

ARDERSIER PORT LIMITED

GENERAL DIRECTIONS FOR NAVIGATION

In force from 1st July 2025

Contents

Introduction.....	2
Special Directions	3
Compliance with General and Special Directions.....	3
GENERAL DIRECTIONS FOR NAVIGATION IN ARDERSIER PORT - 2025	4
1. Commencement.....	4
2. Short Title.....	4
3. Definitions	4
4. Interpretation	6
5. Carriage of VHF Radio Equipment	7
6. Notice of Arrival of Inward Bound Vessels	7
7. Notice of Departure of Outward or Shifting Vessels	7
8. Reporting Points	8
9. Passing in the Harbour or Approach Channel	8
10. Anchoring in the Port's Jurisdiction or Designated Anchorage.....	8
11. Persons on the Bridge	8
12. Use of Automatic Steering	9
13. Port Passage Plans	9
14. Vessels with Mechanical, Equipment or Structural Defects, Oily Water Separators and Bilge Systems.	9
15. Restrictions on Certain Vessels.....	10
16. Requirement for Operational AIS	10
17. Safe Speed	10
18. Speed Restrictions and Reductions.....	10
19. Conduct in Restricted Visibility.....	11
20. Port Closure	11
21. Environmental	11

Introduction

Ardersier Port Limited, as the Statutory and Competent Harbour Authority for the Port of Ardersier (the "Port") and in exercise of its powers under The Port of Ardersier Harbour Revision Order 2014 and The Port of Ardersier Harbour Revision (Transfer) Order 2017, having carried out consultations required by Section 22 (1) of the Act, gives the following General Directions to vessels in the Port.

The notice, advice and reporting required to be given to the Harbour Master by these General Directions should be given to the Port by VHF radio (Channel 74) or by email to portcontrol@haventus.com

Special Directions

In addition to these General Directions, the Harbour Master may give a Special Direction to a vessel in the Port or to a vessel entering or leaving the Port. Such Special Directions may be given for any of the following purposes: -

- a) Requiring the vessel to comply with a requirement made in or under a General Direction;
- b) Regulating or requiring for the ease, convenience, and/or safety of navigation the movement, mooring, and/or unmooring of a vessel;
- c) Regulating for the safety of navigation the manner in which a vessel takes in and/or discharges cargo, fuel, water, or ship stores; and/or
- d) So far as required for the safety of navigation, to require or regulate the use of tugs in relation to a vessel.

A Special Direction may be given in any reasonable manner considered appropriate.

Compliance with General and Special Directions

It is the duty of the Master of a vessel to which a General or Special Direction is given to comply with the relevant Direction. The giving of a General or Special Direction does not diminish or in any other way affect the responsibility of the Master in relation to his vessel, persons on board, its cargo or any other person or property.

Failure by the Master of a vessel to comply with a General or Special Direction constitutes an offence. The Master of a vessel who fails to comply with a relevant Direction is liable on summary conviction to a fine not exceeding Level 4 on the Standard Scale. However, it shall be a defense for a Master of such vessel to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or any person for whom he is responsible or that in the circumstances compliance was impracticable.

GENERAL DIRECTIONS FOR NAVIGATION IN ARDERSIER PORT - 2025

1. Commencement

These General Directions shall come into force on 1st June 2025.

2. Short Title

These General Directions may be cited as the Ardersier Port General Directions 2025.

3. Definitions

'Act' means the Port of Ardersier Harbour Revision Order 2014 and The Port of Ardersier Harbour Revision (Transfer) Order 2017;

'Automatic Steering' means a steering mode whereby the heading is being maintained other than by a helmsman (other than Dynamic Positioning);

'Collision Regulations' means the International Regulations for preventing Collisions at Sea 1972, as amended;

'Dangerous Goods' means quantities (including in slop tanks) of harmful, polluting and/or dangerous substances, including:

