

## **NOTICE TO MARINERS - No. 1 - 2017**

### **SAFE NAVIGATION**

The International Regulations for preventing collision at sea shall apply to all vessels navigating in the Cromarty Firth and its approaches

In the interests of safety, while navigating within port limits, mariners are advised of the following:

#### **1. Use of VHF**

Vessels over 20m in length should maintain communication with Cromarty Firth Port Radio on VHF CH11. It is recommended that vessels under 20m in length should maintain a listening watch on VHF CH11 whilst underway

#### **2. Reporting Procedures**

Vessels should report to Port Radio at the following times:

- When passing the Buss Bank buoy
- When departing the berth
- When all fast on the berth

#### **3. Compulsory Pilotage**

Pilotage is compulsory for the following vessels: (See Pilotage Direction @ [www.cfpa.co.uk](http://www.cfpa.co.uk))

- All vessels 60 metres in length or over including fishing vessels
- All vessels over 20 metres in length carrying 12 or more paying passengers
- Any vessel over 40 metres in length carrying hazardous cargo

#### **4. Navigation in the Firth**

The master shall navigate his vessel with such care and caution and at such speed and in such manner as not to endanger the lives of or cause injury to persons or damage to property and as not to interfere with the navigation, operation, manoeuvring, loading or discharging of vessels

#### **5. Anchoring in the Firth**

Anchoring should only take place in the Firth after consultation and agreement with Port of Cromarty Firth Port Manager or his Deputy

#### **6. Reporting of Defects and Incidents**

The master of any vessel, which by reason of incident or defect is in such a condition as to affect its safe navigation or to give rise to danger to other vessels or property, shall forthwith report the occurrence to the Port Manager and shall, as soon as practicable thereafter, provide the Port Manager with full details in writing

#### **7. Special Operations**

Semi submersible / Jack up Offshore Drilling Units are liable to be moored in the port area. Anchors, pennants, buoys and ancillary floating plant is liable to be encountered anywhere up to 500m from moored drilling units. Vessels should give drilling units, where possible, a wide berth and at all times proceed with utmost caution

**Calum Slater**  
**General Manager**

1 January 2017