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Working Report Document (Ports)

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1.0	18/10/15	K.Duerden/S Canning/S Leitham	Initial Draft
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2.0	29/10/15	K. Duerden / M. Craigie	S. Canning second draft
3.0	25/11/15	K. Duerden / M. Craigie	Final Report

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Below are listed the harbour terminals served by Shetland Island Council Ferry services or lay-up/lay-by berths.

This document serves to give ready access knowledge of the terminals. Ports have been colour coded by island. This form is part of a series of two, the other report considering the vessels of the fleet.

No comment has been made in this document with reference to the condition and suitability of the berths. Such comments will be contained in the report of Beckett Rankine Limited.

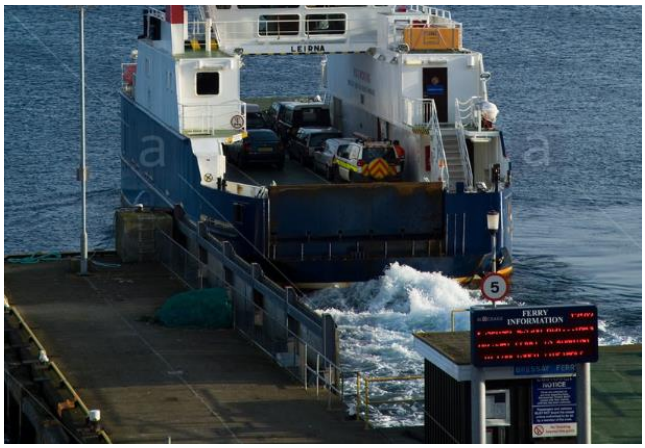
Islands/ (*Ports)*:

1. Mainland/(Lerwick*)*
2. Mainland (Walls)
3. Mainland (Toft)
4. Mainland (Laxo)
5. Mainland (Vidlin)
6. Mainland (West Burra firth)
7. Bressay (Maryfield)
8. Fair Isle (North Haven)
9. Fetlar (Hamars Ness)
10. Papa Stour (Housa Voe)
11. Grutness
12. Unst (Belmont*)*
13. Whalsay (Symbister*)*
14. Yell (Gutcher*)*
15. Yell (Ulsta*)*
16. Foula (Ham Voe)
17. Skerries (Bruray)

Standard Questions:

01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)
02 Navigational issues at each port (e.g. length of berth, water depth etc.)
03 Overnight positioning and the reasoning for this.
04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)

No.	Date 25/09/15	Report
1	Port	**Mainland (*Lerwick*)**
01	Overview	



Harbour Data

Position	60 09'20 N 001 08'33 W
Chart Reference	3272, 3271
North Coast of Scotland Pilot	Ref: 6.174 – 6.198
Berthage	Spur Jetty 38m with Link-span
Water Depth	4.2m – 7.0m
Tidal Data (estimated)	MHWS = 2.1 MHWN = 1.7 MLWS = 0.5 MLWN = 0.9
Tidal Differences	Standard Port

02	**Detail**	Lerwick harbour is a natural harbour sheltered to the east by the island of Bressay.

03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There are wind restrictions in wind conditions of Beaufort force 8+ from N to NE *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessel does not overnight at this terminal. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • Waiting room - Very basic but clean and gives shelter - adjacent to link-span in harbour authority building. • Telephone outside waiting room. • Bus service from Viking bus station opposite terminal to all parts of Mainland. • Electronic service board.

No.	Date: 25/09/15	Report
2	Port	**Mainland (*Walls*)**

01 Walls

Satellite photograph taken before port upgrade

Harbour Data

Position	60 13' N 0001 34' W
Chart Reference	3295
North Coast of Scotland Pilot	section ref 6.76 to 6.80
Berthage	150 metres (New Pier)
	24 metres (Old Pier)
Water Depth	3.0 to 7.0 metres (7.0m on outer Berth only) (New Pier)
	4.0 metres (Old Pier)

