

## NOTICE TO MARINERS No 02/22 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).

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  $\geq 25\text{m}$  (LOA) OR carrying in excess of 12 passengers and 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. Dangerous Goods in Harbour Areas Regulations 2016, Dangerous Goods as defined in the IMDG Code, and all vessels which are not gas free:

- (i) Regardless of the vessel's LOA, all vessels carrying IMDG Class I goods require Pilotage from the Cumbrae Heads Pilot Station to the berth and vice versa;
- (ii) Vessels carrying IMDG goods in bulk form require Pilotage from the Cumbrae Heads Pilot Station to the berth and vice versa;
- (iii) Vessels carrying IMDG goods containerised, other than IMDG Class 1, require Pilotage as per the table below:

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
80m	Proceeding to Hunterston, Loch Striven and other berths and anchorages within the Outer Pilotage Area	60m	If proceeding into the River, East of No.1 Buoy
75m	Proceeding to Holy Loch	45m	If proceeding East of Shieldhall Riverside Berth (East End)
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.

### **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 [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 ASSISTANT

As part of the passage planning process, the nominated Pilot will assess the transit and may request additional support to ensure safe passage. A Pilot Assistant may therefore be required in certain circumstances.

Pilotage Area	Vessel Particulars	Pilot Assistant	
		Required	At Nominated Pilot's Discretion
River Clyde E of No 1 Buoy	Summer deadweight $\leq 25,000T$		✓
	Summer deadweight $\geq 25,000T$	✓	
	Summer deadweight $\leq 25,000T$ , LOA $\geq 185m$	✓	
CHA Area	Non-routine or dead tows		✓

### Notes:

1. When calculating Vessel Length Overall (LOA), in respect of routine/ship assist towage (where the Authorised Pilot is piloting the vessel) the LOA will not include the tugs and associated lines;
2. Vessels that pose specific manoeuvring difficulties or other difficulties by virtue of the prevailing circumstances or their specific characteristics, layout, size, draught, cargo or machinery, equipment or manning status, may be subject to special assessment and direction by the Harbour Master concerning the extent of pilotage manning required.

## 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:

### Chart 1907

#### Outer Pilotage Station

Cumbrae 55°43"N 04°59"W

### Chart 1994

#### Inner Pilotage Station

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

