

**SHETLAND ISLANDS COUNCIL**

**SULLOM VOE HARBOUR AREA**

**GENERAL DIRECTIONS FOR  
NAVIGATION 2021**

made under Section 38 of the Zetland County Council Act, 1974

**and**

**Pilotage Direction 2021**

made under Section 38 Of The Zetland County Council Act 1974 and Section 7  
of the Pilotage Act 1987

## **Shetland Islands Council**

### **GENERAL DIRECTIONS**

#### **Preamble, Revocation, and Commencement**

Shetland Islands Council, in exercise of its powers under Section 38 of the Zetland County Council Act 1974, and of all other powers enabling then in that behalf, and having carried out consultation required by said section: -

- (i) revokes General Directions for Navigation 2001; and
- (ii) gives the following General Directions to vessels to be known as the Sullom Voe Harbour Area General Directions for Navigation 2021. These Directions shall come into operation when accepted by and signed on behalf of the Shetland Islands Council.

#### **1. Interpretation**

- (1) The definitions in the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended shall apply for the interpretation of these Directions.
- (2) In these Directions unless the context otherwise requires –

“Fairway” means a channel, which is a regular course or track of shipping and includes any recommended track;

“Harbour Area” means the Sullom Area over which, by section 6 of, and Schedule 1 to the Shetland County Council Act 1974 (c. viii) as amended by the Sullom Voe Harbour Revision Order 1981 (SI 1981/125), Shetland Islands Council exercises jurisdiction as a harbour authority and the harbourmaster exercises powers;

“Harbour Master” means a person appointed by Shetland Islands Council to be Harbourmaster and includes the Deputies and Assistants of a person so appointed and Officers authorised to discharge the Harbourmaster’s duties

through the Sullom Voe VTS;

“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;
“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;
“Regulated Vessel”	means every vessel having a gross tonnage of more than 50 tons;
“Small Vessel”	means any vessel of less than 24 metres in length or a sailing vessel and for the purpose of this definition ‘sailing vessel’ means a vessel designed to carry sail whether as the sole or as a primary or supplementary means of propulsion; and
“Sullom Voe VTS”	means the service operated by Sullom Voe Harbour that with the authority of the Harbour Master provides information and traffic organisation services to vessels in and approaching the Harbour Area and to the Harbour Master.

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

## **2. Use of VHF Equipment**

- (1) All vessels shall inform Sullom Voe VTS when entering the Harbour Area and advise of their intentions. 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 Regulated vessels and all fishing vessels not carrying VHF 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 Regulated vessel, excluding vessels in transit through Yell Sound, 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 VTS' establish VHF communications for the purpose of updating the estimated time of arrival;
  - (c) if intending to load / discharge crude oil provide a pre-arrival checklist in a form satisfactory to the Harbour Master available from the

shipping agents or Sullom Voe VTS. This checklist should be provided at least 24 hours prior to arrival or as soon as it is practicable 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) pressurize the fire main;

(f) test main engines/ propulsion systems to come astern prior to arrival; and

(g) 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 Regulated Vessel that 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 two hours' 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) 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) The Master of a Regulated Vessel shall not navigate the vessel 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 so as to pass or overtake another Regulated Vessel underway there.
- (2) The Master of every vessel shall not navigate the vessel so as to impede the safe navigation of another vessel underway in the Harbour Area.

- (3) The Master of every Regulated Vessel shall obtain the sanction of the Harbour Master before –
- (a) navigating,
  - (b) anchoring,
  - (c) weighing anchor,
  - (d) mooring or un-mooring, or
  - (e) shifting anywhere

within the Harbour Area.

- (4) The minimum passing distance of a Regulated Vessel from the oil 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 and the South Eastern extremity of Fugla Ness.

#### **8. Anchoring**

- (1) This Direction applies at all times to every Regulated Vessel 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 to “Sullom Voe VTS” or telephone (01806 244280) or e-mail [sullomvoevts@shetland.gov.uk](mailto:sullomvoevts@shetland.gov.uk).

## **10. Small Vessels not to Obstruct Fairway**

- (1) The master of a small vessel whether under power or sail which is not confined to a fairway shall not make use of the fairway so as to cause obstruction to other vessels which can navigate only within the fairway, and shall give such vessels a clear passage and as wide a berth as safe navigation requires.

