



## **NOTICE TO MARINERS**

**No 02/19**

### **GENERAL DIRECTIONS - PILOTAGE**

Clydeport Operations Limited, as the Competent Harbour Authority for the purposes of the Pilotage Act 1987 (as amended by the Marine Navigation Act 2013) and in pursuance of its powers under Section 7 of the said Act, hereby issues Pilotage Directions to ships navigating within the limits of jurisdiction as defined in the Clyde Port Authority Order Confirmation Act 1965 and subsequent amendment(s).

Clydeport Operations Ltd has been appointed by Ardrossan Harbour Company Ltd to act as its agents in fulfilling, inter alia, Ardrossan Harbour Company pilotage functions. This Pilotage Direction is therefore applicable in respect of both Clydeport Operations Ltd and Ardrossan Harbour Company Ltd.

In this direction the following meanings shall apply;

- a. The **SEAWARD LIMIT OF COMPULSORY PILOTAGE FOR ALL VESSELS** means an imaginary line commencing at the intersection of the line of longitude 05° 06'W with the North shore of Loch Striven and then proceeding due South to the north shore of the Island of Bute and by the same line of longitude, from the South shore of the Island of Bute to the Latitude of Gull Point on Little Cumbrae Island; thence by a line proceeding in the direction 143° (T) for a distance of seven nautical miles; and thence by a line proceeding in the direction 053° (T) to the northern boundary of the Harbour of Saltcoats.
- b. The **LANDWARD LIMIT OF COMPULSORY PILOTAGE FOR ALL VESSELS** means the west side of Albert Bridge in the City of Glasgow.
- c. The **INNER PILOTAGE AREA** means that part of the river and Firth of Clyde including Greenock. The navigable river channels, Gareloch, Loch Long and Loch Goil contained within an imaginary line from Kempock Point proceeding in the direction 295° (T) to Strone Point
- d. The **OUTER PILOTAGE AREA** means that part of the Firth of Clyde, Holy Loch and Loch Striven within the area bounded by an imaginary line from Kempock Point proceeding in the direction 295°(T) to Strone Point and The Seaward Limit of Compulsory Pilotage.
- e. The **COMPULSORY PILOTAGE DISTRICT FOR ALL VESSELS** means that part of the area of jurisdiction of the Clyde Port Authority Order Confirmation Act 1969 and subsequent amendment(s) contained between the Seaward Limits of Compulsory Pilotage and the Landward Limit of Compulsory Pilotage.

### **SPECIFIC VESSELS THAT ARE SUBJECT TO COMPULSORY PILOTAGE**

The following vessels will be required to engage the services of an authorised Clydeport Pilot :

- a. Passenger vessels  $\geq$ 25m (LOA) OR carrying in excess of 12 passengers and

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any Vessel carrying passengers when navigating East of No1 Buoy.

- b. Passenger vessels proceeding to Loch Fyne or the Kyles of Bute.
- c. Timetabled ferry services operating within the Clyde Port Authority area of jurisdiction.
- d. Vessels carrying dangerous goods as defined in the IMDG Code and/or Dangerous Goods in Harbour Areas Regulations 2016 and all vessels which are not gas free. Vessels carrying IMDG Class I goods require Pilotage from/to Cumbrae Heads.

In addition to the above the following Table applies within the pilotage areas.

Outer Pilotage Area (LOA & above)		Inner Pilotage Area (LOA & above)	
120m	Transiting the Outer Pilotage Area.	70m	Proceeding to berths or anchorages within the Inner Pilotage Area.
100m	Proceeding to Ardrrossan.	60m	If proceeding into the River, East of No.1 Buoy
80m	Proceeding to Hunterston, Loch Striven and other berths and anchorages within the Outer Pilotage Area.	45m	If proceeding East of Shieldhall Riverside Berth (East End).
75m	Proceeding to Holy Loch.	35m	Vessels, dumb barges, etc., when under tow East of No. 1 Buoy.

Harbour Master may grant exemption for Vessels <= 120m (LOA) awaiting a berth in Glasgow to proceed to anchor at a designated BRAVO Anchorage.

Tows: For cold tow moves (towed vessel has no power) the above table applies when the overall length of the tow including vessel, towline and tugs meets the above LOA criteria.

In the event of a Deck Officer of any of the above vessels, except vessels carrying dangerous goods in bulk, holding a current Pilotage Exemption Certificate issued by Clydeport, the services of an Authorised Clydeport Pilot will not be required, unless requested.

### USE OF TUGS

In all cases where Tug's lines are made fast to a ship, it is compulsory for a Clydeport Pilot to be boarded for the job. Where any PEC holder requires the use of tugs to berth or sail, provided the job can be done without making the tugs fast, a Clydeport pilot will not be required.

### VOLUNTARY PILOTAGE

Clydeport will provide Pilotage services to any vessel upon request, subject to Pilot availability, when navigating within Clydeport jurisdiction.

### CLYDEPORT PILOTAGE ARRANGEMENTS

Clydeport directs that any vessels which are subject to Compulsory Pilotage or request Voluntary Pilotage as aforementioned shall:



- a. Give a minimum of 6 hours' advance notice of estimated arrival time and 6 hours' advance notice of departure or intention to shift within the Port. All requests for a Pilot should be made together with bookings and submitted via PortLinks [Clydeport.portlinks@peelports.com](mailto:Clydeport.portlinks@peelports.com) .
- b. Failure to provide such advance notice or failure to arrive, depart or shift within 2 hours of the notified time will be penalised by a charge in accordance with that specified in the Clydeport Schedule of Charges 2019. Cancellation Charge will apply if vessel fails to depart more than 1.5 hours after the Pilot embarks on board the vessel.

