



**2024**

**INFORMATION FOR SHIP MASTERS,  
OWNERS AND AGENTS**



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booklet should be sent to:**

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Acting Chief Executive  
Harbour Master  
Chief Financial Officer

Mr J. E. Wallace  
Capt. E. J. J. Rattray  
Mr S. Paterson

**Terms of Business**

General Terms and Conditions governing use of  
port services, facilities and towage are provided at  
[www.peterheadport.co.uk/about/info](http://www.peterheadport.co.uk/about/info)

Payment of Ad Valorem charges on fish landings  
is due within 7 days of sale or landing.

All other charges are due within 30 days of the  
invoice date. Statutory interest may be charged on  
overdue invoices at the rate of 8% above the  
Bank of England base rate.

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## PORT OF PETERHEAD

Peterhead Bay Harbour is a deepwater natural inlet protected from the sea by two breakwaters. Within this sheltered harbour there is approximately 2.1 km of alongside berthing facilities, having minimum water depths of up to 10 metres at Chart Datum (CD) and a comprehensive range of supporting services catering for most types of marine traffic. Peterhead Harbours is one of Europe's largest fishing ports, with a comprehensive range of modern facilities to handle all aspects of the industry. The harbour also handles bulk shipments of agricultural products and a broad range of other commodities. Together, Peterhead Bay and Peterhead Harbours form the Port of Peterhead.

**Sir Albert Quay (255 metres) & East Quay (88 metres)** have a total of 343 metres of deepwater berthage of 30 metres width with a depth of 7.9 metres Chart Datum (CD). Pelagic fish landings and most general cargo activities take place here as well as fuel oil imports, quayside fabrication and mobilising oil related vessels. Sir Albert Quay is sheltered from swell and has never been closed due to adverse sea conditions.

**Smith Quay** opened in 2010 provides berthing for vessels up to 160 metres length with a water depth of 10.0 metres Chart Datum (CD). The deck area is 120 metres long and a berthing dolphin is located 40 metres to the west. There is 13,000 square metres of working area within the fenced site. The quay is used for handling subsea and project cargo as well as pelagic fish and is presently operated by Norsea Group.

**Merchants Quay** operated by Norsea Group. Quay Length is 140 metres with a depth of 7.8 metres Chart Datum (CD).

In order to maintain environmental harmony, we request due consideration to the residential areas in proximity to the port with regards to operational noise levels during unsociable hours.

**ASCO** operates two purpose-built North Sea Oil service bases:

**The North Base** consists of the North Breakwater and provides two additional berths with depths of 11 metres Chart Datum (CD).

**The South Base** consists of a 486 metres quay with, depths of 6.4 metres and contains 5 berths supported by warehousing and storage space. The South Breakwater provides 3 unserviced berths with depths of 7.5 metres Chart Datum (CD).

**The Princess Royal Jetty** consists of a 173 metres long open pile jetty with depths of 6.6 metres Chart Datum (CD) and contains 2 berths supported by warehousing and storage space. ASCO Berth 2 is operated by ASCO to complement its facilities at the South Base. Berth 1 is operated by the Authority and is available for the handling of bulk and general cargoes.

Vessel agents are reminded that cargo vessels operating at the Princess Royal Jetty are still operating within the confines of the ASCO South Base perimeter.

As access to the base is restricted to authorised personnel only due to safety and security reasons, vessel agents must ensure that relevant vessel crews exit and access the base via the marked walkway on the West side of the jetty. At the end of the walkway an exit turnstile is provided adjacent to the Leisure Marina.

Vessel agents must ensure that the crew of each relevant vessel are made aware of the above controls prior to berthing and that access to all other areas of the base is prohibited.

The maximum LOA for cargo vessels at this berth is 90m.

**The Tanker Jetty**, which was built to import fuel oil for the nearby Peterhead Power Station, is designed to accommodate vessels of up to 40,000 tonnes deadweight with a depth of 10.5 metres Chart Datum (CD) and a length of 250 metres. It is also used for the servicing of North Sea supply vessels, diving support vessels, survey vessels, cruise vessels and other similar vessels. It may also be available for testing of subsea equipment.

**Peterhead Bay Marina** provides sheltered pontoon berthing for 150 locally based and visiting leisure craft of up to 23 metres in length depending on draft. Fresh water and electricity are available at most berths. Shower, toilet, laundry and wifi facilities are provided on site. Fuel oil and gas is available by arrangement with the marina manager.

**West Quay Jetty** is 85 metres in length on the West side and 60 metres on the East side, and is operated by PPA.

**South Harbour** Comprises 350 metres of working quay. Depth alongside quay 3.2 metres Chart Datum (CD). The maximum length which can be accommodated is 80 metres overall.

