pilot Launch Operator</i>	12
SCHEDULE 5. : Reciprocal Arrangements for Pilotage with other Solent Pilotage Authorities	14
5.1. <i>The Co-ordinating Committee for Solent Pilotage</i>	14
5.2. <i>Arrangements with other Pilotage Authorities</i>	14
SCHEDULE 6. : Navigational Changes, Restricted Visibility, and Incidents	15
6.1. <i>Navigational Changes</i>	15
6.2. <i>Restricted Visibility</i>	15
6.3. <i>Groundings, Collisions and Unnecessary Close Quarter Situations</i>	15
6.4. <i>Pilotage Authority Investigation or Inquiry</i>	15
6.5. <i>Suspension / Revocation of Pilotage Exemption Certificate or Full Pilotage Licence</i>	15
SCHEDULE 7. : Port Passage Plan	16
7.1. <i>Requirements of Port Passage Plan</i>	16
7.2. <i>Publication of Port Passage Guidance</i>	16
7.3. <i>Navigation when transiting the Cowes Chain Ferry</i>	16
SCHEDULE 8. : Fees	19
8.1. <i>Fees related to the Issue, Examination and Renewal of Pilotage Exemption Certificates and Full Pilotage Licenses</i>	19
8.2. <i>Charges for Acts of Self-Pilotage</i>	19
8.3. <i>Charges for Pilotage (including the Pilotage Levy)</i>	19
8.4. <i>Pilotage Surcharges</i>	20

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 1. : Compulsory Pilotage

1.1. Compulsory Pilotage by an Authorised Pilot

Pilotage is compulsory in the Cowes Pilotage Area for the following vessels whose Masters or certified deck officers are **NOT** in possession of a Pilotage Exemption Certificate.

- a) MOD owned or operated ships
- b) Naval vessels belonging to a foreign government
- c) Passenger ferries and passenger vessels of 20 metres and above in length overall whilst carrying more than 12 passengers,
- d) All vessels of 48 metres and above in length overall within the Inner Harbour,
- e) All vessels of 61 metres and above in length overall within the Outer Harbour,
- f) Defective vessels as initially determined by Pilot's or Master's report or Department of Transport survey,
- g) Sub-standard vessels and those which lack the proper amended charts and equipment,
- h) After taking into account the nature and quantity of a dangerous substance (as defined in the Dangerous Goods in Harbour Areas Regulations 2016), the Cowes Pilotage Authority may direct a vessel to take an Authorised Pilot,
- i) All vessels engaged in towing with an overall length¹ of 48 metres and above, and
- j) All vessels whose beam or aggregate beam exceeds 15 metres.

1.2. Navigating with Pilotage Exemption Certificates

Certified deck officers of vessels trading regularly in the Cowes Pilotage area may be granted Pilotage Exemption Certificates at the discretion of the Cowes Pilotage Authority.

If the vessel is not actually being navigated under the pilotage of a Master or certified deck officer who has a valid pilot exemption certificate for the ship, it becomes liable to take a pilot where pilotage directions apply. The vessel is not exempt merely by virtue of having a certificate holder on board.

Pilotage Exemption Certificates are issued to a Master or certified officer of a named vessel and only valid for that vessel, when operating under its own power. If said named vessel is under tow, the Pilotage Exemption Certificate is no longer valid, so an Authorised Cowes Pilot must be taken.

¹ The definition of overall length is from the bow of the towing vessel to the after end of the vessel or object being towed or pushed

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 2. Pilotage exemption certificate requirements

2.1. General

The grant of a Pilotage Exemption Certificate by examination requires the presentation of information to the Cowes Pilotage Authority on the appropriate form. These forms are available on the website and from the Cowes Harbour Masters Office on demand.

Subject to qualification by both experience and examination, Pilotage Exemption Certificates may be awarded to Masters and certified deck officers of the following vessels:

- a) Regular passenger ferries and passenger vessels of 20 metres LOA and above carrying more than 12 passengers, and
- b) All vessels of 48 metres LOA and above.

Pilotage Exemption Certificate Area's Exemption Certificates maybe granted for the following areas:

- a) Area A: Entire geographical area of Cowes CHA
- b) Area B: Northern limit of CHA to North of Chain Ferry

2.2. Conditions

- a) The candidate can communicate effectively in the English language,
- b) A valid certificate of competency is held by the applicant entitling him/her to hold the position of Master or Deck Officer in the ship's name,
- c) The candidate shall have an examination held in such place and at such time as the Pilotage Authority may direct. If a candidate twice fails the examination, any further examination shall be deferred for a period of at least 3 months from the date of the second examination,
- d) Certificate holders will include the name and description of each vessel that the certificate holder is authorised to pilot within the Pilotage area,
- e) Certificate holders shall not allow any other person to have possession or make improper use of the certificate,
- f) Certificate holders shall conform strictly to all local Pilotage requirements,
- g) Evidence of medical fitness, including eyesight as required by the application form.