The foregoing General Directions were made under the Common Seal of the Shetland Islands Council on **31<sup>st</sup> August 2021**



## **Explanatory Note to the Sullom Voe Harbour Area General Directions for Navigation 2021**

*(This note is for the assistance of masters of vessels and does not form part of the General Direction.)*

The Harbour Area to which these General Directions have effect is –

- (a) The entire area of Yell Sound and Sullom Voe and adjacent inlets within a line commencing at Ell Wick and proceeding in a northerly direction along the line of low water mark on the west side to a point in latitude  $60^{\circ} 38' 18''$  N, longitude  $001^{\circ} 18' 18''$  W on the line of low water mark at the northern extremity of the Point of Fethaland, and from there
- (b) in an easterly direction following a straight line to a point in latitude  $60^{\circ} 38' 14''$  N, longitude  $001^{\circ} 11' 08''$  W on the line of low water mark at the northern extremity of Fogla Lee on the Island of Yell, and from there
- (c) generally in a southerly and easterly direction along the line of low water mark on the east side to a point in latitude  $60^{\circ} 29' 09''$  N, longitude  $001^{\circ} 05' 48''$  W on the line of low water mark at the south-eastern extremity of the Ness of Copister, and from there
- (d) in a southerly direction to a point in latitude  $60^{\circ} 28' 41''$  N, longitude  $001^{\circ} 05' 58''$  W on the line low water mark at the south-eastern extremity of the Island of Orfasay, and from there
- (e) in a south-westerly direction following a straight line to a point in latitude  $60^{\circ} 27' 44''$  N, longitude  $001^{\circ} 08' 22''$  W on the line of low water mark at the southern extremity of Samphrey Island, and from there
- (f) in a westerly direction following a straight line to a point in latitude  $60^{\circ} 27' 45''$  N, longitude  $001^{\circ} 10' 49''$  W at the root of Mossbank Pier and thence generally in a northerly and southerly direction following the line of low water mark to the point of commencement at Ell Wick described at (a) above.

It is the duty of the Master of a vessel to which a General Direction applies to comply with

that Direction. The giving of a General Direction or a Special Direction does not diminish, or in any other way affect, the responsibility of the Master of the vessel to which the direction is given in relation to his vessel, persons on board, its cargo, or any other person or property.

The Harbour Master has statutory powers to regulate commercial and leisure vessels within the Harbour Area and is responsible for enforcing local Byelaws and General Directions, and can issue a Special Direction to the master of any ship within his jurisdiction for the purposes of Navigational Safety or Traffic Regulation. The powers of the Harbour Master are also delegated to specifically authorised Deputies and Assistants, including Sullom Voe Vessel Traffic Service (“VTS”) Officers.

Sullom Voe VTS provides Information and Traffic Organisation Services with the authority of the Harbour Master. Failure, without good cause, to obey an instruction given by Sullom Voe VTS with the purpose of preserving marine safety, may constitute an offence.

The Master of a vessel who fails to comply with a General Direction or Special Direction shall be guilty of an offence. It shall be a defence to the master of a vessel charged with such an offence to prove that he had reasonable ground for supposing that compliance with the Direction in question would be likely to imperil his vessel, or that in the circumstances compliance was impracticable.

Nothing contained in these Directions shall relieve the Master of any vessel of the obligation to comply with the Convention on the International Regulations for Preventing Collisions at Sea 1972, (as amended).

# **Sullom Voe Harbour Pilotage Direction 2021**

## **Preamble**

This Pilotage Direction is made pursuant to Section 7 of the Pilotage Act 1987 (hereinafter referred to as “the Act”) and it will come into operation on the date approved by and signed on behalf of the Shetland Islands Council as Competent Harbour Authority.

In terms of the Act, Shetland Islands Council, constituted under the Local Government etc. (Scotland) Act 1994 and having their principal offices at the Town Hall, Lerwick (hereinafter referred to as “the Council”) are the Competent Harbour Authority for the Sullom Voe Harbour Area, as described in section 2 of this Direction.

### **1. Direction**

The Council directs that pilotage shall be compulsory for all ships navigating within the Sullom Voe Harbour Area except those specified in Section 7[3] of the Act and section 5 of this Direction.

### **2. Harbour Area**

The Sullom Voe Harbour Area is that area over which, by section 6 of, and Schedule 1 to the Shetland County Council Act 1974 (c. viii) as amended by the Sullom Voe Harbour Revision Order 1981 (SI 1981/125), Shetland Islands Council exercises jurisdiction as a harbour authority and the harbourmaster exercises powers.

### **3. Pilot Boarding Areas**

Ships arriving from sea which are compelled to take a pilot in compliance with this Direction, or otherwise require a pilot, shall take the pilot on board in the following areas:

- (a) Ships approaching the North Entrance of Sullom Voe Harbour Area may board the pilot at any point between position latitude 60° 38.3' N, longitude 001° 14.8' W with Point of Fethaland lighthouse bearing 260° T x 1.8 nautical miles. and position latitude 60° 36.0' N, longitude 001° 16.05' W with Muckle Holm light

bearing 176° T x 1.15 nautical miles.