		Tidal Date (estimated) — MHWS = 2.0 MHWN = 1.5 MLWS = 0.5 MLWN = 0.8 **Tidal Differences** — Approx time of high water from Lerwick = minus 0200 Walls lies on the south side of Shetland's West Mainland, at the head of Vaila Sound and sheltered even from southerly storms by the islands of Linga and Vaila. There are well marked approaches into the harbour. The new pier opened in the spring of 2014 with quay availability of 150 m and depth of 3.0 – 7.0 m (outer berth) which is extensively used by the salmon and mussel farming industries whose sites are located close by. **<u>Services Available</u>** • Services available at Walls are water, supplies from the local shop and truck access to Scalloway and Lerwick. • Major town services and fish markets are 24 miles away by road.
02	**Detail**	A ferry service runs from Walls pier on the west coast of the mainland to the pier at Ham Voe on the small island of Foula. Walls has a 30 berth marina and a boating club. Fishing is limited to a few small inshore boats. In recent years aquaculture has been developed with a number of salmon farms located in nearby voes. Mussel farming has also been established on a number of sites. Walls, although a small crofting village, is the largest settlement in the area known as 'Wastlands' and acts as a small service centre for the largely scattered rural community.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessel does not normally overnight at this terminal. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* Terminal has recently upgraded. There is now: • an adequately surfaced apron; • waiting room (heated); • telephone; • bus service 6 times a day Monday to Saturday from other side of the harbour; and • there is no electronic service board.

No.	Date: 24/09/15	Report
3	Port	**Mainland (*Tofts Voe*)**

01

Harbour Data

Position	60 27'59 N 001 12'24 W
Chart Reference	3298
North Coast of Scotland Pilot	Section 6.298
Berthage	Ferry Pier 55+m
Water Depth	Min 4.2m
Tidal Date (estimated)	MHWS = 2.3 MHWN = 1.8 MLWS = 0.4 MLWN = 0.8
Tidal Differences	Approx time of high water from Lerwick = minus 0100

02 **Detail**

There is no settlement here as such, simply a waiting room and public toilets.

The old pier at Toft simply projected into the sea from the end of the road. However extensive redevelopment work has been carried out and a modern pier complex is now in place.

03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Because of the lack of a breakwater, there are difficulties berthing in NE to ESE winds of Beaufort Force 9+. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. *03 Overnight positioning and the reasoning for this.* No vessel overnights at Toft. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • Waiting room short walk from linkspan; • Bus stance - there are 7 buses a day Monday to Friday and 6 on Saturday that connect with the ferries; and • There is a telephone in the waiting room and an electronic service board .

No.	Date	Report
4	Port: 24/09/15	***Laxo* (Flugarth)**

01 Laxo

Harbour Data

Position	60 21'06 N 001 10'12 W
Chart Reference	3284
North Coast of Scotland Pilot	Section 6.226, 6.215
Berthage	Approx. 37m
Water Depth	4.0 metres
Tidal Date (estimated)	MHWS = 2.1 MHWN = 1.6 MLWS = 0.3 MLWN = 0.9
Tidal Differences	Approx time of high water from Lerwick = minus 0015

02	**Detail**	Laxo lies on the east mainland of Shetland. A roll-on roll-off car-passenger ferry with an open car deck runs from the Flugarth Terminal to Symbister on the Island of Whalsay, to the east of the mainland.

03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* The berth has to be approached with caution due to the supposed weak construction of the jetty. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. However the Master reported that due to certain design and manoeuvrability issues with Linga, ship handling can be difficult. *03 Overnight positioning and the reasoning for this.* Vessels would only berth overnight at Laxo if broken down/disabled or having maintenance carried out requiring mainland contractors. In this case, they would be crewed. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (heated); • bus service; • telephone in waiting room; and • electronic service board.

No.	Date	Report
5	Port: 24/09/15	**Mainland (*Vidlin*)**

01 Overview

Harbour Data

Position	60 22'20 N 001 07'67 W
Chart Reference	3285
North Coast of Scotland Pilot	Section 6.227
Berthage	Approx. 37m
Water Depth	4.0 metres
Tidal Date (estimated)	MHWS = 2.1 MHWN = 1.6 MLWS = 0.3 MLWN = 0.9
Tidal Differences	Approx time of high water from Lerwick = minus 0015

02	**Detail**	Vidlin, with its pier and marina, gives good shelter in southerlies and is accessible at all states of the tide. Vidlin Voe is situated on the east coast of mainland Shetland, a narrow fjord pointing south. This has an ayre at its end, crossed by the road leading round to the east side of the Voe. Vidlin's fortunes have always been closely linked to the sea, and there has been a fishing settlement here since well before 1600. Vidlin is the terminus for the ferry to Out Skerries and the relief terminal for Whalsay.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. However the Master reported that due to certain design and manoeuvrability issues with the Linga, ship handling can be difficult. *03 Overnight positioning and the reasoning for this.* Normally, no vessels overnight at Vidlin. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (not heated); • bus service not frequent and end of line. There are 3 buses a day Monday to Saturday that connect with ferries at Vidlin; • telephone in waiting room; • electronic service board; and • there are problems with vehicular access to the Vidlin terminal due to the single track road past the school. The marshalling area is severely restricted, especially on days when both the Skerries and Whalsay services are running from Vidlin. All vehicles have to turn and reverse on/off the Skerries ferry.