- a) Dangerous Goods as defined in the International Maritime Dangerous Goods (IMDG) Code, Classes 1 to 9 inclusive of and including:
 - I. Marine Pollutants as defined in the Environmentally Hazardous Substances N.O.S. UN 3077 and UN 3082(MARPOL 73/78 Annex III, Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Forms);
 - II. Radioactive Materials referred to in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High Level Radioactive Wastes in Flasks on board Ships (INF Code); and
 - III. Bulk Materials Possessing Chemical Hazards referred to in the Code of Safe Working Practices for Solid Bulk Cargoes (BC Code), Appendix B.
- b) Harmful Substances in Bulk so defined and listed in:
 - I. MARPOL 73/78 Annex I, Regulations for the Prevention of Oil Pollution, Appendix 1;
 - II. MARPOL 73/78 Annex II, Regulations for the Control of by Noxious Liquid Substances in Bulk, Appendix n;
 - III. Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code);
 - IV. Chapter 19 of the International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (IGC Code);
 - V. The IMO Marine Environmental Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement;
 - VI. The IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists.

'Designated Anchorage' means the anchoring area to the North East of the Port and shown on Admiralty Chart No. 1077;

'General Directions' means a general direction as defined by the Act, including the general directions contained in this document and such other general directions as may be given by the Port in accordance with the Act or any other law;

'Gross Tonnage' in relation to a vessel means the tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969 or the Merchant Shipping (Tonnage) Regulations 1982, as amended, and where not accordance with those regulations alternative tonnages are assigned to a vessel the Gross Tonnage of vessel shall, for the purposes of these Directions, be taken to be the larger of those tonnages;

'Harbour Master' means the person appointed by the Port to be the Harbour Master and shall include his deputy or assistant;

'IMO' means the International Maritime Organisation;

'ISM Code' means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted in Resolution A.741 (18);

'ISPS' means the International Ship and Port Facility Security Code;

'Law' means any law, statute, treaty, convention, regulation, instrument or other subordinate legislation or amendment thereto, or other legislative or quasi-legislative rule or measure, or any order or decree of any government, judicial or public or other body or authority, or any directive, code of practice, circular, guidance note or other direction issued by any competent authority or agency, whether or not having the force of law and whether or not in existence at the date of these General Directions;

'Length Overall' 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 towing medium;

'Master' in relation to a vessel includes every person having command or charge of a vessel for the time being;

'Port' means the Port of Ardersier as defined in these General Directions and shall include the area described under the Act;

'Ardersier Port Radio' means the vessel traffic services at the Port, Call Sign 'Adersier 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;

'Local Notices to Mariners' means notices to mariners issued by the Port;

'Passenger Vessel' means a vessel which is carrying more than 12 passengers;

'PEC Holder' means to holder of a Pilotage Exemption Certificate granted under Section 8 of the Pilotage Act 1987;

'Pilot' means a person authorised under Section 3 of the Pilotage Act 1987 for the Port and for the vessel in question;

'Port Information Booklet' means the publication giving details of general services and information for vessels and crew in the Port;

'Port Passage Plan' means a formal, systematic, and documented navigational plan for all stages into, out of, or within Ardersier Port in accordance with the guidelines contained in the appropriate SOLAS regulation, or any similar flag state administration notice issued pursuant to the associated IMO Conventions of Standards of Training, Certification and Watch keeping for Seafarers (STCW);

'Port and Marine Facilities Safety Code' means the 2025 version;

'Reporting Vessel' means every vessel which is required by these General Directions to report its position, intentions, or movements specifically:

- a. Vessels having a Gross Tonnage of more than 40 tons.
- b. Vessels whose Length Overall is more than 40 metres.
- c. Passenger Vessels
- d. Vessels carrying Dangerous Goods; and
- e. Vessels which are engaged in towing operations.

'Restricted Visibility' means all circumstances when the visibility is restricted by fog, mist, falling snow, heavy rainstorms or any other similar causes. Within the Port the Harbour Master or his deputy may declare that Restricted Visibility is deemed to exist;

'SOLAS' means the International Convention for the Safety of life at Sea;

'Special Direction' means a direction as described in these General Directions as enabled, *inter alia*, by section 24 of The Port of Ardersier Harbour Revision Order 2014 No.224;

'Speed Reduction' means an instruction given by the Harbour Master requiring vessels to proceed at a 'reduced speed' through areas where activities sensitive to the effects of wash or draw-off are taking place;

'Speed Restriction' means a temporary limitation on the speed of vessels in a part of the Port;

'Towing Operations' means operations where a vessel is engaged in, or is about to engage in, towing or pushing one or more vessels;

'VHF Radio Equipment' means fixed or portable phase modulated VHF radio telephone equipment operating on port operations channels in addition to channel 16 (156.8MHz) and capable of communicating with Ardersier Port Radio.

