

**SHETLAND ISLANDS COUNCIL**

**SULLOM VOE HARBOUR AREA**

**GENERAL DIRECTIONS**

**MADE UNDER SECTION 38 OF THE  
ZETLAND COUNTY COUNCIL ACT, 1974**

**2001**

## Shetland Islands Council

### General Directions for Navigation 2001

Shetland Islands Council in exercise of their powers as Harbour Authority under Section 38 of the Zetland County Council Act 1974 and of all other powers enabling them in that behalf, and having carried out the consultations required by said Section, give the following General Directions to vessels in the Sullom Voe Harbour Area.

#### 1. Interpretation

(1) The definitions in the “Convention on the International Regulations for Preventing Collisions at Sea, 1979” as amended shall apply for the interpretation of these Directions.

(2) In these Directions unless the context otherwise requires:

**“The Harbour Area”** means the Sullom Area as defined in Schedule 1 to the Zetland County Council Act 1974 or any amendment thereto.

**“The Harbour Master”** means the Harbour Master appointed for the time being by the Shetland Islands Council and includes his deputies and assistants and any person having authority to so act.

**“The Owner”** when used in relation to any vessel includes any owner, part owner, charterer to whom the vessel is demised or mortgagee in possession of a vessel and any agent acting for or on behalf of any such owner, part owner, charterer or mortgagee in possession of a vessel.

**“The Master”** when used in relation to any vessel means any person having or taking the command, charge or management of the vessel for the time being.

(3) The Interpretation Act 1978 shall apply for the interpretation of these Directions as it applies for the interpretation of an Act of Parliament.

(4) These Directions shall come into operation when accepted by and signed on behalf of the Shetland Islands Council.

## 2. Use of VHF / RT Equipment

- (1) All vessels shall maintain a listening watch on the bridge when under way or at anchor within the Harbour Area. The listening watch required by this Direction shall be maintained on the frequency of 156.7 MHz (Channel 14) whilst at anchor or underway, or on such other channel as may be specified by the Harbour Master. Communication between vessel, Pilots and tugs is normally carried out on the frequency of 156.45 MHz (Channel 9). Radar information is normally passed to vessels on the frequency of 156.7 MHz (Channel 14).
- (2) All vessels having a gross tonnage of more than 50 tonnes and all fishing vessels not carrying VHF / RT equipment in accordance with paragraph (1) of this Direction shall not navigate in the Harbour Area except in accordance with a Special Direction given by the Harbour Master.

## 3. In Bound Vessels

- (1) This Direction applies at all times to every vessel, excluding vessels in transit through Yell Sound, having a gross tonnage of more than 50 tonnes which proposes to enter and navigate in the Harbour Area.
- (2) The Master of every vessel to which this Direction applies shall ensure that at least 24 hours prior to arrival at the Harbour Area or on leaving the last port, whichever is later, there is given either directly or through an Agent notice to the Harbour Master of the vessel's estimated time of arrival at the seaward limit of the Harbour Area, draught and of any circumstances which may affect the seaworthiness or manoeuvrability of the vessel; and the Master of every vessel to which this Direction applies shall
  - (a) confirm the vessel's estimated time of arrival 6 hours before arrival at the seaward limit of the Harbour Area, and thereafter notify the Harbour Master of any significant change of estimated time of arrival in excess of 30 minutes.
  - (b) on coming within VHF range of 'Sullom Voe Harbour Radio' establish VHF communications for the purpose of updating the estimated time of arrival.
  - (c) if intending to load / discharge crude oil or LPG provide a pre-arrival checklist in compliance with the pro forma listing in the "Ports Handbook" published annually by the Harbour Authority and available from the shipping agents. This checklist should be provided at least 24 hours prior to arrival or as soon as it is practical to do so.
  - (d) provide information with regard to mooring wires/ropes, winches, bits, etc., in order to pre-plan the efficient and safe mooring of the vessel and confirm that moorings will be regularly attended whilst in port.
  - (e) provide the EEC checklist for "Vessels Carrying Dangerous or Polluting Goods".