No.	Date: 25/09/15	Report
6	Port	**Mainland (West Burrafirth)**

01 **Overview**

Harbour Data

Position	60 17' N 01 32' W
Chart Reference	3299
North Coast of Scotland Pilot	section ref 6.47
Berthage	100 metres
Water Depth	5.0 to 2.5 metres
Tidal Date (estimated)	MHWS = 2.2 MHWN = 1.7 MLWS = 0.6 MLWN = 1.0
Tidal Differences	Approx time of high water from Lerwick = minus 0155

		<u>Services Available</u> • Water and stores are available at West Burrafirth, with truck access to Scalloway and Lerwick. • Major town services and fishmarkets are 30 miles by road.
02	**Detail**	A passenger ferry service runs between West Burrafirth on the west coast of Mainland Shetland and Housa Voe on the small island of Papa Stour to the west. West Burrafirth is the overnight berth for the West Burrafirth / Papa Stour ferry.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessel overnights at this terminal. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room; • a "Dial a Ride" bus service runs to/from Lerwick / Bixter and connects with the ferry on Wednesday, Friday and Saturday; • A scheduled bus service from Lerwick connects on Saturdays; and • No electronic board.

No.	Date: 25/09/15	Report
7	Port	**Bressay (Maryfield)**
01	Overview	

Harbour Data

Position	60 09'24N 001 07'21 W
Chart Reference	3271
North Coast of Scotland Pilot	Section 6.158
Berthage	Approx 36m
Water Depth	
Tidal Date (estimated)	MHWS = 2.1 MHWN = 1.7 MLWS = 0.5 MLWN = 0.9
Tidal Differences	As per Lerwick

02	**Detail**	The ferry arrives on Bressay near the 19th century house and old pier at Maryfield. In 1975 the small boat that provided a goods and passenger service to the island was replaced by the larger roll-on roll-off ferry, allowing passengers and vehicles to be easily transported across to Lerwick. In 1992, this vessel was replaced by the present large ferry (Leirna) to accommodate the needs of the population. There is a frequent daily service to Lerwick. Sailings continue into the late evening with later ferries operating on Fridays and Saturdays. The crossing takes about seven minutes. Bressay is the overnight berth for the Lerwick / Bressay Ferry.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any normal berthing issues with this terminal apart from restrictions in berthing in SSW to NNW winds of Beaufort force 8+ *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any navigational issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessel overnights at this terminal. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room adjacent to linkspan; • telephone in waiting room; • very limited bus service (once a week around island to Supermarket in Lerwick); and • electronic service board.

No.	Date: Not visited.	Report
8	Port	**Fair Isle (North Haven)**
01	Overview	

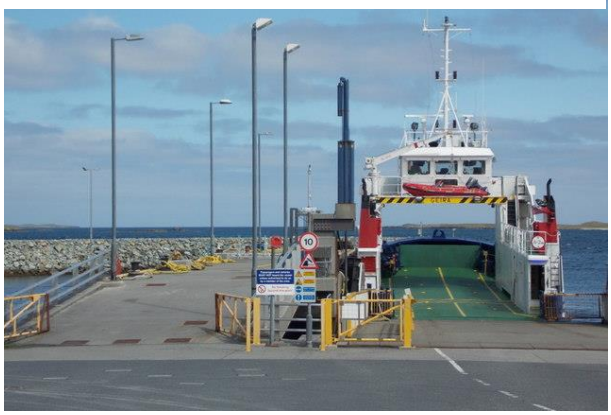
Harbour Data

Position	59 32' N 01 36' W
Chart Reference	3299, 1119
North Coast of Scotland Pilot	section ref 2.23 to 2.31
Berthage	80 metres
Water Depth	3.58 metres chart datum(consult chart for channel depth)
Tidal Date (estimated)	MHWS = 2.2 MHWN = 1.7 MLWS = 0.6 MLWN = 1.0
Tidal Differences	Approx time of high water from Lerwick = minus 0010