2.3. Examination (Schedule 1, Paragraph 1.2)

The form requires:

- a) Name, Address, Date of Birth, Nationality and Rank,
- b) A valid certificate of competency is held by the applicant entitling him/her to hold the position of Master or certified deck officer in the ship's name,
- c) Name of vessel(s), type, length overall, gross registered tonnage, and description for which Pilotage Exemption is sought,
- d) Name and address of Shipping Company,
- e) Name and address of Agents, if applicable,
- f) Number of visits made to the port:

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

- i. within the previous 12 months,
 - ii. prior to the previous 12 months,
- g) Confirmation of:
- i. Appropriate Medical Fitness Certificate, including eyesight,
 - ii. Working knowledge of the English language,
 - iii. Pilotage knowledge of the area,
 - iv. Knowledge of International Regulations for Preventing Collision at Sea, Local Regulations and Notices to Mariners, Cowes Harbour General Directions, Cowes Harbour Emergency Plan, The Dangerous Goods in Harbour Areas Regulations 2016 (where applicable) and the Cowes Harbour Commissioners (CHA) - Pilotage Arrangements, Directions and Schedules, and
- h) All above to be substantiated in writing by the vessel's owners or the owners' appointed agents.

2.4. Requirements for Applicants

For guidance, the applicant will be expected to have completed the following number of Pilotage Acts in the previous 12 months:

- a) Passenger ferries and passenger vessels - 24 acts of Pilotage (12 round trips),
- b) All other applicants - 12 acts of Pilotage (6 round trips).

At least 2 Pilotage Acts must have been conducted at night.

These acts of pilotage must be in the company of an authorised pilot, or the holder of a valid PEC for the vessel for which the PEC is sought and area concerned¹. Where the acts are carried out under the supervision of a valid PEC holder, at least 2 acts (1 inbound and 1 outbound) must be in the company of an authorised Cowes Pilot. Any training acts requiring the presence of an authorised Cowes Pilot will be charged at the normal pilotage rate.

The examination is oral and covers three aspects.

a) Knowledge of the Regulations in particular:

- i. International Regulations for Preventing Collision at Sea - The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (as amended),
- ii. Local Regulations and Notices to Mariners,
- iii. Cowes Harbour General Directions,
- iv. The Cowes Harbour Emergency Plan,
- v. Dangerous Goods in Harbour Areas Regulations 2016, where applicable to the Pilotage Area, and
- vi. The Cowes Harbour Commissioners (CHA) - Pilotage Arrangements - Directions and Schedules.

b) Local Knowledge:

- i. The approaches to Cowes Harbour via the Solent, including anchorages and tidal streams,

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

- ii. Detailed knowledge of the 'Precautionary Area'² and vessel movements within the Western Approach Channel and the entrance to Cowes Harbour. Large vessels of all descriptions bound to and from the Port of Southampton utilise this approach channel and mariners must be aware of the particular hazards in navigating in or near this area,
- iii. The co-ordination of Pilotage between the three Pilotage Authorities in the Solent: Southampton, Portsmouth and Cowes and the limits of the various Pilotage Areas. Prior to obtaining a Full Pilotage Licence (Cowes Harbour) the applicant will require to sit an examination and receive an endorsement by ABP Southampton (CHA),
- iv. Working knowledge of Southampton VTS,

Note: It is required that an instructional visit is made to the Southampton VTS Operations Room at least once every 12 months for holders of a Southampton PEC or Cowes Full Pilotage Licence with Southampton endorsement, and
- v. Reporting navigational changes and incidents.

c) Pilotage:

- i. The ship handling characteristics of own vessel or various vessels if applying for a full pilotage licence,
- ii. The effect of tidal stream and wind on ship handling,
- iii. The causes and effects of squat and interaction,
- iv. The IALA Maritime Buoyage, System 'A', including navigational marks within the Pilotage Area. Knowledge of navigational buoys with depths, bearing and distance from one buoy to another,
- v. Depths and widths within the channels and depths at berths,
- vi. Distances from berths to outer fairway and the chain ferry including estimated time at various speeds,
- vii. Entry/exit passage plans, both visual and by radar,
- viii. Port VHF procedures and required sound signals,
- ix. Knowledge of regular ferry operations,
- x. Areas where passing other large vessels should be avoided,
- xi. Detailed knowledge of the chain ferry including tidal flow and clearances at various states of tide,
- xii. Knowledge of subsurface cables and locations,
- xiii. Knowledge of local yacht racing including start lines and procedures, and
- xiv. Contingency Plans, entry abort positions and emergency anchorages.

