

Ardersier Port Pilotage Directions 2025

Issue 1 – Issued 31st March 2025

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1. Introduction

Ardersier Port Limited (“APL”) is, pursuant to The Ardersier Port Limited (Pilotage Powers) Order 2024, the Competent Harbour Authority under the Pilotage Act 1987 for the Port and Ardersier SHA Area.

APL hereby gives Pilotage Directions to Masters of vessels in the Ardersier SHA Area and specifies Rules for the granting of Pilotage Exemption Certificates to Masters and Deck Officers.

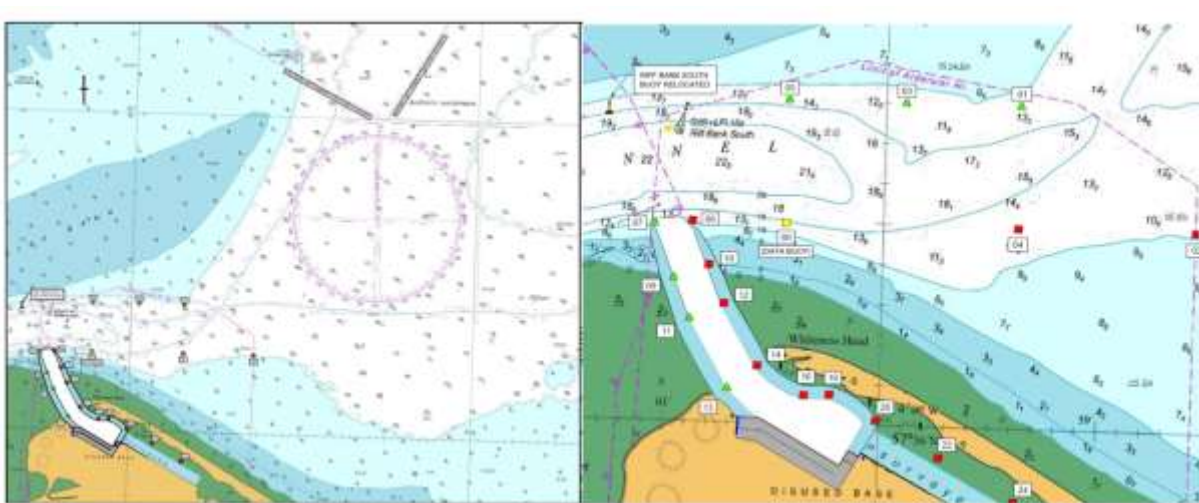
To ensure the safety of navigation within the Port and Ardersier SHA Area, it is important that Masters' Deck Officers and ship's staff are aware of the Ardersier Port General Directions and Notices to Mariners.

It is therefore incumbent on owners/agents to ensure that all such relevant information and publications are promptly distributed to vessels and PEC holders intending to use the Port and/or the Ardersier SHA Area.

It is the duty of the Master of a vessel to which a Pilotage Direction applies to comply with that Direction. Failure by the Master of a vessel to comply with a Direction constitutes an offence. However, it is a defence for the Master of a vessel to prove that he had reasonable grounds for supposing that compliance with the Directions in question would be likely to imperil his vessel or that he had a reasonable excuse for his act or failure to act.

These Pilotage Directions shall come into force on 31st March 2025.

CHART OF APL PILOTAGE AREA



2. Definitions

'The Act' means the Pilotage Act 1987 and any statutory amendment or re-enactment thereof.

'APL' means Ardersier Port Limited

'Ardersier Port Radio' means the Local Port Services at the Port, Call Sign 'Ardersier Port' – a point through which the Harbour Master's instructions and advice are issued to Masters of vessels by VHF Radio and to which vessels report.

'Ardersier Port' means the port of Ardersier located within the Ardersier SHA Area.

'Ardersier SHA Area' means the statutory area of jurisdiction as defined in The Port of Ardersier Harbour Revisions Order 2014 No.224.

'Beam' – means the width or the widest point of a ship or structure.

"Dredgers and craft engaged in the development, construction, and/or deepening and widening of Ardersier Port" shall mean all vessels engaged in enabling the development to a working operational port.

'ETA' and 'ETD' respectively means Estimated Time of Arrival and Estimated Time of Departure.

'Harbour Master' means the person appointed by Ardersier Port Limited to be the Harbour Master and includes Deputies and Assistants.

'Length of Object Towed' means the Length Overall of each object towed but disregarding the length of the tow lines.

'Length Overall (LOA)' means the maximum length of a vessel, including overhanging structure, cargo or equipment, and if a tug and tow, the combination of the tug and the object(s) towed but not the length of the tow line.

'Master' includes every person (except a Pilot) having command or charge of a ship.

'Operating Draught' means the maximum draught of a vessel during its current passage, or movement within the Ardersier Port jurisdictional area.