		<u>Services Available</u> • Water and stores are available in Fair Isle. • An air and ferry service also operates between the island and the Shetland Mainland.
02	**Detail**	Only in the late 20th century did the island acquire a safe summer harbour, at North Haven. Despite the building of a breakwater and new pier, the exposed situation means that the ferry has to be hauled out of the water on a cradle between trips, except in very fair weather. The 2½ hour trip from Grutness, near Sumburgh, is an adventure in itself. The crossing between Fair Isle and Shetland Mainland is a challenging twenty four miles of fast flowing tidal water which requires to be navigated with exceptional local knowledge of the tide. On 24 May 1986 the specially built vessel *Good Shepherd IV* entered service. She is a small cargo ship based on the design of an 18m LOA trawler. The older *Good Shepherd III* which this vessel replaced and which had been taken over by the Council was renamed Koada and was used principally on the Papa Stour service until her replacement in April 2004 by the newly refitted Filla, now renamed the Snolda. North Haven is the home port and overnight berth for the Fair Isle / Grutness Ferry
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Not known. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* Not known. *03 Overnight positioning and the reasoning for this.* Overnights at North Haven. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* Not known.

No.	Date: Not visited	Report
9	Port	**Fetlar (Hamars Ness)**
01	**Overview**	

A substantial breakwater was built to the North of the berth in 2012, as can be seen to the left in the photograph below.



Harbour Data

Position	60 37'45 N 000 55'53 W
Chart Reference	3292
North Coast of Scotland Pilot	
Berthage	55m
Water Depth	Min 3.0
Tidal Date (estimated)	MHWS = 2.2 MHWN = 1.7 MLWS = 0.4 MLWN = 0.9
Tidal Differences	Approx time of high water from Lerwick = minus 0025

02	**Detail**	Hamars Ness on the fertile island of Fetlar, and is the Overnight Berth for one of the Bluemull Sound ferries
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any berthing issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessel overnights at this port. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (heated); • limited bus service of 1 bus, 4 times a day Monday to Saturday only around island. The service runs as a "Dial a Ride" operation that connects with the ferries; • telephone; and • electronic service board.

No.	Date:25/09/15	Report
10	Port	**Papa Stour (Housa Voe)**
01	**Overview**	

Harbour Data

Position	60 19'53 N 001 40'17 W
Chart Reference	3299, 3281
North Coast of Scotland Pilot	Section 6.106
Berthage	36m
Water Depth	Dredged to 4.25m
Tidal Date (estimated)	MHWS = 2.2 MHWN = 1.7 MLWS = 0.6 MLWN = 1.0
Tidal Differences	Approx time of high water from Lerwick = minus 0150

01		Housa Voe is the ferry terminal for the island of Paper Stour. The ferry runs from West Burrafirth on the mainland.

02	**Detail**	Papa Stour and Skerries are the only Outer Isles with Ro-Ro facilities.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal apart from weather related difficulties in berthing in high winds. *02 Navigational issues at each port (e.g. length of berth, water depth etc.* Shallow water approach makes for a tight turn into the berth. This is particularly tricky in bad weather. *03 Overnight positioning and the reasoning for this.* Overnights at West Burrafirth. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (not heated); • telephone; • no bus stop; • no electronic board; and • poor signage to harbour.

No.	Date: 25/09/15	Report
11	Port	**Grutness**
01	Overview	

Harbour Data

Position	60 41'N 000 50'W
Chart Reference	3283
North Coast of Scotland Pilot	Section 6.154
Berthage	2.7m
Water Depth	2.1 min
Tidal Date (estimated)	MHWS = 1.8 MHWN = 1.4 MLWS = 0.4 MLWN = 0.8
Tidal Differences	Approx time of high water from Lerwick = minus 0007

02	**Detail**	Grutness Voe is situated on the south mainland of Shetland between the airport and Sumburgh Head. The geography of the area is an extremely complex series of deeply indented bays, cliffs, beaches and settlements. The pier at Grutness is the terminus for the two or three times weekly passenger ferry to Fair Isle in summer. (Weather permitting). During winter the service is once a week.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Berthing issues with this terminal apart from weather related difficulties in berthing in high winds are the considerable problems caused by swell. The swell also causes problems when alongside. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There is an unmarked rock in the approach to the terminal. *03 Overnight positioning and the reasoning for this.* Vessel normally overnights on Fair Isle. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (heated); • telephone; • frequent Bus service to Lerwick and Sumburgh Airport; and • no electronic board.