In addition, candidates seeking authorisation for a Full Pilotage Licence should be familiar with the contents of the document "Marine Pilotage National Occupational Standards (2011)"

² Full information of the ABP Southampton 'Precautionary Area' and vessels movements within the Western Approach Channel can be found in the relevant Local Notice to Mariners issued from the Port of Southampton.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

2.5. Renewal of Pilotage Exemption Certificates

- a) Certificates shall be renewed **annually**,
- b) Application for the renewal of Pilotage Exemption Certificates must be made at least one month before expiry date. Application must be made on the prescribed form, obtainable from the Harbour Office and must be accompanied by the appropriate fee,
- c) Renewal will normally be granted in compliance with the following conditions:
 - i. The certificate holder has completed at least **six acts of pilotage** in the area of jurisdiction during the preceding 12 months. If not, re-examination may be necessary,
 - ii. The certificate holder must satisfy the CHA of his continuing knowledge of pilotage requirements within the area of jurisdiction and be subject to check trips with an authorised Cowes Pilot at least every 3 years,
 - iii. In recognition of the high frequency of pilotage acts carried out and as part of the agreement between Red Funnel Group and Cowes Harbour Commission, Red Funnel PEC holders will have check trips performed by the designated Senior Masters. There remains a requirement for the Red Funnel Senior Masters to undergo a check trip with an authorised Cowes Pilot at least every 3 years. In addition, all Red Funnel PEC holders must meet with a representative of the Harbour Authority at least every 3 years, in order to satisfy the CHA of the officers continuing knowledge of the pilotage requirements. It will also afford the Red Funnel officer the opportunity to discuss any other matters of pilotage / navigational safety, and
 - iv. Evidence of medical fitness, including eyesight, as required by the application form.

SCHEDULE 3. Full Pilotage Authorisation

3.1. General

From time to time the Pilotage Authority will advertise for candidates for a Full Pilotage Licence to maintain the number of Authorised Pilots.

3.2. Criteria

The applicant will be required to provide the conditions set out in paragraph 2.6.1 below and will be interviewed by the Pilotage Authority. If the applicant is considered suitable, he/she will undertake a minimum of 60 Pilotage Acts or pre-agreed number designated by the Harbour Master, under the supervision of an Authorised Pilot and then take an examination based on syllabus in 2.4(a), (b), (c) and (d). His knowledge will be expected to be commensurate with the wide range of vessels they will pilot throughout the Pilotage Area and include the relevant aspects of the administration and management of the harbour and local shipping.

In addition, Authorised Pilots must have training in the use of towing / pushing vessels when conducting an Act of Pilotage, in accordance with the Pilot Training Schedule.

3.3. Validating Pilot Authorisation

Qualification for annual renewal of a Full Pilotage Licence demands a minimum of 6 pilotage acts per year in the area of jurisdiction of Cowes Harbour Commissioners, a

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

minimum of two must have been conducted at night. This will include a quality assurance trip with an appointed and suitably qualified peer at least every 3 years, and

From time to time, additional training may be necessary³ to comply with current requirements.

3.4 Requirements for applicants for Full Pilotage Authorisation

The following standards are required to be achieved by all applicants when applying to become authorised as a Marine Pilot within the pilotage area of the Port of Cowes.

- a. Confirmation of medical fitness, including eyesight (ENG 1 Certificate of Medical Fitness or equivalent),
- b. Good working knowledge of English,
- c. As a minimum, be in possession of a valid⁴ Class II/1 (Deck Chief Mates Unlimited) Certificate of Competency or equivalent. This equivalent would be a nationally recognised pilotage qualification closely linked to the Marine Pilotage - National Occupational Standards, and
- d. In usual circumstances be under the age of 65 years.

³ As may be required by the Port Marine Safety Code and associated publications or the Competent Harbour Authority

⁴ Such as to comply with the current Standards, Training, Certification and Watchkeeping (STCW) 2022 regulations

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 4. : General Arrangements for Pilotage

4.1. Requests for Pilots

Vessels requiring a Pilot are to give notice at least twelve hours before ETA at the boarding point, or three hours before departure from a berth in Cowes Harbour. Vessels which fail to give adequate notice may be delayed or subject to a Pilotage surcharge.

Ships requiring a Pilot for Cowes Harbour should make contact through their agent, local agents are as follows:

Agent	Telephone	Email
PD Port Services	+44 (0)1983 292501	pdiow@pdports.co.uk
Denholm Port Services	+44 (0) 2380 713134	agency.sou@denholm-portservices.com
GAC Services	+44 (0)2380 243060	agency.southampton@gac.com
CHC	+44 (0)1983 293952	chc@cowes.co.uk

Cowes Pilots monitor VHF Channel 09 when on active pilotage service only.

