

Port of Dundee General Directions

Port of Dundee Limited, in exercise of their powers under Part II Section 10 of the Dundee Port Authority Order Confirmation Act 1980 and having carried out the consultations required by that section, has given the following general directions to vessels navigating in the port.

1. Interpretation.

In these directions, except as provided herein, words and phrases shall bear the same meaning ascribed to them in the Dundee Port Authority Byelaws (1984) as the same may be amended from time to time.

"Collision Regulations" means regulations for the prevention of collisions made under section 85 of the Merchant Shipping Act 1995;

"dangerous goods" means goods classified in the Merchant Shipping (Dangerous Goods and Marine Pollution) Regulations 1997 as the same may be amended from time to time;

"hovercraft" means a vehicle which is designed to be supported when in motion wholly or partly by air expelled from the vehicle to form a cushion of which the boundaries include the ground, water or other surface beneath the vehicle;

"licensed boatman " means a person licensed under Byelaw 45 of the Dundee Port Authority (General) Byelaws 1984 pursuant to section 219(1) of the Dundee Harbour and Tay Ferries Order 1952 to operate as a boatman for the purpose of assisting with the mooring, unmooring and moving of vessels and landing persons from and putting them on board vessels within the port;

2. Carriage of VHF/RT equipment

- (a) **Carriage of radios** – All vessels having a gross tonnage of 50 tonnes or more intending to navigate in the port shall carry fixed or portable VHF/RT equipment capable of communicating with Dundee Harbour Radio
- (b) **Listening watch** Except in the case of a tug which is attending a vessel or where a vessel is securely made fast alongside a berth, all vessels having a gross tonnage of 50 tonnes or more when navigating or at anchor within the port shall maintain a VHF/RT listening watch on Channel 12 on the bridge.
- (c) **Vessels without radio** – All vessels having a gross tonnage of 50 tonnes or more not carrying VHF/RT equipment in accordance with paragraph (a) of this direction shall not navigate in the port without the permission of the harbour master.

(Note VHF Channels for Dundee Harbour Radio (Forth and Tay Navigation Service) are as follows:

Channel 12-Reporting and Primary Working
Channel 14-Secondary Working)

3. Automatic Steering

When a vessel is navigating in the Tay west of the Fairway Buoy and using automatic steering, there shall be on the bridge of such vessel a person who is capable of properly operating such steering.

4. Clearance of Outward or Shifting Vessels

This direction applies to every vessel which is berthed or anchored within the port and which proposes to navigate any part of the port whether for the purpose of departing from or shifting within the said limits

- (a) **Condition of Navigation Equipment:** Before navigating in the port, the master of every vessel shall ensure that the equipment for navigating is in order. In the case of a vessel carrying Dangerous or polluting Goods or a tanker with uncleaned tanks which last carried petroleum, gas or chemical products, the master thereof shall confirm to the Harbour Master (Dundee) or Forth and Tay Navigation Service that such equipment is in full working order before commencing navigation.

The following paragraphs (b, c & d) of this direction apply to vessels of over 50 gross tonnes.

- (b) **Notification of Departure** The master of the vessel shall inform Forth and Tay Navigation Service (Dundee Harbour Radio) of his intention to navigate at least 60 (sixty) minutes prior to the intended departure.
- (c) The master of the vessel, which proposes to commence navigating must :-
- (i) give at least ten minutes notification to Forth and Tay Navigation Service of intention to do so; and,
 - (ii) obtain a clearance from the Duty Officer of the Forth and Tay Navigation Service before the vessel commences to navigate.
- (d) **Clearance to Navigate** Clearance to navigate will cease to have effect 15 minutes after the time for which it was given. Accordingly, where a vessel obtained a clearance but has not yet started to navigate the port in time before the clearance has ceased to have effect, the master must obtain a further clearance before the vessel starts to navigate.