No.	Date: 24/09/15	Report
12	Port	Unst (Belmont)
01	Overview	

Harbour Data

Position	60 41'N 000 58'W
Chart Reference	3292
North Coast of Scotland Pilot	section ref 6.347
Berthage	36 metres
Water Depth	3.5 – 4.0 metres
Tidal Date (estimated)	MHWS = 2.6 MHWN = 1.9 MLWS = 0.5 MLWN = 1.0
Tidal Differences	Approx time of high water from Lerwick = minus 0135

02	**Detail**	Belmont on Unst offers a waiting room and loading ramp, but no settlement as such. Perhaps the most impressive feature is the marshalling area for vehicles waiting to board the ferry: this has been blasted out of the rock forming the hillside behind.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Strong tidal influence causes problems when berthing and unberthing. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any berthing issues with this terminal. *03 Overnight positioning and the reasoning for this.* Vessels overnight at Gutcher and Hamars Ness. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (heated); • telephone; • bus service infrequent; and • electronic service board.

No.	Date: Not visited	Report
13	Port	**Symbister (Whalsay)**
01	Overview	

Harbour Data

Position	60 21' N 01 02' W
Chart Reference	3284
North Coast of Scotland Pilot	section ref 6.229
Fisherman's Pilot N&W Scotland	Section 6.219
Berthage	450 metres
Water Depth	6.0 to 5.0 metres
Tidal Date (estimated)	MHWS = 2.1 MHWN = 1.6 MLWS = 0.3 MLWN = 0.9
Tidal Differences	Approx time of high water from Lerwick = minus 0015

Services Available

Symbister can offer water, ice, stores and fuel from bunker tank.

02	**Detail**	Apart from the ferry, Symbister in Whalsay is a good base for cruising yachts in the area. The boating club welcomes visitors and the busy fishing harbour has well-stocked shops. Symbister is the overnight berth for the Skerries and the two Whalsay – Mainland ferries.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Not known *03 Navigational issues at each port (e.g. length of berth, water depth etc.)* Not known *03 Overnight positioning and the reasoning for this.* The two Whalsay ferries and the Skerries ferry all overnight at Symbister *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (not heated); • bus shelter; • no telephone, telephone in village; and • no bus service.

No.	Date: 24/09/15	Report
14	Port	**Yell (Gutcher)**
01	**Overview**	

Harbour Data

Position	60 40' 22 N 00 59' 51W
Chart Reference	3292
North Coast of Scotland Pilot	Section 6.336
Berthage	36 metres
Water Depth	3.5m
Tidal Date (estimated)	MHWS = 2.6 MHWN = 1.9 MLWS = 0.5 MLWN = 1.0
Tidal Differences	Approx time of high water from Lerwick = minus 0145

02	**Detail**	The crossing from Gutcher on Yell to Belmont on Unst takes around 10 minutes. It is, however, part of a triangular service (the "Bluemull Sound" service) which also involves the rather longer, but less frequent, crossing to Hamars Ness on Fetlar. Gutcher is the overnight berth for one of the Gutcher/Belmont ferries.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Berthing at this terminal can be difficult in northerly wind conditions due to the shallow water to the west of the berth. The area has recently been dredged, but the bank keeps silting up, probably caused by the tidal outflow in the causeway across the mouth of the Loch of Gutcher. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There is very little water to the west of the berth, which does not help the larger vessels to berth. The berth itself is too short for the current vessels and probably needs a further dolphin installed. *03 Overnight positioning and the reasoning for this.* One vessel overnights at this berth. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room (heated); • telephone; • electronic service board; and • limited bus service.