4.2. Boarding/Landing Points

The following boarding points are established:

1. Vessels of less than 61 metres LOA arriving from the:
 - a. East – 0.5nm Southeast of the Prince Consort Buoy, vessels arriving from the West 0.5nm west of the **Gurnard Buoy**. **Vessels must stay outside of the Port of Southampton Precautionary Area whilst waiting to embark a pilot.**
2. Vessels of 61 metres to 150 metres LOA, bound to or from Cowes:
 - a) Western Pilotage Limit ABP Southampton - approximately 0.7 nm west of the **Gurnard Ledge Buoy**
 - b) Eastern inner limit ABP Southampton - approximately 0.75 nm NW of **North Sturbridge Buoy - Pilot Station 'F' (Foxtrot)**.
3. For vessels <150m LOA when carrying dangerous or polluting goods in bulk the pilot boarding place will be in the vicinity of **St Helen's buoy – Pilot Station "E" (Echo)**. This also applies to vessels having carried dangerous or polluting goods, which are neither gas free nor inerted.
4. Vessel ≥ 150 metres LOA, bound to or from Cowes
 - a) Nab West – Pilot Station 'C' (Charlie) – In an area between 0.5nm and 1.5nm from the Nab Tower, in a sector bounded by bearings of 270° and 195° from the Nab Tower or;
 - b) Nab East – Pilot Station 'B' (Bravo) Pilot Boarding Area – In an area between 1.0nm and 2.0nm from the Nab Tower, in a sector bounded by bearings of 090° and 145° from the Nab Tower.

Notes

1. When visibility falls below 1.0 nautical mile, the Pilot boarding/landing point will be temporarily relocated to the vicinity of the **St Helens Buoy - Pilot Station 'E' (Echo)**, as specified by Southampton VTS.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

2. Any vessel bound to Cowes from the Western Solent and being navigated by a valid Pilotage Exemption Certificate holder (Cowes Harbour) is to notify Southampton VTS of his/her intention of entering Cowes Harbour and its approaches when approximately 0.7 nautical miles west of the Gurnard Ledge Buoy.
3. All vessels of 61 metres and above requiring a Cowes Pilot and bound to the Cowes pilotage area from the western Solent are not to proceed east of the Gurnard Ledge Buoy until such pilot boards.
4. Vessels of 61 metres and above LOA bound to or from berths in Southampton will be conducted by a Southampton Pilot within the Solent and Southampton water and a Cowes Pilot will board/land in the vicinity of the Prince Consort Buoy.
5. Vessels of 61 metres to 150 metres LOA may also board a Cowes Pilot, on a voluntary basis, in the vicinity of the **New Grounds Buoy (Pilot Station 'D')**.

3.21 Boarding and landing of pilots in adverse weather conditions

Pilot boats will only put to sea when their services are required. Masters should ensure that they receive confirmation that their pilot is enroute to them before approaching the advised boarding place in adverse weather. It is essential that advance notice of the need for the services of a pilot is given.

The boarding and landing of Pilots at any of the locations prescribed in these Directions is “weather permitting”. In adverse weather conditions, vessels may be offered to use an alternative boarding or landing location in accordance with advice notified at the time by Cowes Pilots. Such advice will only be given after consultation with Southampton VTS and be made on an individual ship basis.

4.3. Notification of Arrival/Departure

Every vessel to whom these Pilotage Directions & Schedules apply shall notify the Harbour Office preferably via their appointed agents a minimum of twelve hours before arrival with the following information:

- Vessels name
- Length overall
- Draught
- Berth destination
- ETA date and time
- Notification to Cowes Pilotage Authority – Tel: 01983 293952, Email: chc@cowes.co.uk

4.4. Pilot Launches

The Cowes Harbour Commissioners (CHA) approve the Cowes Pilot Launches operating in the Pilotage Area, subject to their continuing certification in accordance with the most recent Merchant Shipping (Small workboats and Pilot Boats) Regulations.

4.5. Pilot Launch Operator

The Cowes Harbour Commissioners (CHA) - Cowes Pilotage Authority reserves the right to invite companies and/or individuals to tender for the contract to operate a Pilot launch service.