## PILOT BOARDING STATIONS

Clydeport Pilots will board or disembark a vessel at a previously arranged time determined by the Pilotage area to be served and weather conditions prevailing.

As defined on Admiralty Charts, Pilot Stations are as follows:

<u>Chart 1907</u>	<u>Outer Pilotage Station</u>	
Cumbrae	55°43"N	04°59"W
<u>Chart 1994</u>	<u>Inner Pilotage Station</u>	
Kempock Point	55°58"N	04°49"W
Hunterston Channel	No.13/14 Buoys as advised by Estuary Radio	
Holy Loch	'O' Buoy	
Loch Fyne	1nm South of Cumbrae Pilot Station as advised by Estuary Radio	

The Harbour Master's decision on Pilotage shall be final.

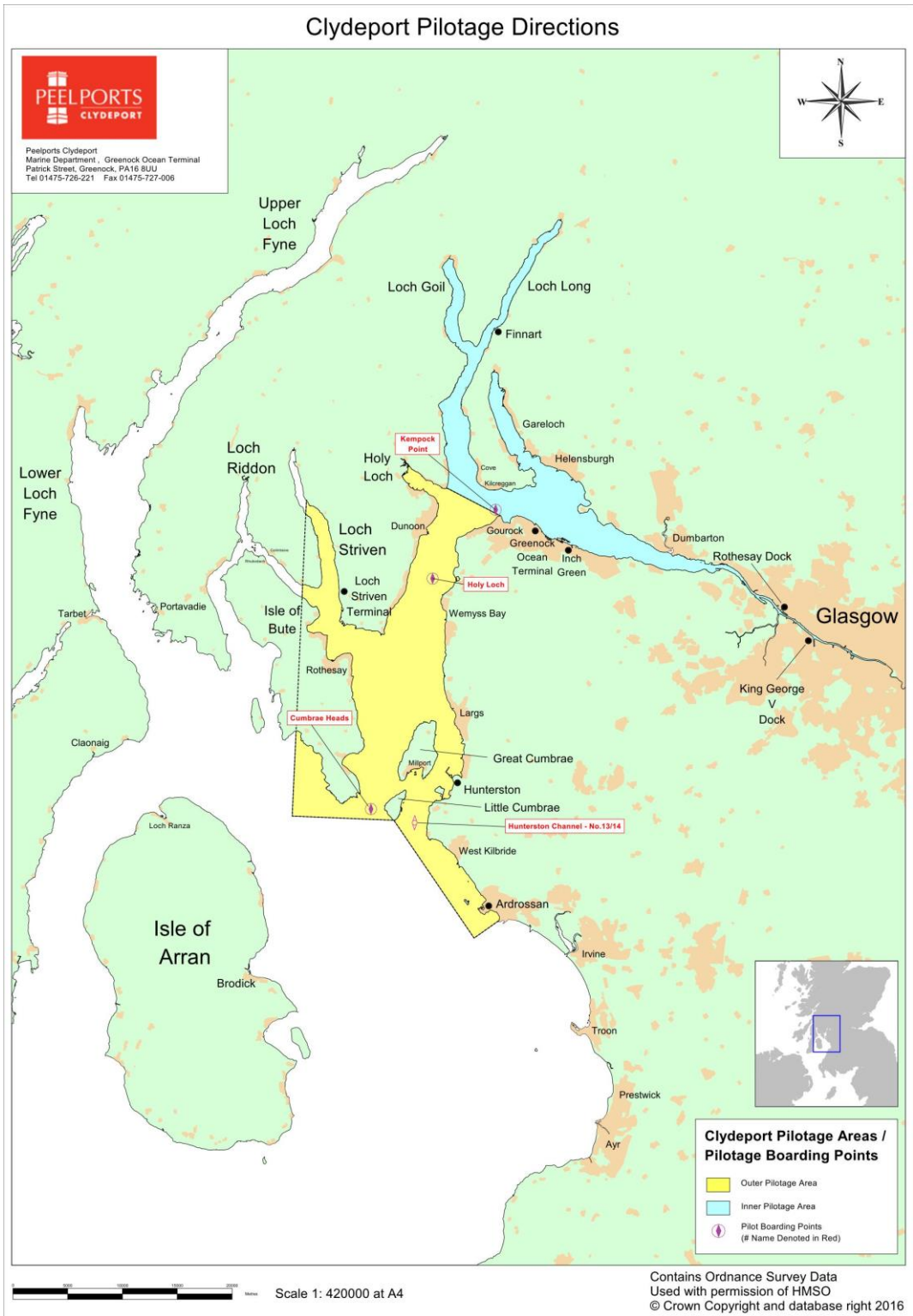
## PILOTAGE EXEMPTION SCHEME

In accordance with Pilotage Act 1987 and Port Marine Safety Code Guide to Good Practice, Clydeport provides opportunity for Pilotage Exemption. Information on Pilotage Exemption Certificates (PEC) can be found on the Peel Ports website at:

<http://peelports.com/ports/clydeport/port-information>



### Clydeport Pilotage Directions



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