PILOTAGE DIRECTIONS No.1

(1) COMMENCEMENT

These Pilotage Directions shall come into force with immediate effect (May 2020).

(2) SHORT TITLE

These Pilotage Directions may be cited as the Perth Harbour Pilotage Directions 2020 and are made by Perth and Kinross Council, which, under the terms of the Perth (Pilotage Powers) Order 2006. (Scottish Statutory Instrument 2006/49) became a competent harbour within the meaning of the Pilotage Act 1987. In exercising its powers under Section 7 of the Pilotage Act 1987, Perth and Kinross Council issue the following Pilotage Directions.

(3) LIMITS

The limits within which the Council shall exercise jurisdiction as harbour authority (including jurisdiction for the purposes of pilotage under Part I of the Pilotage Act 1987(5). The area which lies within a line commencing at a point on the level of high water on the east bank of the eastern arm of the River Tay at the south east corner of Perth Railway Bridge at 56°23'26.092"N 003°25'15.61"W proceeding thence in a southerly direction following the level of high water for a distance of approximately 1,448 metres or thereby to a point on the north bank of the River Tay opposite the south east corner of the area of land known as Moncrieffe Island at a position 56°22'45.16"N 003°24'45.04"W thence in an east north easterly, east south easterly and east north easterly direction following the level of high water on the north bank of the River Tay for a distance of approximately 28,162 metres or thereby to the east of the existing westernmost Dundee harbour limits on the north bank of the River Tay (56°27'.5"N 003°03'.1"W) then in a southerly direction along an imaginary straight line following the existing westernmost Dundee harbour limits to a point on the level of high water on the south bank (56°24'.78"N 003°02'.6"W) of the River Tay in a west south westerly direction following the level of high water on the south bank of the River Tay for a distance of approximately 17,058 metres or thereby to a point on the south bank of the River Tay at the junction with the south east corner of the River Earn at a position 56°21'07.12"N 003°17'51.00"W thence along an imaginary line across the mouth of the River Earn to a point on the level of high water on the south bank of the River Tay above the junction with the River Earn at a position 56°21'12.52"N 003°18'05.59"W thence in a north westerly and west south westerly direction following the level of high water on the south bank of the River Tay for a distance of approximately 8,303 metres or thereby to a point on the south bank of the River Tay opposite the southeast corner of the area of land known as Moncrieffe Island at a position 56°22'39.95"N 003°24'50.45"W and thence in a westerly and northerly direction following the level of high water along the western bank of the western arm of the River Tay for a distance of approximately 2,461metres or thereby to the north west corner of Perth Railway Bridge at a position 56°23'30.58"N 003°25'34.22"W thence in a south easterly direction following Perth Railway Bridge to the point of commencement under exception of the area of land known as Moncrieffe Island.

(4) DEFINITIONS AND INTERPRETATIONS

In these Directions, the following words have the following meanings:

a) "dangerous goods" means those goods as defined at Regulation 3 and exceeding the quantities listed at Schedule 1 of the Dangerous Goods in Harbour Areas Regulations 2016.

b) “in bulk” means any cargo which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.
c) “towing” means a tug or other vessel towing or pushing another vessel or object or vessels or objects astern, alongside or ahead.
d) "harbour" means all the waters that lie within the Statutory Harbour Limits specified in Perth Harbour Revision Order 2007 (Scottish Statutory Instrument 2007/482), as the same may be restated or amended from time to time.

(5) APPLICATION

These Pilotage Directions shall not apply to:

a) Vessels of less than 24 metres in length overall or to fishing vessels of less than 47.5 metres length overall; or
b) UK warships and other vessels in the long-term service of the Maritime and Coastguard Agency, the Northern Lighthouse Board, Marine Scotland and UK Border Force vessels engaged in performing their statutory duties or other operations in support of these statutory duties.

(6) COMPULSORY PILOTAGE

Pilotage shall be compulsory for the following vessels navigating anywhere within the harbour:

a) Vessels of 40 metres or more length;
b) Vessels carrying on board dangerous goods in bulk;
c) A vessel towing another vessel or object or combination of both where the overall length of all vessels and/or objects under tow and the tow line between them exceeds 30 metres;
d) Any vessel which in the opinion of the Harbourmaster is restricted or hampered in any way from its normal mode of operation so as to present a potential hazard to the safety of navigation within the Harbour;
e) Any vessel over 24 metres length overall carrying 12 or more passengers.

A vessel not subject to the above directions may nevertheless require a pilot in the interests of safety (for example in unusual conditions such as poor weather, reduced visibility, unfamiliarity with, or lack of knowledge of, the port).

By order of Perth and Kinross Council

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