The Award of Contract by the CHA will require the Pilot Launch Operator to provide a service to board and land Authorised Pilots. The contract will be for a three-year period and will be

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

determined not only on factors relating to cost but also on ability to maintain the service. The CHA will not bind itself to accept the lowest or any tender.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 5. : Reciprocal Arrangements for Pilotage with other Solent Pilotage Authorities

5.1. The Co-ordinating Committee for Solent Pilotage

The Cowes Pilotage Authority is a member of the Co-ordinating Committee on Solent Pilotage. This Committee, inter alia, co-ordinates the arrangements for Pilotage between the three Competent Harbour Authorities in the Solent, which offer a Pilotage Service. They are ABP Southampton, Portsmouth City Council and Cowes Harbour Commissioners. Additionally, King's Harbour Master (KHM) has a permanent seat on this Committee.

5.2. Arrangements with other Pilotage Authorities

The following arrangements, which benefit vessels using the port of Cowes, have been agreed:

- a. Vessels of 61 metres LOA and above:
Such vessels when on passage to or from Cowes Harbour or Cowes Roads anchorage are subject to compulsory pilotage within the inner limits of Southampton Pilotage area. On application, Cowes Pilotage Authority will provide an Authorised Cowes Pilot to conduct the vessel to and from the Western Limit or the Eastern Inner Limit of ABP Southampton CHA/New Grounds Buoy area, providing that the vessel is not en route to other locations in the Southampton CHA area.
- b. Pilotage Exemption Certificates - ABP, Southampton - CHA
Masters or certified deck officers of vessels of 61 metres LOA and above trading regularly into Cowes and the River Medina, who may or may not be in possession of a Cowes Pilotage Exemption Certificate, may apply to ABP Southampton for a Pilotage Exemption Certificate for operation within the Southampton Pilotage Area Inner Limits.
- c. Solent Based Vessels
Masters and certified deck officers of those vessels based at Cowes will be issued with a Pilotage Exemption Certificate, subject to the conditions in Schedules 1 and 2. If pilotage exemption is required for other pilotage areas within the Solent, then direct application must be made to the relevant CHA.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 6. : Navigational Changes, Restricted Visibility, and Incidents

6.1. Navigational Changes

Authorised Pilots and Pilotage Exemption Certificate holders who observe any change in the navigable channels, navigational buoys out of position, or lights not conforming to listed sequences or any other matter appertaining to safe navigation, shall inform the Harbour Authority as soon as possible.

6.2. Restricted Visibility

Please be aware that there are two General Directions in place restricting the movement of vessels 48m LOA or above when visibility is 2 cables or less and restricting the movement of passenger and commercial vessels less than 48m LOA when visibility is less than 100 metres.

6.3. Groundings, Collisions and Unnecessary Close Quarter Situations

When a ship, in charge of a Master or certified deck officer holding a Pilotage Exemption Certificate, or under the guidance of an Authorised Pilot, has touched the ground or has been in collision or an unnecessary close quarter situation with any other ship or any fixed or floating object within the area of jurisdiction of Cowes Harbour Authority (CHA) they shall report the occurrence within 24 hours and confirm in writing on the commercial incident report form prescribed to the Pilotage Authority within 24 hours of the occurrence. Forms are available from the Cowes Harbour Commission website.

6.4. Pilotage Authority Investigation or Inquiry

Pilotage Exemption Certificate Holders and Authorised Pilots shall, in obedience to the order or summons of the Cowes Harbour Commission attend to answer any complaint or charge which is made against them for misconduct, or in respect of any marine casualty which may have occurred whilst they were in charge of their vessels in the Pilotage Area for which they are certified.

Whilst any necessary investigation or inquiry is held the Pilotage Exemption Certificate Holder or Authorised Pilot may have their certificate suspended until said investigation or inquiry is concluded and recommendations imposed.

6.5. Suspension / Revocation of Pilotage Exemption Certificate or Full Pilotage Licence

In the event of a marine casualty, serious incident or near miss situation where the holder of a Pilotage Exemption Certificate or Full Pilotage Licence was involved the Pilotage Exemption Certificate or Full Pilotage Licence will be suspended for a period of time or revoked dependent on the nature or extent of the incident, subject to the provisions of the Pilotage Act 1987 (as amended). Any suspension or revocation will be subject to a full investigation by the CHA and any other adjoining CHA's.

The CHA will give the certificate holder written notice of this procedure if it is implemented.

Where it has been identified through an investigation that the PEC holder or Authorised Pilot was at fault, wholly or partly, a re-application process will be decided by the CHA alone.

Similarly, if the agreed conditions on which certificates are issued are knowingly broken or not adhered to, the certificate may also be suspended or revoked. The certificate holder has the right of appeal in all of the above circumstances such that he/she may have reasonable opportunity of making representations.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 7. : Port Passage Plan

7.1. Requirements of Port Passage Plan

Aim – The purpose of such plan is to show a clear understanding of potential hazards, margins of safety and the ship's characteristics.

