

The Manchester Ship Canal Company

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Guide Lines for the use of Extra Pilots when Navigating within the Manchester Ship Canal

As a general rule the following criteria will be applied when allocating extra pilots to a vessel.

Navigating Between	Vessel Exceeding LOA	Vessel Exceeding Beam	Vessel Exceeding Draft
Eastham & IOB	112m	19m	7.5m
IOB & Runcorn	110m	16.75m	7.5m
Runcorn & Manchester	100m	16.75m	7.0m

These regulations are applied as a guideline only and upon request, a pilot's assessment can be made of a vessel if an owner or agent thinks that their vessel needs a lesser requirement.

Existing Anomalies

Stolt Shearwater always requires a Helmsman when navigating in the Canal

Stolt Fulmar / Cormorant / Egret / Kestrel / Puffin & Avocet all need a Helmsman when navigating above IOB.

Vessels with deck cargo which reduces visibility from the steering position may also require an extra pilot or pilots.

The Pilot of any vessel may request an extra pilot should he think that the safe navigational transit of the canal warranted it.

Alan Feast

Deputy Harbour Master
16th February 2009