

King's Lynn Conservancy Board - Pilotage Directions

These pilotage directions are given by the King's Lynn Conservancy Board as the Competent Harbour Authority (CHA) for the river Great Ouse and the South-eastern part of the Wash, in pursuance of section 7 of the **Pilotage Act 1987** and section 2 of the **Marine Navigation Act 2013**.

The **King's Lynn Conservancy Board Pilotage Area** means the approaches south of 52°56.0'N 000°21.5'E "No.1 Lightbuoy" and North of 52°44.3'N 000°23.2'E "Freebridge".

Pilot Boarding Area.-

The pilot boarding area is close East of the "No1" Lightbuoy 52°56.0'N 000°21.5'E, North of "Freebridge" 52°44.3'N 000°23.2'E, or on departure the vessels berth in King's Lynn.

Pilotage is compulsory within the approaches to King's Lynn for:-

- All vessels of 35 metres or more in length overall. This includes vessels engaged in towing where the combined length of the towing vessel and tow is 35 metres or more in length.

Except for:-

- General Lighthouse Authority tenders.
- H.M. Ships and vessels owned or controlled by the Government.
- Ships moving within the enclosed Docks.
- Ships moving along Riverside Quay or South Quay to which a mooring line is always attached and the main engine is ready for immediate use.
- Vessels over 35 metres in length where a Deck officer has demonstrated to the KLCB that their ship handling and local knowledge is satisfactory and they are in possession of a valid PEC for the KLCB pilotage Area. When the vessel is underway the PEC holder must be in control and conducting navigation on the Bridge.

Vessels subject to pilotage within the approaches to King's Lynn shall comply with the directions of the pilot, but in the event of a pilot not being on board, these vessels shall comply with the directions of the Harbour Master.

Responsibilities of Masters.

Nothing in these Pilotage Directions relieves the Master of his overriding obligation to ensure the safe conduct of his vessel.

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.

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.

All geographical positions given in these Pilotage Directions are referred to **WGS84**

By Order of:
Captain P Jary
Harbour Master
24th July 2017