The Pilot and Master of vessels or PEC holder entering harbour should provide a written/schematic Port Passage Plan (PPP) containing all information relevant to the passage from pilot station to berth.

Vessel required to use a Port Passage Plan

- a. All vessels conducted by a Pilot
- b. All vessels conducted by a master / certified deck officer who holds a current Pilotage Exemption Certificate

Vessels exempted from the use of a Port Passage Plan

- a. All private / recreational vessels of less than 30 metres length overall

7.2. Publication of Port Passage Guidance

The diagrammatical guidance from the CHA on port passage plans is shown below. It is for particular kinds of vessel to determine the relevant information required in their own plan. It is a requirement under these Directions that a suitable plan is drawn up in advance of the passage and recorded.

Port Passage Plans (PPP) are not immutable. It is important not to constrain the Pilot/PEC holder's need to react to unforeseen circumstances.

Plans adopted for entry into port should be recorded for a period of 6 months after their initial use. Access to these records will be required by the CHA. (The CHA aims to audit such records of PPP periodically).

7.3. Navigation when transiting the Cowes Chain Ferry

Vessels subject to these directions shall be restricted as to their maximum permissible draught when transiting the area of the Chain Ferry as follows:

- Maximum Permissible Draught = Actual Tide Height + clearance stated in the latest LNTM relating to Cowes Chain Ferry.
- There are greater clearances when the Chain Ferry is berthed on the East bank*, at all times other than dead Low Water, when clearances are slightly increased with the Chain Ferry on the West bank.
- The depths may be subject to change as the new Chain Ferry undergoes commissioning work. Please ensure you have read and understood the latest LNTM relating to the Cowes Chain ferry.

*Due to the catenary of the chains, there is an increase in the minimum depth of water over the chains during the high-water period of between 0.3m-0.5m when the ferry is berthed at East Cowes.

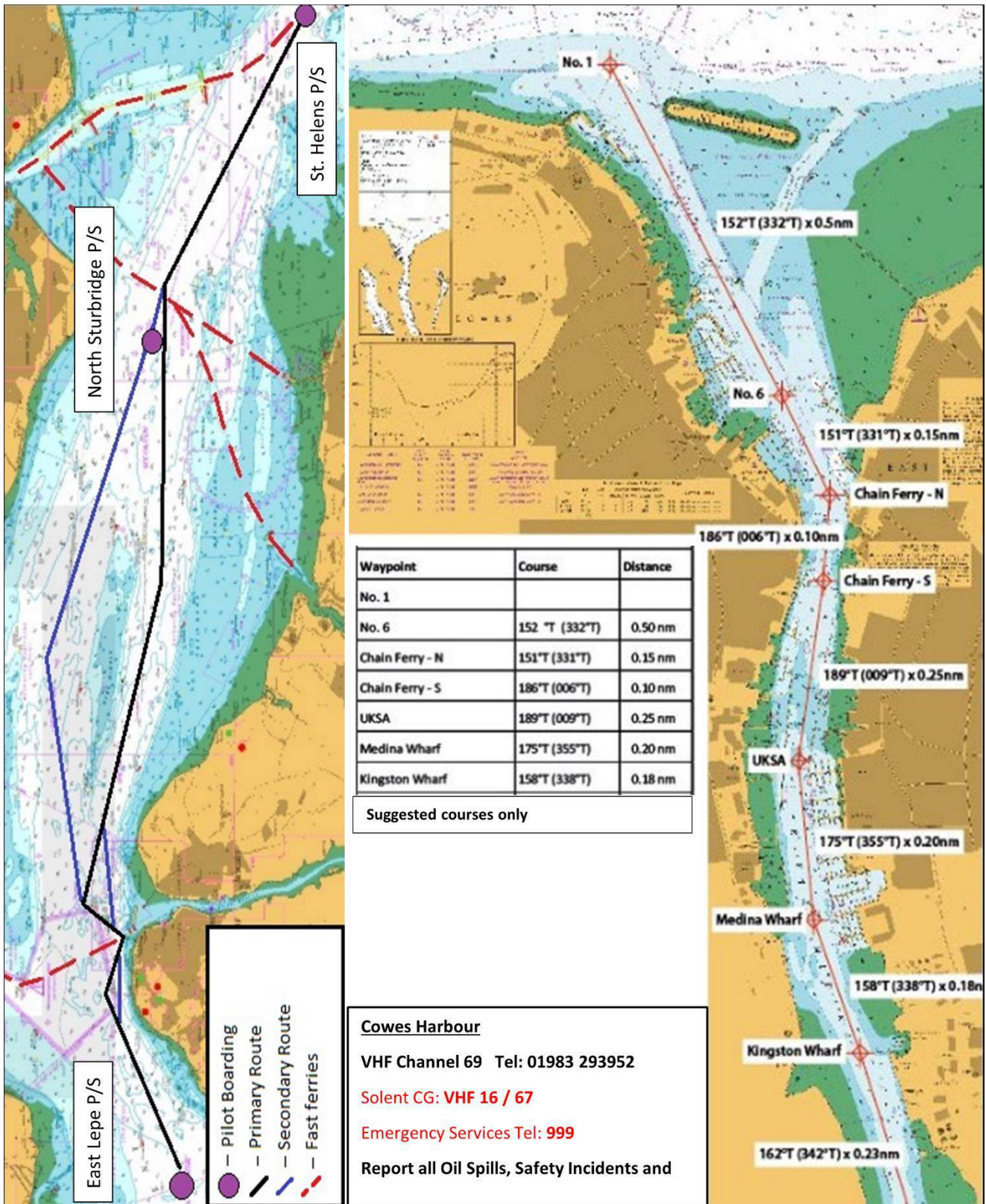
Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

