

ABERDEEN HARBOUR PASSAGE PLAN

Passage to and from berths in Harbour should be carried out at minimum to slow speeds due to the possibility of interaction with berthed vessels. These passage plans are for guidance only and deviations from the above are liable to be made due to operational requirements existing at the time.

Masters are advised to consult the relevant section of the **Admiralty Sailing Directions, North Sea (West) Pilot NP54** and **Admiralty List of Radio Signals Vol 6 (1)**

Arrival

The call identifier for Aberdeen Harbour is "Aberdeen VTS". Participation in the VTS scheme is mandatory for all Vessels operating in the VTS area and operate on VHF Ch 12. Vessels should give 1hrs notice to Aberdeen VTS with deepest draught and any known deficiencies to ships equipment and request for a pilot if required. After this the following reporting points are as follows:

- Reporting Point "India", 3 miles from the Fairway Buoy to request permission to enter the VTS control area.
- Reporting point "Bravo" in the vicinity of the fairway buoy or as instructed by VTS.

Prior to entering, the vessel should receive traffic clearance from VTS. In addition she should have both anchors ready for use and fenders prepared for deployment if required. Fendering is not provided on any berth with exception of Matthews. Aberdeen VTS or the Pilot will inform the vessel of places to swing and the requested side alongside. Tug(s) if required will be secured prior to entry. The tidal current across the entrance is Southerly during the flood tide and Northerly for the ebb, see "tide and current plan".

Vessels must maintain 1m UKC at all times when transiting the navigation channel. Before an approach can be made, the Vessel must have received Traffic Clearance from VTS

Approach to the entrance is made in transit of the leading lights at 237° True, Masters are advised to make allowance for the prevailing conditions. Approach speed should be in accordance with Rule 6 of COLREGS, taking into account set and drift, steerage and power redundancy. The speed limit inside the Harbour is 5kts. The traffic control lights will be red on the VTS tower and the leading lights to signify that the channel is closed to outbound traffic.

In restricted visibility VTS will provide an assessment of the visibility to the Vessel. PI's should be set up as follows 0.06' on the North Breakwater, and 0.05' on the South Breakwater; both are shown on the chartlet of the Navigation Channel.

Masters should be aware of the possibility of being set to the North by the River, as shown on the "tide and current plan".

Vessels should remain afloat whilst alongside and have a minimum of 0.5m under keel clearance when shifting from berth to berth within the Harbour, or in line with company requirements.

Departure

Vessels planning to depart should contact Aberdeen VTS 1hr prior to their planned departure time on VHF Channel 12, and a pilot if required should be requested. Tug(s) if required should be arranged through the agent. Permission is to be obtained from

ABERDEEN HARBOUR PASSAGE PLAN

Aberdeen VTS before letting go any mooring lines, and traffic clearance before moving off the berth.

Traffic control light signal displayed at the VTS Centre will be green which signifies the Navigation Channel is closed to inward movements.

Outward navigation is similar to inward navigation except from the River Dee. Single screw vessels berthed “head up” at river berths have to be backed down and swung at bottom of the Dee or backed into the Tidal Harbour to reduce effect of the river flow. Due care must be taken during this manoeuvre allowing for the river current.

Vessels proceeding outwards from Tidal Harbour must keep a safe distance from the Pilot Jetty at Pocra, allowing for any outflow from the river, until safely in Navigation Channel. Outgoing traffic should stay mid-channel on a heading of 057° T, with the Leading Lights in transit astern and the Fairway Buoy ahead, until well clear making due allowance for tidal set and weather conditions at entrance. In adverse weather conditions Pilots may disembark inside the entrance following consultation with the Master.

Navigational Marks

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|--------------------|------------|------------|
| • Fairway Buoy | Mo (A) 5s | Racon T |
| • Girdle Ness | Fl (2) 20s | Racon G |
| • North Pier Lt | ISO.G.4s | Bell(3)12s |
| • South Pier Lt | Fl(3)R.8s | |
| • Old South Lt | Q.R | |
| • Skates Nose Lt | Q.R | |
| • Abercromby Lt | Oc.G.4s | |
| • Pilot Jetty Lt | Q.G | |
| • Telford Jetty Lt | Q.G | |

MOC lights

The lights on the MOC building indicate the status of navigation channel

Colour	Meaning
Red	No entry into the Navigation channel for vessel proceeding to Sea
Green	No entry into the Navigation channel for vessels proceeding towards the Harbour
Red and Green	No entry into the Channel for any vessel

Leading Lights

Colour	Meaning
Red	Channel safe for transiting
Green	Channel unsafe for transiting
Red and Green	No entry into the Channel for any vessel

Cut Traffic lights

ABERDEEN HARBOUR PASSAGE PLAN

Colour	Meaning
Red	No traffic clearance to transit into or out of Victoria Dock
Green	Traffic clearance to transit into or out of Victoria Dock

Traffic Clearance from Aberdeen VTS

Traffic Clearance should be obtained for the following situations:

- Entry to the harbour
- Letting go lines
- Shifting Inside the harbour
- Departing the harbour

Restrictions

- Regent 3:18m beam restriction.
- Regent 4:120m with a maximum beam of 24m this is to include fenders.
- River Dee: Vessels over 22m have a 2 m UKC requirement when passing another vessel.
- River Dee: Max LOA 100m unless authorised by Harbour Master or Marine manager.
- River Dee: Towage in the river is not permitted unless authorised by the Harbour Master or Marine Manger
- River Dee: Tankers Downstream berths may require to be cleared depending on the connections and climatic conditions.
- Matthews Ramp:24m beam restriction, this is to include any additional fenders.

Victoria Dock

Entrance to Victoria Dock is through the cut, which at its narrowest point is 42m. The official reporting point for the transition between the Tidal Harbour and the Cut is reporting point Charlie. The Denburn is a watercourse in Aberdeen which spills into the Upperdock as a drain overflow. It flows clockwise around Victoria Dock and can set vessels to the South when they enter Victoria Dock. Red and Green traffic signals are used in addition to VTS instruction to give permission to transit to and from the dock. When a green light is shown vessels may enter or leave the dock.

Petersons operate Waterloo Quay as an offshore supply base.

River Dee

Torry and Mearns are situated on the River Dee. Following periods of heavy rainfall / or thaw of snow the spate of the River Dee must be given respect regarding mooring and navigation. Vessels which are required to turn when entering or exiting the River should do so in the Turning Basin. Care is also to be taken in the Turning Basin with regard to the River and its tendency to set vessels to the North. Single Screw Vessels and Tankers are generally head up the River and backed out. The transition between the Turning Basin and the River Dee is reporting point Delta. Vessels which have a beam of greater than 22m require a 2m draught when passing other Vessels in the River.

ASCO operate Mearns quay. Petersons operate Torry 3-6.

ABERDEEN HARBOUR PASSAGE PLAN



Albert Dock

The entrance to Albert Dock is 70m. The reporting point between the Tidal Harbour and Albert Basin is reporting point Alpha.

ASCO operate Albert 1-5.

VHS Channels

Aberdeen VTS – VHF Ch 12

Aberdeen Boatmen – VHF Ch 12

ASCO Operations – VHF Ch 74

Petersons Boatmen – VHF Ch 69

Petersons Operations – VHF Ch 69

Boatmen

Peterson Boatmen – Petersons will provide Boatmen for any vessel which will be serviced by Petersons.

Harbour Boatmen – Harbour Boatmen will provide Boatmen for any other vessel.