4. Interpretation

4.1 In these General Directions, unless the context otherwise requires:

4.2 Words and expressions defined in the Act shall have the same meaning when used in these General Directions.

4.3 All General Directions, if not otherwise stated, shall be deemed to apply to all vessels, to the whole of the Port, at all times. A General Direction or Special Direction addressed to a Master shall be deemed to apply to the vessel of which he is the Master.

4.4 Unless the context otherwise requires, words denoting the singular shall include the plural and vice versa, and words importing one gender shall include the other gender.

4.5 A reference to any law shall include any additions, amendments, or corrections to, or replacements of, that law.

5. Carriage of VHF Radio Equipment

5.1 All Reporting Vessels shall carry VHF Radio Equipment.

5.2 All Reporting Vessels shall maintain a listening watch on the bridge when underway or at anchor within the port or in the Ardersier Designated Anchorage. The listening watch required by this direction shall be maintained on the frequencies of 156.8MHz (Channel 16) and 156.725MHz (Channel 74) – the port operations frequency, or any other such channel as may be specified by the Harbour Master.

5.3 All Reporting Vessels not carrying VHF Radio Equipment in accordance with paragraph (1) of this General Direction shall not navigate in the Port except with a Special Direction of the Harbour Master.

6. Notice of Arrival of Inward Bound Vessels

6.1 All Reporting Vessels shall: -

- a. Give notice to the Harbour Master of the Reporting Vessel's estimated time of arrival in the Port at least 24 hours prior to arrival or on leaving the last port, whichever is the later.
- b. If the vessel is carrying Dangerous Goods, give such notice to the Harbour Master at least 24 hours prior to arrival or leaving the last port (whichever is the later) including the nature and quantity of any Class 7 and or Class 1 goods carried;
- c. On coming within VHF range of the Port, give the vessel's estimated time of arrival at the Riff bank South Buoy.
- d. Prior to entering the Port, provide the following information to the Harbour Master:
 - I. Draught.
 - II. Number of persons on board.
 - III. Confirmation that a Port Passage Plan has been prepared.
 - IV. Confirmation that the vessel has the appropriate charts and publications, which are corrected up to date.
 - V. The vessel's ISPS security level.
 - VI. Last port of call.
 - VII. Confirmation that the vessel has no defects or deficiencies, as required by General Direction 20.2.

Additional details of general services and information for vessels and crew in the Port can be found in the Ardersier Port Information booklet.

7. Notice of Departure of Outward or Shifting Vessels

7.1 All Reporting Vessels shall: -

- a. Give to the Harbour Master notice of not less than one hour of the time at which the vessel proposes to navigate in the Port.

- b. If the vessel is carrying Dangerous Goods, give notice of such to the Harbour Master prior to departure, including the nature and quantity of any Class 7 and/or 1 goods carried;
- c. Request clearance to proceed prior to commencement of any navigation within the Port and provide the following information to the Harbour Master.
 - I. Draught;
 - II. Number or persons on board.
 - III. Confirmation that an appropriate Port Passage Plan has been prepared.
 - IV. Confirmation that the vessel has the appropriate charts and publications, which are corrected up to date.
 - V. The vessel's ISPS security level.
 - VI. Next port of call.
 - VII. Confirmation that the vessel has no defects or deficiencies, as required by General Direction 15.2.

7.2 Reporting vessels shall not commence such navigation within the Port until they have been given clearance by the Harbour Master.

8. Reporting Points

All Reporting Vessels shall report to the Harbour Master when one mile from Port limits, passing the Riff Bank South Buoy, and when berthed or anchored, as appropriate.

9. Passing in the Harbour or Approach Channel

No Reporting Vessel may pass another vessel, either inward or outward, in the Port or Approach Channel without the specific permission of the Harbour Master.