5. Clearance of Inward Vessels and Vessels Carrying Dangerous or Polluting Goods

This direction applies to every vessel of more than 50 gross tonnes, which proposes to enter and navigate in the Tay.

- (a) **Estimated Time of Arrival** The Master of the vessel shall advise Forth and Tay Navigation Service (01324 498584) ftna@forthports.co.uk not less than 24 hours in advance of the estimated time of arrival at the Authority's Eastern limit or anchorage; or as soon as possible after departure from the last port if less than 24 hours passage. Any adjustment to the ETA of two or more hours shall be reported in like manner.
- (b) **Vessels carrying Dangerous or Polluting Goods** Whilst also complying with the relevant Statutory Instrument No.2498, The Merchant Shipping Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995, masters of vessels carrying such cargoes including all tankers which last carried petroleum, gas or chemical products shall also provide the following information in their pre-arrival report to Forth and Tay Navigation Service
 - 1. Name of vessel.
 - 2. Summer Deadweight Tonnage.
 - 3. Country of Registry.
 - 4. Maximum Draught.
 - 5. Cargo type and UN Number.
 - 6. Last port.
 - 7. Destination port.
 - 8. ETA at Authority's Eastern limit or anchorage.
 - 9. Any defects, which may affect the safe navigation or manoeuvrability of the vessel including working condition of bowthruster if fitted.
 - 10. Confirmation that both anchors will be cleared and available for immediate use at all times when in the Firth of Tay.
 - 11. Confirmation that a pilotage passage plan has been prepared using a correct up-to-date edition of the relevant charts required for the passage (Admiralty Chart 1481 for passage to Dundee, and in addition for vessels transiting to Perth (Admiralty Chart No. 1479), and this plan will be discussed and agreed with the pilot on boarding.
- (c) **Clearance to Navigate** The master of a vessel shall:
 - 1. On reaching the Authority's Eastern Limit contact Forth and Tay Navigation Service through Dundee Harbour Radio on VHF Channel 12, advising of vessel's estimated time of arrival at the Outer or Inner Pilot Boarding Position or anchorage.

2. Supply further information as may be required by Forth and Tay Navigation service. Masters are reminded that the Forth and Tay Navigation Service may seek verbal (tape recorded) confirmation of any information previously given under subsection (b) 1-11 of this direction.
3. Obtain clearance from the Forth and Tay Navigation Service to proceed towards the Pilot boarding position(s), designated anchor area or other destination as agreed with Forth and Tay Navigation Service.

6. Reporting Points

This direction applies to every vessel having a gross tonnage of 50 tonnes or more.

Passing of Positions Whenever such a vessel is navigating within the area of jurisdiction of the Authority on the Tay, the master shall report to Dundee Harbour radio the time of passing the following positions and any special circumstances and specifically, when less than $\frac{1}{2}$ mile, visibility in cables.

West Bound Vessels

1. Passing Fairway Buoy at 56° 28.15N 002°37'W
2. Abertay West Cardinal Buoy
3. Lady Shoal
4. Approaching Newcome Buoy

In addition for vessels transiting the Road and Rail Bridges:

1. When clear west of the Tay Rail Bridge.

East Bound Vessels

For vessels transiting the Road and Rail Bridges:

1. When approaching the western limit of jurisdiction from a line constituting the western limits drawn from the mouth of the rivulet commonly called the Burnmouth of Invergowrie on the north side of the river to the place where the monastery of Balmerino was situated on the south side of the river.
2. When clear to the east of the Tay Road Bridge (West deep Buoy).

East Bound vessels departing from Dundee:

1. Lady Shoal
2. Abertay West cardinal Buoy
3. Fairway Buoy

7. Passage under the Tay Rail and Road Bridges

This direction applies to vessels intending to pass under the Tay Road and Rail Bridges.

Passing

No vessel may pass or run parallel to another under the Tay Road and Rail Bridges whether in conditions of good visibility or not.