The Channel through to the North Harbour is 6.5m Chart Datum (CD).

The Control Tower and Harbour Office are located on the West Pier at the South Harbour entrance.

**North Harbour/Alexandra Basin** This is entered from the South Harbour, through a cut (known as the Junction Canal), which is spanned by a lifting bridge (Queenie Brig). MinWidth L.W. 16.52m.

**Peterhead Fish Market** is a 10,000 box capacity, temperature-controlled fish market that is manned 24 hours a day, 7 days a week.

The Fish Market is operated in accordance with the highest level of food standards and holds accreditation from the BRCGS Global Standards, MSC Marine Stewardship Council.

Peterhead Fish Market facilitates the shout auction sale of fresh fish each week day at 0700hrs. Fresh Fish can be landed onto Peterhead Fish Market direct from the vessel or via road transport. Vessels can land fish onto the market for auction from 1200hrs through to 0600hrs the following morning, Sunday to Friday. Private landings of langoustine, White Fish & Scallops can also be facilitated through the Fish Market.

Fish box replenishment stowage is provided at North Birnie's Pier. There is a dry dock capable of accommodating vessels up to 57.9 metres LOA, with a beam of up to 10.67 metres. The modern Syncrolift ship repair facility with enclosed repair hall 30 metres high and an external berth accommodates vessels up to 48 metres length overall.

### **Port Henry Harbour**

The entry to this harbour is via North Harbour. The harbour comprises over 740 metres of quayage and a slipway capable of handling four fishing boats simultaneously of up to 27.4 metres keel length and 7.2 metres beam.

### **Port Henry Marina**

Providing 45 sheltered berths for small commercial fishing vessels up to 10 metres in length.

## **PORT FACILITIES AND SERVICES**

### **Anchorage**

Depth in bay is 10.5 metres Chart Datum (CD). Anchoring in the bay is permitted in emergencies only when authorised by the harbour master. Outwith the breakwaters and VTS/harbour area, masters can anchor their vessels on a position of their choice.

### **Craneage/Forklift**

Numerous mobile cranes and forklifts are available locally.

### **Weighbridges**

One weighbridge is available. Located at Merchants Quay which is not for public use.

### **Fenders**

The Authority has 2 in number 3.5 metres x 2 metres pneumatic Yokohama type fenders which can be deployed at vessels request.

### **Fresh Water**

Fresh water is available at all berths within the harbour except at the South Breakwater and berth 18 and 13. The inner fishing harbours have designated water points around the quay which are tested monthly.

### **Oil Bunkering (Marine Gas Oil)**

Fuel is available by road tanker at all berths within the harbour. Bunkering by pipeline at ASCO South Base, Berth 15 North breakwater, Smith Quay and Sir Albert Quay.

### **Border Control Post (BCP)**

Situated at the root of the Princess Royal Jetty, the BCP facilitates the import of frozen fish from outside the European Union.

## **Pilotage**

A 24-hour pilot service operates at Peterhead. Details of the service are given on pages 15-26.

## **Ship Repairs**

Most hull and engine repairs are available - either afloat or on slipway, dry dock and Syncrolift. Major engineering firms are based in or around the port. Ships' carpenters, painters, electricians and plumbers are similarly based in the harbour area as are other complementary service skills. Berthing plans must be agreed.

## **Shiplift**

The Shiplift can accommodate vessels weighing up to 2,000 tonnes and contains two berths - one outside and one in a repair hall. The hall can take vessels up to 47m LOA and 25.2m in height.

## **Slipway**

The slipway has four cradles. It is located in Port Henry Harbour and can accept ships up to 27.43 metres keel length, with a maximum beam of 7.2 metres and weight of 360 tonnes.

## **Drydock**

A drydock is located in the North Harbour and handles ships up to 57.9 metres in length, 10.67 metres beam and 4.5 metres draught.

## **Towage**

Harbour towage can be arranged through shipping agents provided sufficient notice is given. A small harbour tug (Ugie Runner-9t bollard pull) is available on request. Additionally a small harbour workboat is also available to assist berthing. The pilot vessel 'Blue Toon' has pushing capability.

Towing is by request of Master or Owner and covered by the ship's insurance. Vessels being towed dead ship will have extra staff costs.

## **Vessel Traffic Services**

A vessel traffic advisory service is provided on a 24-hour basis and radar monitoring and recording of ship movements is carried out. Vessels should establish contact on VHF Channel 14, call sign "Peterhead Harbour", prior to entering, leaving or manoeuvring within harbour limits (for harbour limits see page 18). A listening watch is maintained on VHF Channels 16 and 14. VHF Channels 9 and 11 are port operation channels. VHF Channel 10 is used for Emergency and Oil Pollution Control only. All VHF and telephone transmissions are recorded.