Cowes Port Passage Plan and Master / Pilot Exchange						Date:			
Vessel Name:			Pilot card available:		Y	N			
GT:	t	Maximum Draft							
LOA:	m	Fwd: m			Aft: m				
BOA:	m								
Speed at Full Ahead:		kts	Rudder:	Becker	Schilling	Standard			
Min. steerage speed:		kts	Propulsion:	G/box	CPP	Schot / Azi			
Transverse Thrust:	Left handed		N/A		Right handed				
Bow thrust ready:	Y		N		Defects / Notes:				
Whistle available:	Y		N						
Anchors cleared:	Y		N						
Abort points shown:	Y		N						
Hazardous Cargo:	Y		N						
Inbound				Outbound					
Boarding Time:				(Dis) Embark:	East Lepe	N. Sturbridge			
					P. Consort	St. Helens			
Berth		Medina Wharf		Kingston Wharf	Other:				
ETA @1&2:			ETA @ C/F:			ETA @ Berth:			
Berthing:	Port	Stbd	Swing:	Port	Stbd	N/A			
Tide									
HW time:			hrs	Height:			m		
LW time:			hrs	Height:			m		
Min. height required for safe transit:	Draft -1.5m		Height on arrival at 1 & 2:				m		
Clearance over chains: (assume min 1.5m CD)	Tide + 1.5m = Total – Draft(+0.3m) = Clearance								
> Clearance if C/F on E bank (W bank at LW)			C/F Req'd Bank: (<0.8=E)		East	West			
Communications									
So'ton VTS - VHF 12		Cowes & Chain Ferry - VHF 69			Pilot boat - VHF 09				
Planned Traffic Movements									
Clear Channel Vessels						Notes			
Red Funnel									
Yacht races									
Weather									
Visibility									
Wind									
Manoeuvring	Pilot		Master						
When Passage Plan agreed & Pilot / Master exchange completed – Please sign below:									

Pilot: _____

Master: _____

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0



Pilot: _____

Master: _____

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

SCHEDULE 8. : Fees

PILOTAGE SERVICES FROM 1st January 2025

VAT Zero rates

8.1. Fees related to the Issue, Examination and Renewal of Pilotage Exemption Certificates and Full Pilotage Licenses

a.	Issue of Pilotage Exemption Certificate by examination	£262.50
b.	Re-examination for a Pilotage Exemption Certificate or upon failure of a previous examination	£131.00
c.	Annual Renewal of a Pilotage Exemption Certificate	£89.00
d.	Amendments and additions to Pilotage Exemption Certificates	£27.50

8.2. Charges for Acts of Self-Pilotage

Cowes Pilotage Authority reserves the right under Clause 10(3) of the Pilotage Act 1987 to make charges for Acts of Self Pilotage by holders of Pilotage Exemption Certificates. These charges are for each trip as follows: **£66.50**

- Charter Vessels <100GT 50% of the full rate when navigating south of No 1 and 2 buoys.
- 25% of the full rate when navigating within `The Roads` only.

Shipping companies with over 100 acts of self-pilotage may apply for a Compound Agreement of Self Pilotage.

8.3. Charges for Pilotage (including the Pilotage Levy)

North Sturbridge to Berth (EAST)

Size Vessel	Total
48m – 64m	£750
65m – 74m	£815
75m - 89m	£880
>90m	£920

Western Limit to Berth (WEST)

Size Vessel	Total
48m – 64m	£610
65m – 74m	£660
75m - 89m	£720
>90m	£750

Cowes Roads to Berth (PC)/Berth to Berth

Size Vessel	Total
48m – 64m	£467
65m – 74m	£510
75m - 89m	£555
>90m	£585

A Service Charge is levied to cover the provision of the following services:

Administration, fairway escort, launch assistance when berthing and mooring crew.

