

Tay Pilotage Service

1 General

Ship-owners and Masters of vessels subject to compulsory pilotage must employ the services of an authorised pilot whilst navigating within that part of the Authority's area of jurisdiction as detailed in Pilotage Direction No. 3 and, in the case of passenger carrying vessels, throughout the complete area.

Failure to comply with this requirement renders the Master liable to prosecution under Section 15 of the Pilotage Act, 1987.

2 ETA's and Confirmation

It is imperative that good notice is given of the requirement for a pilot's services. To comply with the compulsory procedure an ETA must relate to the time of arrival in the normal boarding and landing location. If the pilot boat is unable to supply a pilot in the normal location due to stress of weather or other unforeseen circumstances due allowance will be made.

In the case of a vessel engaged in the short-sea trade, the time of passing the compulsory ETA will be accepted as the time of leaving the previous port of call if this is less than the time stated below in the ETA requirements.

Tay Pilot Station

Inward bound vessels requiring a pilot for the Tay should give prior notice to Forth and Tay Navigation Service (FTNS) 24 hours in advance. They should communicate their ETA, gross tonnage, maximum draft and port of destination. A compulsory ETA must be given 12 hours in advance. Anything less than the required notice of compulsory ETA could involve vessels in delay, as well as the imposition of a surcharge on pilotage dues.

Confirmation of the compulsory ETA should be given by VHF radio contact direct with the FTNS two hours before arrival.

Vessels having complied with the above then having anchored in one of the designated anchorages must give FTNS notice of requirement for the services of a pilot four hours in advance. Failure to give such notice accurate within 2 hours either side could involve vessels in delay, as well as the imposition of a surcharge on pilotage dues.

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3 Communications

Long range ETA's may be passed by e-mail or through the vessels agent. The Shore Stations and pilot boats are equipped with VHF radio but attempts to establish direct communication at extreme ranges cause much unnecessary interference. On their final approach to the boarding point, all vessels should, if possible, remain in direct contact with the pilot boat as this facilitates shipping the pilot.

4 Boarding Points

Pilot boats having a black hull and flying the pilot flag and at night exhibiting lights and signals in accordance with Rule No. 29 of the International Rules for prevention of Collisions at Sea, operate from the port to board and land pilots under normal circumstances in the following areas: -

Outer Pilot Station At a position south west of the Fairway Buoy,
56° 28.25'N, 002° 36.80 W

Inner Pilot Station
East of North Lady buoy, 56° 27.35' N, 002° 45.60' W

Adverse Weather Conditions

If the pilot boat is unable to operate in the normal location due to adverse weather conditions and other unforeseen circumstances, information on the service available may be obtained from FTNS.

ETD's and Confirmations

In the case of vessels departing the Tay it is also imperative that adequate notice is given of the requirement for a pilot's services. An ETD must relate to the time when the vessel is ready to leave her berth. The master or Agent must communicate their ETD to FTNS at the earliest possible opportunity but not later than 4 hours before the ETD. A compulsory ETD must be given two hours in advance. Anything less than the required notice of compulsory ETD could involve vessels in delay, as well as the imposition of a surcharge on pilotage dues.

5 Boarding and Landing Pilot

Mariners will appreciate the need to provide a satisfactory lee when boarding or landing a pilot and may be requested by the pilot vessel to change speed and heading to enable the operation to be carried out safely.

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