## **Weather Forecasts**

An up-to-date local weather forecast can be obtained by calling Vessel Traffic Services on VHF Channel 14.

## **Ice Factory**

There is an ice factory located within the Inner Harbour.



# PETERHEAD PORT AUTHORITY

## Tables of Dues to be Levied at the Port of Peterhead

### From 1 January 2024

### VESSEL DUES

#### 1. GENERAL

- 1.1 Vessel dues shall be charged for any vessel entering the Port of Peterhead (the limits of which are described in page 18 below and is hereafter referred to as “the Port Area”) except in the following circumstances:-
- (a) when the entry to the Port Area is for navigation only;
  - (b) when the entry to the Port Area is for pilot boarding but due to adverse weather conditions, the pilot is unable to board and the vessel departs the Port Area; or
  - (c) if the vessel is required to depart the Port Area by the Harbour Master for operational or safety reasons, no vessel dues shall be charged on the subsequent re-entry to the Port Area (note: in this situation, charges for pilotage, linesmen and mooring boats will continue to apply at the appropriate rate).
- 1.2 Each vessel entering the Port Area will be categorised as a fishing vessel, a commercial vessel or a yacht/pleasure vessel, and vessel dues shall be charged accordingly at the rates set out in section 2 below.
- 1.3 For the purpose of calculating vessel dues, upon request by the Harbour Master, the Master of the vessel shall exhibit the vessel's ITC69 Certificate and/or registration documents. Any vessel not having an ITC 69 Certificate will be charged on a Gross Tonnage or Overall Length (metres), as applicable, determined by the Harbour Master with reference to the vessel's registered or other characteristics.

### SCHEDULE OF VESSEL CHARGES

#### 2.1 Fishing Vessels

- 2.1.1 Composition Dues — Annual (over 15 landings and £75,000 value)
- |  |                                  |           |
|--|----------------------------------|-----------|
| up to 15m l.o.a.   | excluding Laid Up Dues per annum | £240.00   |
| over 15m up to 30m l.o.a.                                      | excluding Laid Up Dues per annum | £350.00   |
| over 30m   | excluding Laid Up Dues per annum | £470.00   |
| <u>Pelagic Vessels, Annual (over £3.5m landings per annum)</u> |                                  |           |
| all sizes  | excluding Laid Up Dues per annum | £1,850.00 |
- 2.1.2 Entry Dues — per entry (No composition dues) Max. 7 Days
- |  |                 |         |
|--|-----------------|---------|
| Up to 15m l.o.a.                                       |                 | £60.00  |
| Over 15m up to 30m l.o.a.                              |                 | £100.00 |
| Over 30m l.o.a.  | per gross tonne | £0.70   |
| Pelagic Vessels  | per gross tonne | £0.70   |
| The maximum charge for Entry Dues when landing fish is |                 | £470.00 |
- 2.1.3 Laid-up Dues — Laid-up dues are charged per week or part thereof.
- |  |                         |         |
|--|-------------------------|---------|
| under 30m l.o.a.   | per metre               | £3.75   |
|  | Minimum charge per week | £60.00  |
| over 30m l.o.a.  | per metre               | £7.25   |
| Up to 7 days free of charge immediately following a fish landing |                         |         |
| Pelagic Vessels: Comp dues                                       |                         | £315.00 |
| Other  | per gross tonne         | £0.70   |
| Hulks and laid-up after first 4 weeks                            |                         | £400.00 |

- 2.1.4 Port Henry Marina  
 Rate per annum per square metre occupied (min 15 square metres) £30.00  
 This rate will be effective from 1st April 2024  
 Vessels engaged in commercial activity are required to submit quarterly landing declarations and will be charged ad-valorem dues on the value landed

- 1.2 Commercial Vessels** **PER ENTRY  
PER GROSS TONNE**
- 2.2.1 All commercial vessels of any description, subject to and except as specified in 2.2.2 – 2.2.7 (inclusive) below, per 7 day period or part thereof. £0.70
- 2.2.2 Passenger and training vessels engaged on a cruise which remain in the Port Area for less than 36 hours. £0.50
- 2.2.3 Personnel transfer vessels, i.e. vessels engaged in the embarking or disembarking of personnel from or to a berth in the Port to or from a larger vessel (such larger vessels are hereafter referred to as “Parent Vessels”), subject to 2.2.7 below. £0.70
- 2.2.4 Vessels (which shall include Parent Vessels) which enter the Port Area but which do not occupy a berth and do not remain in the Port Area for a period exceeding 4 hours. £0.50
- 2.2.5 Vessels of an unusual nature, e.g. drilling rigs, barges etc. by arrangement
- 2.2.6 Minimum vessel dues for any commercial vessel, subject to 2.2.7 below. £60.00
- 2.2.7 Minimum vessel dues for a personnel transfer vessel (except that the amount of these minimum vessel dues shall be reduced, but to not less than the amount in 2.2.6 above, by the aggregate amount, in relation to the same entry, of any vessel dues charged for the Parent Vessel and any passenger dues). £1,000.00