Notes/Other Services

St Helens, North Sturbridge or Western Limits to Cowes Roads anchorage or mooring buoy – applicable rate to/from berth will apply.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

St Helens

Vessels requesting or requiring a pilot from St Helens will be charged at 25% uplift on the North Sturbridge charge.

Towage

Vessels under towage are subject to a 50% surcharge of the pilot charge dependent on the details and restrictions of the tow.

Attendance

Detention Waiting Time over ½ hour	Pilot	£ 100 per hour.
	Pilot & Pilot Boat	£ 200 per hour
Cruising in Pilotage Waters	Pilot	on request

Pilots National Pension Fund Deficit Surcharge

5% Surcharge on all pilotage charges has been included.

THE ATTENTION OF OWNERS, SHIPPING AGENTS AND MASTERS OF ALL VESSELS OPERATING TO OR FROM COWES HARBOUR IS DRAWN TO SECTION 26 OF THE HARBOURS ACT 1964 AND PART 2 ARTICLE 4 OF THE COWES HARBOUR REVISION ORDER 2012, WHICH CAME INTO FORCE ON 7TH JANUARY 2013.

8.4. Pilotage Surcharges

The charges, which will be amended from time to time, are made by Cowes C.H.A. for the services of a pilot in accordance with the Pilotage Act of 1987 Section 10. Except where otherwise specified the charges are for a single one-way Act of Pilotage to or from a berth, buoy or anchorage within Cowes and the limit of the Cowes C.H.A's area of jurisdiction (including those authorized areas with Portsmouth and Southampton C.H.A's).

1.

- a) A harbour cruise originating from the Harbour Entrance or the southern boundary at the Folly Inn will be charged as 2 berth to berth moves.
- b) A berth-to-berth move is defined as shifting berth or anchorage within Cowes Harbour.

2. Additional charges are payable in the following circumstances:

- a) Late notification, late arrival/departure, cancellation and detention as detailed.
- b) Pilotage services from St. Helens Roads to Cowes or vice versa will be charged at the Standard Rate with the addition of a surcharge of 25%. When making a request for such services, St Helens must be stipulated and substituted for North Sturbridge in the ETA/ETD.
- c) An invoice for the pilotage charge will be rendered to the ship's agent or master for payment within 30 days. If charges incurred are not paid within that 30-day period, an interest charge of 5% per month will be applied.
- d) A berth-to-berth move will have an additional charge if a pilot boat is required to be used.

3. If less than 12 hours' notice (3 hours before departure of a berth) of a request for pilotage services is received a penalty charge of 25% of the Standard Charge may be levied in addition to the Standard Charge (surcharged if applicable).

4. A cancellation of a request for pilotage services or an amendment to an ETA/ETD received up to 1 ½ hours before the time for which the request was made will be accepted without penalty.

5. If the request for pilotage services is cancelled or amended after 1 ½ hours before the ETA/ETD, a fee of 33% of the Standard Charge (surcharged if applicable) will be charged.

Document	Pilotage Directions & Schedules
Issue Version	37 - January 2025
Amendment	0

- 6.** If a pilot has attended a vessel or the pilot boarding position for the time requested and the act of pilotage has not commenced within 30 minutes of that time there will be a charge for waiting time or the request for services may be cancelled and if so, a cancellation fee of 50% of the Standard Charge (surcharged if applicable) will be charged.
- 7.** In the case of 4, 5 and 6 above a further request for pilotage services will have to be made giving the required notice. The penalty charge referred to in 3 above will not apply to such further request.
- 8.** Once an act of pilotage has commenced, if for any reason other than traffic movements or restricted visibility, the vessel's transit is delayed for 30 minutes or more, then a detention fee of £57.50 will be charged for each period of 30 minutes or part thereof after the first 30 minutes of the delay.
- 9.** The over carrying of a pilot will incur a charge of £550 per 24-hour period or part thereof until the pilot is returned to Cowes. In addition, the costs of travel to and return of the pilot to Cowes will be charged against the ship.
- 10.** Failure to take a pilot may result in prosecution, also a charge of twice the standard pilotage charge (surcharged if applicable) for the vessel will be levied per occurrence.
- 11.** If a vessel is unable to reach the destination for which the services of a pilot have been engaged through any circumstances, a charge shall be made equivalent to that payable for the Act of Pilotage.
- 12.** An Act of Pilotage shall be deemed to be completed once a vessel has reached a safe berth or anchorage, or the limits of the CHA Area of Compulsory Pilotage for that vessel.
- 13.** Any vessel requiring a pilot to remain on board while a compass adjustment is made will incur an additional charge of £100.