No.	Date: 24/09/15	Report
15	Port	**Yell (Ulsta)**
01	Overview	

Harbour Data

Position	60 29' 45N 01 09' 31W
Chart Reference	3298
North Coast of Scotland Pilot	Section 6.301
Berthage	Ro Ro Ferry berth 74m
Water Depth	Min 4.6m
Tidal Date (estimated)	MHWS = 2.3 MHWN = 1.8 MLWS = 0.4 MLWN = 0.8
Tidal Differences	Approx time of high water from Lerwick = minus 0100

02	**Detail**	Ulsta is near the southern tip of the island of Yell in the North Isles. It is linked by car ferry to Toft on Mainland Shetland. Ulsta is the overnight Berth for the two Toft /Ulsta ferries.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* There do not appear to be any berthing issues with this terminal apart from weather related difficulties in berthing in high winds. There are problems for vessels berthing and unberthing at the lay-by berth in strong winds. *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There do not appear to be any berthing issues with this terminal. *03 Overnight positioning and the reasoning for this.* Both vessels on the Toft to Ulsta route overnight at this terminal. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room; • manned booking office (but tickets are not sold); • telephone; • bus service limited; and • electronic board.

No.	Date: Not visited	Report
16	Port	**Foula (Ham Voe)**
01	Overview	

<table>
<tr><td></td><td></td><td>

Harbour Data

<table>
<tr><td>Position</td><td>60 08' N 02 53' 27W</td></tr>
<tr><td>Chart Reference</td><td>3283</td></tr>
<tr><td>North Coast of Scotland Pilot</td><td>Section 6.72</td></tr>
<tr><td>Berthage</td><td>Pier and Davits</td></tr>
<tr><td>Water Depth</td><td>Dredged to 2.1 below CD</td></tr>
<tr><td>Tidal Date (estimated)</td><td>MHWS = 2.0 MHWN = 1.6
MLWS = 0.5 MLWN = 0.9</td></tr>
<tr><td>Tidal Differences</td><td>Approx time of high water from Lerwick = minus 0140</td></tr>
</table>

</td></tr>
<tr><td>02</td><td>Detail</td><td>The SIC Foula ferry "New Advance" is based in the island. Throughout the year, the ferry crosses to Walls (west coast mainland) and back on Tuesdays and Thursdays with an additional sailing on Saturdays during the summer.

Foula (Ham Voe) is the Home port and Overnight berth for the Foula / Walls Ferry.</td></tr>
<tr><td>03</td><td>Questions</td><td>

01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)

Harbour is very small and restricted, but sheltered from all quarters. Access is difficult in strong Easterly winds.

02 Navigational issues at each port (e.g. length of berth, water depth etc.)

Terminal has restricted access; vehicles have to be craned on and off. There is a problem with the harbour silting up.

03 Overnight positioning and the reasoning for this.

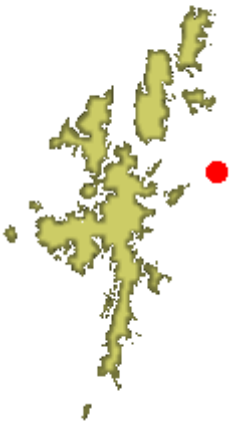
Vessel overnights in specially built davits in harbour.

04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)