- (b) Ships approaching the East Entrance of Sullom Voe Harbour Area may board the pilot at any point between position latitude 60° 28.5' N, longitude 000° 56.5' West with Firths Voe lighthouse bearing 260° T x 7.0 nautical miles. and position latitude 60° 28.1' N, longitude 001° 01.0' W with the Lunna Holm light bearing 224° T by 1.0 nautical miles.

#### **4. Pilot Disembarkation Areas**

Ships departing Sullom Voe and proceeding to sea compelled to take a pilot in compliance with the Direction, or otherwise require a pilot, may disembark the pilot at the following area:

- (a) Ships leaving by the north entrance of Sullom Voe Harbour Area may drop the Pilot at any point between position latitude 60° 35.1' N, longitude 001° 16.5' W with Muckle Holm light bearing 127° T by 0.39 nautical miles. and position latitude 60° 38.3' N, longitude 001° 14.8' W with Point of Fethaland lighthouse bearing 260° T by 1.8 nautical miles.
- (b) Ships leaving by the East Entrance of Sullom Voe Harbour Area may drop the Pilot at any point between position latitude 60° 28.1' N, longitude 001° 01.5' W with the Firths Voe lighthouse bearing 259° T by 4.55 nautical miles. and position latitude 60° 28.5' N, longitude 000° 56.5' W with Firths Voe lighthouse bearing 260° T by 7.0 nautical miles.

#### **5. Stress of Weather**

When, because of adverse weather and/or sea conditions, it is considered by the Harbour Master or authorised Pilot, with the agreement of the ship's Master, to be unsafe for a Pilot to board/disembark at the prescribed areas, the pilot may board/disembark at an alternative boarding/disembarkation position.

Such position for boarding must always result in the Pilot being on board before passing Muckle Holm (60° 34.8' N) when inbound from the north, and for disembarkation must be north of the Skerries of Skea (60° 33.1' N) when

outbound to the north.

Such position for boarding must always result on the pilot being on board one mile west of Lunna Holm (001° 04.7' W) when inbound from the east, and for disembarkation must be east of Fish Holm (001° 07.5' W) when outbound to the east.

In assessing and in deciding upon the point at which the Pilot shall board, the Harbour Master or the authorised Pilot shall take into account the following factors:

- (i) The vessel's draught, size, cargo and characteristics including any feature of a particular vessel's construction which may make boarding or disembarking that vessel in adverse weather conditions more difficult or dangerous;
- (ii) The prevailing and forecast sea conditions;
- (iii) The prevailing and forecast tidal conditions;
- (iv) The prevailing and forecast weather conditions.

Sullom Voe VTS to be advised of any alternative arrangements.

## **6. Exemption from Compulsory Pilotage**

Without prejudice to the generality of the foregoing, the following ships shall be exempt from compulsory pilotage within the Sullom Voe Harbour Area unless as may otherwise be directed by the Harbour Master:

- (a) All vessels that are operated and certified under the Maritime and Coastguard Agency "Workboat Code" to be in compliance with the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 1998 as amended, which do not have on board any cargo classified under the International Maritime Dangerous Goods Code (IMDG) as Class 1 explosives.
- (b) All fishing vessels and vessels primarily engaged in supply, operations or harvesting of farmed fish/farmed shellfish up to a maximum of 80m LOA unless specifically required to take a Pilot by the Harbour Master.

- (c) All tugboats operating as such exclusively within Sullom Voe Harbour Area.
- (d) All ships in transit through the Sullom Voe Harbour Area that do not pass south of a line joining the most northerly point of Gluss Isle and the most northerly point of Calback Ness.
- (e) All ships engaged in hydrographic survey work, pipe laying, trenching, inspection or similar operations unless specifically required to take a Pilot by the Harbour Master.
- (f) All ships belonging to Her Majesty.
- (g) Ferries operated by the Shetland Islands Council.
- (h) Lights buoy tenders operated by the General Lighthouse Authority.

## **7. Pilotage Exemption Certificates**

Notwithstanding section 8(1) of the Pilotage Act 1987, Shetland Islands Council as the competent harbour authority for the Sullom Voe Harbour Area may refuse to grant any pilotage exemption certificate.

## **8. Special Circumstances.**

The Harbour Master may make a deviation from these directions in special circumstances, but only following a formal marine risk assessment of the intended deviation.

- 9.** The foregoing Pilotage Direction was made under the Common Seal of the Shetland Islands Council on the **31<sup>st</sup> August 2021**

## **Explanatory Note to the Sullom Voe Harbour Pilotage Direction 2021**

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