10. Anchoring in the Port's Jurisdiction or Designated Anchorage

10.1 Any Reporting Vessel intending to anchor within the Port's jurisdiction or the principal anchoring area for vessels in the inner Moray Firth which lies to the southeast of the Cromarty Fairway buoy shall first notify of the proposed position of which it is intended to anchor the vessel. This notice shall be given in sufficient time to enable the Harbour Master to give a Special Direction to the Master to place the vessel in an alternative anchorage and as to the number and type of moorings as required.

10.2 If in an emergency a vessel is obliged to anchor otherwise than in accordance with this General Direction, the Master shall advise the Harbour Master as soon as practicable.

11. Persons on the Bridge

11.1 There shall be, on a power-driven vessel underway in the Port, either the Master of the vessel or a member of the crew who is capable of taking charge of the vessel and, when a Pilot is on board, is capable of understanding the Pilot's directions in the English language.

11.2 In addition to the requirements of General Direction 12.1, Reporting Vessels, except vessels engaged in Towing Operations of less than 40 metres Length Overall, shall ensure there is on the bridge a responsible person who can obtain assistance.

11.3 When a PEC holder has conduct of a vessel within the Port, a second person, who is competent to take charge of the vessel shall be immediately available in an emergency.

12. Use of Automatic Steering

12.1 No vessel shall use Automatic steering within the jurisdiction of the Port.

12.2 Vessels fitted with Dynamic Positioning Classes 1,2 or 3 may use the system to automatically maintain its position (fixed location or pre-determined track) exclusively through the use of thrusters.

12.3 Any duplicate, secondary or back-up steering gear power systems are to be fully operational and ready for immediate use during the vessels passage within the Port.

13. Port Passage Plans

13.1 All Reporting Vessels, which normally operate outside the Port, shall, prior to entering the Port, prepare a Port Passage Plan for use during the vessel's passage within the Port.

13.2 Where a Reporting Vessel is provided with a Pilot, the embarking Pilot, upon arrival on board and following any actions to establish the navigational safety of the ship, will advise the vessel's Master of the details of the Pilot's Port Passage Plan. He will also advise the Master of any changes made necessary to the vessel's Port Passage Plan by local circumstances. Before proceeding with the passage, the Master and the Pilot shall agree the Port Passage Plan for the voyage within the Port.

13.3 Reporting Vessels which normally operate within the Port shall prepare and maintain a generic Port Passage Plan appropriate for use during the vessel's routine passage and operations in the port.

13.4 All Port Passage Plans may be inspected by the Harbour Master.

14. Vessels with Mechanical, Equipment or Structural Defects, Oily Water Separators and Bilge Systems.

14.1 Vessels shall not navigate within the Port, except with the permission of the Harbour Master, and according to his directions, if the vessel or tow has any one or more of the following defects:

- a. Is unseaworthy in any respect.
- b. Defects to main engines, steering gear or other auxiliary machinery which may affect the manoeuvring of the vessel;
- c. Inoperable equipment such as compass, whistle/siren, or rudder indicator;
- d. Inoperable capstan, windlass, mooring winches, or anchors that are not cleared and ready for immediate use;
- e. A list of over 5 degrees or is excessively out of trim;
- f. Is leaking oil, chemical or gas cargoes, or any hull or machinery damage which may affect the safety of the vessel or the containment or safety of the cargo or bunkers;
- g. Any other structural or mechanical or equipment defect which may affect the navigational capability of the vessel.

14.2 Any vessel becoming aware of such defect when in the Port or upon entering the Port shall notify the Harbour Master immediately.

14.3 Reporting Vessels shall confirm to the Harbour Master via Ardersier Port Radio that the vessel does not have any of the defects specified in General Direction 15.1 a. to g. inclusive. This confirmation shall be given at the same time as the vessel advises or is required by these General Directions to advise the Harbour Master of the vessel's intent to navigate within the Port.

14.4 Whilst vessels are in the Port, all oily water separators are to be isolated and bilge overboard discharge valves secured closed, to prevent accidental discharge.