Not Known

</td></tr>
</table>

No.	Date: Not visited	Report
17	Port	Skerries (Bruray)
01	Overview	



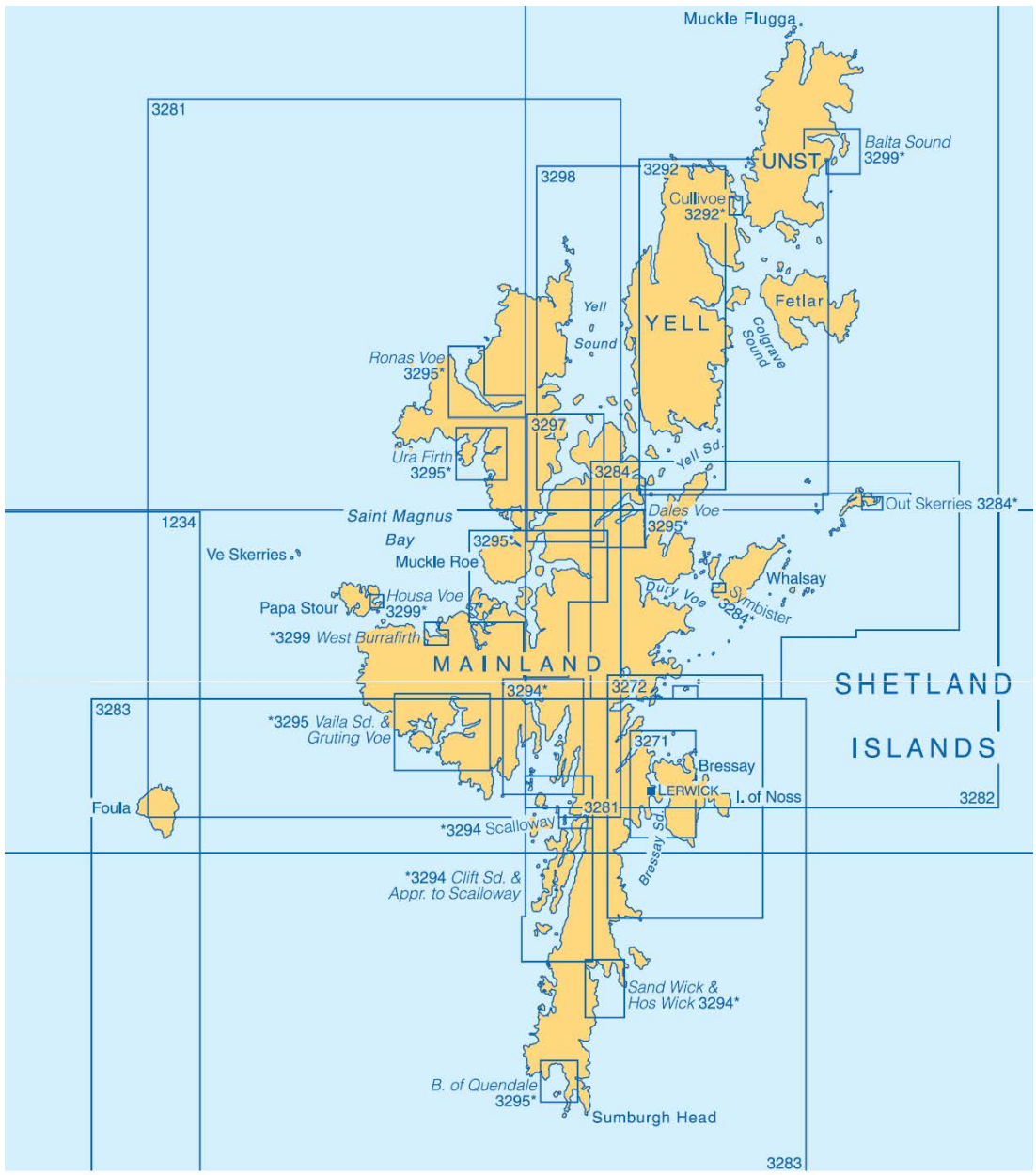
Harbour Data

Position	60 25' N 00 45' W
Chart Reference	3284
North Coast of Scotland Pilot	section ref 6.234
Berthage	45 metres
Water Depth	5.0 metres (consult chart for channel depth)
Tidal Date (estimated)	MHWS = 2.2 MHWN = 1.7 MLWS = 0.4 MLWN = 0.9
Tidal Differences	Approx time of high water from Lerwick = minus 0015

Services Available

- Water and stores are available at Out Skerries.

		• Major town services and fishmarkets are 40 miles away by road and ferry.
02	**Detail**	Out Skerries, lying twenty-four miles north-east of Lerwick, consists of three main islands — Housay and Bruray, the east and west isles joined by the present bridge in 1957, and the uninhabited island of Grunay — together with many other islets and rocks. The life of Skerries centres around the extraordinary natural harbour, protected on all sides and turning Böd Voe into a calm lagoon in even the most violent of storms. On Fridays, Saturdays, Sundays and Mondays there is a ferry service from Vidlin; on Wednesday, the ferry departs from Lerwick. Passengers and vehicles must be booked by 5pm the previous evening. If no bookings are received, the ferry will not run.
03	**Questions**	*01 Berthing issues at each port for each vessel that serves them (e.g. tides, wind directions / speed etc.)* Not Known *02 Navigational issues at each port (e.g. length of berth, water depth etc.)* There are two entrances to the harbour of the Skerries. The South entrance is too small for the current ferry MV *Filla*, despite recent blasting and additional marks. MV *Filla* uses the NE entrance but this cannot be used in strong NE winds and swell. There is a complex system of leading lights and navigation marks, but these sometimes move in adverse conditions. *03 Overnight positioning and the reasoning for this.* The ferry cannot lie in Bruray due to the short, exposed berth. The vessel overnights at Symbister. *04 Facilities at each terminal (e.g. Waiting room, bus services, telephone, electronic service board, signage etc.)* • waiting room; • telephone; and • no bus service.



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