- (f) provide fire wires and pressurize the fire main.
- (g) test main engines/ propulsion systems to come astern prior to arrival.
- (h) report to the Harbour Master when passing the following reporting points as appropriate:
  - (A) Due East of Gruney Island Lighthouse.
  - (B) Due West of Muckle Holm Island light.
  - (C) Due East of Ness of Queyfirth light.
  - (D) Due West of Skaw Taing light.
  - (E) North East of Firth Voe (Mossbank) light.
- (3) If the Master is unable to give the notice required by paragraph (2) of this Direction, he shall give the required information to the Harbour Master as soon as it is practicable to do so.

#### 4. Time of Departure of Outward or Shifting Vessels

- (1) This Direction applies at all times to every vessel which has a gross tonnage of more than 50 tonnes and is berthed or anchored in the Harbour Area, and proposes to navigate in the Harbour Area for the purpose of leaving, or shifting within, the Harbour Area.
- (2) The Master of every vessel to which this Direction applies shall:
  - (a) give to the Harbour Master not less than one hour's notice of the time at which he proposes to commence navigating in the Harbour Area, and again advise the Harbour Master of the foregoing details immediately prior to the commencement of such navigation;
  - (b) report to the Harbour Master when passing the reporting points specified in Direction 3(2)(h) as appropriate; and
  - (c) advise the Harbour Master of the vessel's draught and of any circumstances which may affect the seaworthiness or manoeuvrability of the vessel.

## 5. Pilotage

- (1) All vessels, inbound or outward, required to have or requesting a Pilot shall:
  - (a) provide a pilot ladder or a combination pilot ladder and accommodation ladder meeting the requirements of the IMO and the recommendations of the International Maritime Pilots Association.
  - (b) ensure that all operations shall be in accordance with the "Guide to Helicopter / Ship Operations" as published by the International Chamber of Shipping, when it is proposed to board or land the Pilot by helicopter. In addition, all inert gas risers shall be closed whilst the helicopter is approaching and only opened after departure.
  - (c) provide the Pilot with vessel manoeuvring characteristics and any other information which may affect the navigation, handling or securing of the vessel.

## 6. Navigation of Vessels

- (1) This Direction applies at all times to every vessel having a gross tonnage of more than 50 tonnes.
- (2) The Master of every vessel to which this Direction applies shall not navigate the vessel so as to pass or overtake another vessel underway, to which this Direction applies, in that section of the deep water channel between a line joining the Northern extremity of Lamba Island and Queyfirth light and a line joining Skaw Taing and the front leading light on Gluss Isle.
- (3) The Master of every vessel to which this Direction applies shall not navigate the vessel so as to impede the safe navigation of another vessel underway in the Harbour Area to which this Direction applies.
- (4) The Master of every vessel to which this Direction applies shall obtain the sanction of the Harbour Master before navigating or anchoring or weighing anchor or mooring or un-mooring or shifting anywhere within the Harbour Area.
- (5) The minimum passing distance of vessels from the oil and gas jetties must be 150 metres.

## 7. Movement of Large Vessels

- (1) This Direction applies at all times to every vessel having a length in excess of 120 metres.
- (2) The Master of every vessel to which this Direction applies shall not navigate the vessel so as to pass or overtake another vessel underway, to which this Direction applies, when in that section of the navigable channel between a line joining Skaw Taing light and the front leading light on Gluss Isle and a line joining Scatsta Ness light and the South Eastern extremity of Fugla Ness.

## 8. Anchoring

- (1) This Direction applies at all times to every vessel having a gross tonnage of more than 50 tonnes which proposes to anchor in the Harbour Area.
- (2) The Master of every vessel to which this Direction applies shall notify the Harbour Master of the proposed position in 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 if required.
- (3) If in an emergency a vessel is obliged to anchor otherwise than in accordance with this Direction, the Master shall advise the Harbour Master as soon as practicable.
- (4) It should be noted that in general, anchoring is not permitted within the Harbour Area.

## 9. Communications

- (1) Any notice, advice and reporting required to be given to the Harbour Master by these Directions should normally be given by VHF/RT to "Sullom Voe Harbour Radio" or land line/ Imarsat telephone (01806 242344) or Telex (75142) or e-mail [portcontrol@sic.shetland.gov.uk](mailto:portcontrol@sic.shetland.gov.uk)

The foregoing General Directions were made under the Common Seal of the Shetland Islands Council on the 6<sup>th</sup> day of April, 2001