'Passenger Vessel' has the same meaning as the Merchant Shipping (Survey and Certification) Regulations 2015.

'PEC' means a Pilotage Exemption Certificate granted under Section 8 of the Pilotage Act 1987.

'Pilot' means a pilot authorised by Ardersier Port, under Section 3 of the Pilotage Act 1987, to act as a Pilot within the Ardersier Port jurisdictional area.

'PMSC' means the Port Marine Safety Code.

'Restricted Visibility' means all circumstances when visibility is less than 1.0 nautical miles.

'Trip' means the navigation of a vessel from a berth within the Port to the seaward limit of the Ardersier Port jurisdictional area or vice versa.

'Tug and Tow' means a tug towing another vessel or vessels astern, alongside or pushing another vessel ahead.

"Vessel constrained by her draught" shall have the same meaning as that contained within the International Regulations for Preventing Collisions at Sea 1972.

3. Extracts from the International Regulations for Preventing Collisions at Sea

Rule 1 Application (a) These rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels. (b) Nothing in these rules shall interfere with the operation of special rules made by an appropriate authority for roadstead's, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these rules.

Rule 28 A vessel constrained by her draught may, in addition to the lights prescribed for power-driven vessels in rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

4. Special Rule of Navigation for Ardersier Port

Any vessel deemed to be constrained by its draft or beam and navigating within the Ardersier SHA Area must exhibit the lights and shapes prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea. All other vessels navigating within the jurisdiction of Ardersier SHA Area shall keep well clear of any vessel constrained by her draft and exhibiting said lights or cylinder and not impede any such vessel.

5. Compulsory Pilotage

5.1 Pilotage shall be compulsory for all vessels or tugs and tow exceeding 60 metres Length Overall navigating within the Ardersier SHA Area except for.

- UK Warships
- Vessels bound to or from Inverness
- Dredgers and craft employed in the development of Ardersier Port
- Vessels passing through the South Riff Bank channel not bound to APL.
- Northern Lighthouse Board vessels

5.2 Any vessel which has a Length Overall of less than 60 metres shall be excepted from compulsory Pilotage provided that this exception shall not apply to any such vessel:

- a. The navigation of which is in the opinion of the Harbour Master affected by a defect in or damage to the vessel or her equipment or inadequacy of the Master or crew; or
- b. Which is carrying more than 12 passengers; or
- c. Which is carrying or intending to carry, dangerous substance as specified in Schedule 3 of The Dangerous Goods in Harbour Areas Regulations 2016, unless the Harbour Master decides that the circumstances do not require such vessels to be subject to Compulsory Pilotage.

All vessels requiring tug assistance will be subject to pilotage regardless of length.

6. Boarding and Landing of Pilots for Vessels bound to and from the Port

6.1 Boarding and landing of Pilots will be carried out by properly licenced launch operated on behalf of Ardersier Port. Boarding and landing will be conducted in the region of 57° 38'N 003° 56'W, as indicated by the official 'diamond' marked on Admiralty Chart No. 1077. Under special arrangement a Pilot may be boarded elsewhere on the approach to Ardersier Port.

6.2 The Pilot Launch will have the word 'PILOTS' on the side of the wheelhouse and fly a pilot flag by day and by night display signals required by Rule 29 of the International Regulations for Preventing Collisions at Sea.

6.3 Masters are to provide a satisfactory lee when boarding or landing a pilot and may be requested by the Pilot Launch to change speed and course to enable this operation to be carried out safely.

- 6.4 Masters are reminded of their obligation to facilitate the safe transfer of pilots as required by:
- (a) IMO Resolution A.1045(27), paragraphs 2 and 3, which cover the position and construction of such ladders, including trapdoor arrangements.

 - (b) The International Convention for the Safety of Life at Sea (SOLAS 1974), Chapter V Regulation 23 (as amended) "Pilot Transfer Arrangements" and:
 - A pilot ladder requiring a climb of not less than 1.5m and not more than 9.0m above the surface of the water
 - An accommodation ladder leading aft, in conjunction with the pilot ladder, whenever the distance from the surface of the water to the point of access to the ship is more than 9.0m.
- 6.5 APL reserves the right to suspend Pilot board and landing operations in periods of adverse weather or restricted visibility or to vessels and their appurtenances present unacceptable risks to Pilots or Pilot Boats.

7. Use of Second Pilot

Because of the specialised nature and cargoes of the vessels anticipated to be using Ardersier SHA area, individual vessel pilotage requirements will be assessed and decided upon by the Harbour Master and rostered Pilot which may result in a second Pilot being required.