In the event of vessels approaching the Bridges from opposite directions, the outward bound vessel shall have priority of passage and the inbound vessel shall keep clear.

Reduced visibility

In conditions where visibility is less than half a nautical mile, there will be no transit of the Road and/or Rail Bridges of vessels of 40 metres or over in length

8. Vessel Testing of Fire Suppression Chemicals

No vessel shall cause the release into the river of any fire suppression materials, which may result in the pollution of the river or cause harm to any wildlife, except in the event of emergency.

9. Bridge manning

This direction applies to every vessel having a gross tonnage of 50 tonnes or more. The master of every power driven vessel shall either be on the bridge or control position of the vessel himself or ensure that there is on the bridge or control position a member of crew who is capable of taking command of the vessel and, when a pilot is on board, is capable of understanding the pilot's directions. This direction ensures that whenever a vessel is navigating within the Tay with a pilot there are at least two people on the bridge, namely:

1. The master or a crewmember who is capable of taking command of the vessel
2. The Pilot. It is equally important that a similar level of bridge manning is maintained when the vessel is being maneuvered without a pilot such that there is on the bridge the master and another responsible person capable of obtaining assistance.

Forth and Tay Navigation Service will request information regarding bridge manning covered by this Direction and failure to comply with the requirements of this Direction could result in the withdrawal of permission for vessels to approach the Port.

10. Passage Plan

On a vessel served with an authorized pilot, the embarked pilot on arrival on board and following any action to establish the navigational safety of the ship will advise the vessel's master of his Pilotage 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 pilot shall agree the Pilotage Passage Plan for the voyage into the port and such agreement shall be reported to Forth and Tay Navigation Service. (FTNS)

On a vessel not embarking an authorised pilot, but navigating or intending to navigate within the Port (including these vessels having a valid PEC holder navigating the vessel for the passage in the port) the master and/or the PEC Holder shall prepare a Port Passage Plan in respect of the vessel's voyage and before proceeding with the voyage every vessel over 50 gross tonnes shall:

- (a) confirm to FTNS that a Port Passage Plan has been prepared and is in use;
- (b) provide the relevant details of the Port Passage Plan to FTNS

The master of a vessel which is navigating or intending to navigate in the Tay, in preparing his Port Passage Plan, shall use appropriate and properly corrected navigational charts and consider and take full account of current regulations, information and advice promulgated by Port of Dundee including:

- (a) Dundee Port Authority Byelaws
- (b) Tay General Directions
- (c) Tide Tables
- (d) Notices to Mariners
- (e) Any information provided by VTS/Dundee Harbour radio of current circumstances in the port.

11. Anchorages

The master of any vessel of more than 50 gross tonnes intending to anchor within the port shall inform Forth and Tay Navigation Service (Dundee Harbour Radio) of his intention to anchor and shall if required to do so by the Duty Officer, anchor his vessel in the anchorage as assigned or advised by the Duty Officer and shall not move from such anchorage unless clearance to do so has been given by the Duty Officer.

12. Recreational Craft

Sporting and Recreation Designated Areas for persons engaged in the launching and use of jet skis, speedboats, personal watercraft and other mechanically propelled watercraft.

Reference to Dundee Port Authority (General) Byelaws 1984, No67 (1) and (3), all persons using jet skis, speedboats, personal watercraft and other mechanically propelled watercraft within the Tay are required to comply with the assigned areas for launching and operations or operations and speed limits as advertised and displayed.

All the information below is posted at the Broughty Ferry Harbour Launching sites giving full details of water sports designated areas.

In conjunction with Dundee City Council, designated launching areas have been set up

- (a) In the vicinity of the slipway close east of Broughty Castle at Broughty Ferry Beach
 - (b) At the slip within Broughty Ferry Harbour.
- Each channel is 100 metres wide.