14.5 The Master of any vessel under pilotage shall ensure that no ballasting, de-ballasting or internal transfer of cargo or fuel which significantly alters the draught, trim or handling characteristics of the vessel, shall take place without the prior knowledge and agreement of the Pilot.

15. Restrictions on Certain Vessels.

15.1 Any vessel outside the Port, which has sustained damage which has affected, or is likely to affect, its seaworthiness and/or from which Dangerous Goods or other harmful, polluting, and/or dangerous substance is escaping or is likely to escape shall not enter the Port except with the permission of the Harbour Master and in accordance with his directions.

15.2 Any vessel in the Port, which has sustained damage which has affected, or is likely to affect, its seaworthiness and/or from which harmful, polluting or dangerous substance is escaping or is likely to escape shall give immediate notice to the Harbour Master of the position of the vessel, known damage, and any other information required by the Harbour Master and shall not navigate the vessel other than for the immediate safety of the vessel, except with the permission of the Harbour Master and in accordance with his directions.

16. Requirement for Operational AIS

16.1 Where a vessel is required by international law to fit and operate AIS, the system shall remain switched on at all times when the vessel is underway.

16.2 Vessels required to carry AIS under SOLAS V are to operate AIS when alongside in the Port, except for security reasons, or for safety reasons when the berth requires the AIS to be switched off or to be operated on low power in the vicinity of that particular berth. Such vessels are to inform the Harbour Master when they intend to switch off AIS.

16.3 Vessels constrained by their draught shall transmit an appropriate AIS status.

17. Safe Speed

A vessel shall not be navigated or manoeuvred in any part of the Port at speeds which are likely to: -

- a. Endanger life.
- b. Create wash onto the slipway or damage to any of the works or property.
- c. Cause damage to any walls, revetments, training banks or any works or property (including vessels);
- d. Cause damage to banks of the Port or Spit.
- e. Cause damage to vessels lying alongside any quay, jetty, or stage or to the moorings of such vessels.

18. Speed Restrictions and Reductions

All vessels shall comply with the requirements of any Speed Restriction or Speed Reduction imposed by the Harbour Master, subject to the requirements of navigational safety, the good practice of seamanship and any constraints imposed by the vessel's size, draught, position and/or safe manoeuvring speed.

19. Conduct in Restricted Visibility

19.1 The following vessels shall not enter or leave or be navigated within the Port in conditions of Restricted Visibility without the specific permission of the Harbour Master, except to the nearest safe anchorage or berth: -

- a. Vessels with a Gross Tonnage of more than 50 tons.
- b. Vessels of more than 60 metres Length Overall.
- c. Passenger Vessels.
- d. Vessels carrying Dangerous Goods.
- e. Vessels engaged in Towing Operations over 40 metres Length Overall.

19.2 No vessel shall tow another vessel in visibility of less than 5 cables/0.5 nautical mile.

20. Port Closure

When the visibility is reduced to 0.5NM, the Port shall be deemed closed to all moving traffic. The closure shall be kept under review by the Harbour Master until the visibility improves and it is deemed safe to continue normal operation.

21. Environmental

The Port has several Sites of Special Scientific Interest ("SSSI's") located nearby. Sites of Special Scientific Interest (SSSI) are those areas of land and water (to the seaward limits of local authority areas or MLWS) that Scottish Natural Heritage (SNH) considers to best represent our natural heritage - its diversity of plants, animals and habitats, rocks and landforms, or a combinations of such natural features

Ballast

Any water ballast discharge must adhere to the International Convention for the Prevention of Pollution from Ships (MARPOL) guidance.

Scrubbers

Whilst Exhaust Gas Scrubbers (open and closed loop) are a recognized solution to dealing with air pollution under MARPOL Annex VI "open loop" scrubbers, which permit discharge of wash water into the sea – there remains areas of concern with the practice in harbour areas.

Although there are IMO guidelines in place for exhaust gas cleaning systems, including monitoring of wash water discharge from open loop exhaust gas scrubbers, there remains serious concern with regard to the constituent parts / particles contained within the wash water and the medium / long term effect on the marine ecosystems when discharged at berths / anchorages etc., in ports and harbours.

Therefore, as a precaution, the use of "Open Loop" scrubbers in the Port is strictly prohibited.