Supplementary Regulations to the Pilotage Directions

1. Rules regarding the issuance of Pilotage Exemption Certificates (PEC)

- 1.1 A PEC may be issued to a Master or bona fide Deck Officer (the "applicant") of any vessel for the Ardersier SHA Area and/or Ardersier Port providing the following conditions are satisfied.
 - a. The applicant must hold a Certificate of Competency (CoC) recognised by APL for the class of vessel for which the PEC is intended to relate.
 - b. The applicant must have a current medical certificate validating the CoC.
 - c. The applicant must have a good working knowledge of the English language which is sufficient in the opinion of APL to navigate the vessel in or out of the Ardersier SHA Area and Ardersier Port.
 - d. Applicants must complete at least 5 qualifying trips in and out including one in the hours of darkness of the Ardersier SHA Area and Ardersier Port together with a Pilot. The final trip will be an Assessment Trip and be reported on by the Pilot to the Harbour Master.
 - e. All qualifying and assessment trips must be completed with the Applicant being present on the bridge.
- 1.2 Applicants may, in addition need to pass an oral examination with the Harbour Master prior to the issue of a PEC:
- 1.3 APL reserves the right to require any vessel to carry a Pilot if by virtue of the condition of the vessel or the hazardous nature of its cargo, the vessel is in the opinion of the Harbour Master requires additional navigational assistance.

2. Rules for regulating the safe use of a PEC

- 2.1 A PEC holder may only use PEC whilst acting in the capacity of a bona fide Master or Deck Officer.
- 2.2 All PEC holders are required to keep themselves updated on any changes affecting navigation in the Ardersier SHA Area and Ardersier Port including changes to local Directions, regulations and notices to mariners.

3. Suspension or Revocation of a PEC

A PEC may be suspended or revoked by APL.

- a. In respect of a sub-standard vessel or a vessel without up-to-date navigational charts for the relevant area or up to date working equipment, or
- b. If a Master or Deck Officer or Owner/Manager misuses the PEC or if a Master or Deck Officer has been found guilty by a court or regulatory body of any incompetence or misconduct affecting his/her capability to pilot the vessel for which the PEC applies.

4. Temporary Suspension of a PEC

In the event of an incident involving a PEC holder, the holder shall complete and send to the Harbour Master and Incident Report Form at the earliest opportunity and in any event within 24 hours of said event. Failure to do so will result in the PEC being suspended pending further investigation by the Harbour Master.

5. Renewal of a PEC

- 5.1 A PEC shall be renewed annually.
- 5.2 The holder of a PEC must have completed at least 3 inward and 2 outward voyages into and from the Port during the preceding 12 months.
- 5.3 For vessel of over 90 metres Length Overall, a PEC holder will be required to complete one assessment with an Authorised Pilot of the Port every 2 years.

- 5.4 For vessels of over 60 metres Length Overall but less than 90 metres Length Overall, a PEC holder shall be required to complete one assessment trip with an Authorised Pilot of the Port every 4 years.
- 5.6 A PEC holder must hold a current medical certificate in accordance with the requirements of the state issuing his/her Certificate of Competency.

6. Procedure for obtaining the services of a Pilot inwards

- 6.1 Vessels requiring the services of a Pilot inwards must make provisional notification of their ETA by email at least 24 hours in advance stating their Length Overall, beam and draught and previous port of call.
- 6.2 Confirmation of a firm order must be made as soon as the vessel is in VHF range of Ardersier Port Radio on Channel 74.
- 6.3 If the vessel is engaged in a short sea voyage, then provisional notification should be given upon departure from the previous port.
- 6.4 All Pilot orders are subject to confirmation by the Harbour Master.

7. Procedure for obtaining the services of a Pilot outwards

- 7.1 Vessels requiring the services of an outward Pilot from APL should give Ardersier Port 12 hours provisional notice of the intended ETD.
- 7.2 All Pilot orders are subject to confirmation by the Harbour Master.

8. Limitations of Liability

- 8.1 Delay: APL shall not be liable for delays arising from its failure to provide Pilotage services. This applies whether the failure and/or delay is the result of a force majeure, including industrial action, adverse weather, a security incident, or any other cause whether within the control of APL or not.
- 8.2 Act or Omission of the Pilot: Save as to statutes imposing strict liability may otherwise provide, APL shall not be liable for loss or damage caused by the acts or omissions of its Pilots.
- 8.3 Act or Omission of APL: Save as to statutes imposing strict liability may otherwise provide, APL shall not be held liable for loss or damage caused by its acts or omission in respect of the provision of Pilotage services

9. Charges

Details of the charges and fees referred to in the Pilotage Directions 2025 are published in the current Ardersier Port Schedule of Charges.

10. Communication and Contact Details

Ardersier Port Radio	
Call Sign	Ardersier Port
VHF Channels	16, 74, 09
Mobile	07442314974
Email	portcontrol@haventus.com

APL reserves the right to amend from time to time all or any part of these Pilotage Directions, Rules and/or any charges it sees fit