The area designated in (a) is as follows:

- (i) From the east end of the aforesaid slipway, a line to a red marker buoy in position $56^{\circ} 27.70'N$ $002^{\circ} 51.78'W$.
- (ii) From the west end of the aforesaid slipway, a line to a green marker buoy in position $56^{\circ} 27.72'N$ $002^{\circ} 51.94'W$, thence to a second green marker buoy in position $56^{\circ} 27.68'N$ $002^{\circ} 51.92'W$.

To the east of the slipway close east of Broughty Ferry Castle is an area up to 400 metres from shore, which is off-limits to powered craft.

Access to the slipway is at a maximum speed of 5 knots.

Between the access slipway (i) and west to the Harbour and to $002^{\circ} 53'W$ and up to 400 metres from the shoreline, there is a speed limit for all craft of a maximum of 5 knots.

A series of intermediate marker buoys define the edges of the launching channel to assist users in keeping clear of the adjacent designate swimming area to the east, and the hazardous outfall riser to the west.

Users are reminded of Dundee Port Authority (General) Byelaws 1984 Part II Navigation Section 7(1) which imposes a speed limit of a maximum of 8 knots westward of longitude $002^{\circ} 53'W$ except within the defined recreational craft areas.

Recreational users are reminded to be responsible for and ensure their own safety, all persons to wear lifejackets; use only the correct areas for their activities; comply with all relevant regulations governing the safety of life at sea, and must not endanger other water users or wildlife and must not approach, impede or interfere with vessels navigating within the shipping fairway.

Small vessels whether under power or sail which are not confined to the fairway, shall not obstruct or impede vessels, which can navigate only within the fairway. Neither shall they cross or enter the fairway except when the fairway in the vicinity is clear.

Individuals carrying out any of these activities are strongly advised to take out appropriate insurance cover in respect of any liability arising therefrom whether from any breach of Byelaws, General Directions or otherwise.

13. Registration of Commercial Craft

The Port Marine Safety Code requires Port Authorities to ensure that commercial craft are properly maintained, equipped and manned and used only for purposes, which they are capable. All commercial operators with craft, boats or small vessels working on the Tay are therefore required to register their craft with Port of Dundee on an annual basis providing the following information:

- (a) Name and address of owner/operator
- (b) Craft specifications
 - (i) Name
 - (ii) Length
 - (iii) Number and qualification/certification of crew
 - (iv) Area of operation
 - (v) Commercial activity engaged in
 - (vi) Details of any certification and any limitations and restrictions on areas of operation and numbers of persons on board.

Port of Dundee will, where deemed appropriate, conduct inspections of such craft, such inspections being based on national standards, laws, agreed code of practice, manufacturer's handbooks and other similar information.

The results of the inspections, and any restrictions on the vessels use, will be recorded and discussed with the vessels owner and operator.

Harbour tugs in possession of a towage licence issued by Port of Dundee are exempt from this General Direction.

14. Large Vessel Movements within the River Tay

In the event of Large Vessel Movements within the River a Notice will be issued advising that the River Tay Navigation Channels will be closed outwith planned movements to allow the safe navigation of a Large Tanker or Oil Rig movement. The Planned Large Vessel Movement Notice will identify the vessel, number of towing vessels the area within the River/Estuary to which the restriction applies.

All other vessels are requested and required to keep well clear (minimum 200 metres) and must not impede or endanger the planned passage.

15. Automatic Identification System (AIS) Carriage Requirement

The following applies to those commercial vessels, which regularly operate within the jurisdiction of the Port of Dundee, where the requirement to be fitted with AIS is not covered by International Regulations.

The masters of the following vessels must ensure they are fitted, as a minimum, with fully functional and transmitting AIS;

- Commercial vessels of 40m or over in length overall;
- Commercial vessels having a gross tonnage of 50 tons or more;
- Any commercial vessel carrying more than 12 passengers;
- Tugs engaged in towing or pushing

.....Group Company Secretary

24 December 2013.....Date