- 2.3 Yachts & Pleasure Craft** **PER METRE OR  
PART THEREOF**
- 2.3.1. Annual Dues at Peterhead Bay Marina (1 April -31 March) £126.00 + VAT  
 minimum charge based on 6 metres length
- 2.3.2. Winter Storage (1 October - 31 March)
- |                         |              |
|-------------------------|--------------|
| Afloat                  | £53.00 + VAT |
| Ashore in boat compound |              |
| - berth holders         | £31.00 + VAT |
| - others                | £60.00 + VAT |
- 2.3.3. Visiting rates
- |   |        |
|---|--------|
| Night: up to 6 metres loa (including VAT) | £17.00 |
| Charge per extra metre per night          | £1.00  |
| Week: 7 days for the price of 5           |        |

There will be a supplement of 100% of the above charges for vessels engaged in commercial activity.

## CARGO DUES 2024

### CONDITIONS

1. Dues shall be chargeable on the gross weight in accordance with the following rates on goods, both on import and export.
2. Trans-shipped cargoes will be charged at half-rate on each vessel.
3. Containers will be charged on gross weight with the category of cargo they are declared to contain. The carriage of empty containers constitutes a commercial transaction and the appropriate rate in respect of these will apply.
4. All goods loaded or discharged in the Port of Peterhead not conforming to any specification in the Schedule shall be liable to a charge nearest in description and value to such unspecified goods as determined by the Authority.
5. The Authority may at its discretion substitute the measure of 40 cu feet (1.132 cu metres) for the tonne unit.
6. A discount on the rate of cargo dues may be offered by the Authority depending on the volume or nature of the consignment.
7. A manifest detailing items loaded and discharged by a vessel must be provided within 3 days of the vessel's departure.

### SCHEDULE OF GOODS CHARGES

|   |   |                  |
|---|---|------------------|
| 1 | <u>All Fish - per £ ad valorem</u>  |                  |
|   | Fresh or frozen, direct from sea  | £0.025           |
|   | Private Landings  | £0.025           |
|   | Consigned inwards (+ vat)   | £0.020           |
|   | Frozen Imports  | £0.025           |
|   | Fish Meal   | £0.025           |
|   |   |                  |
|   |   | <b>PER TONNE</b> |
| 2 | <b>MATERIALS AND EQUIPMENT</b>  | £4.15            |
|   | Materials or equipment carried for use in the energy industry and manufactured items whether loose, packaged or containerised. For any materials or equipment over 50 tonnes, the appropriate Heavy Lift charge will apply in place of this charge whether the item is carried, installed or otherwise. |                  |
| 3 | <b>IMPORTED NEW STEEL PIPE IN BULK</b>  | £1.90            |
| 4 | <b>CHEMICALS</b>  | £2.05            |
|   | Bentonite, barytes, mixed mud, bagged cement, mixed cement, acids, alkalis, sulphates, phosphates etc.  |                  |
| 5 | <b>OILS</b>   | £2.20            |
|   | Fuel Oils, Diesel, Lube and other liquid hydro-carbon products  |                  |

## **FUELLING OF VESSELS**

There will be no cargo dues payable for bunkers taken by vessels where such bunkers have been imported through the Port of Peterhead have attracted dues on import at the full published rate, and have at all times remained within the limits of the Port of Peterhead. In all other cases the appropriate charge under section 5 of the Goods Charges will be levied, including when fuel is carried as cargo.

### **6 BASIC MATERIALS**

|   |       |
|---|-------|
| (a) Stone, sand, aggregate, gravel, salt, peat, coal, fertilizer                  | £1.01 |
| (b) Grain, animal feedstuffs, potatoes, lumber, dunnage, chocks, bulk scrap steel | £1.20 |
| (c) Paper, plasterboard, pulp, ores, scrap, pitch, asphalt, bitumen, mastic       | £1.97 |
| (d) Fresh Water, as cargo   | £0.29 |
| (e) Empty containers - each   | £2.50 |

### **7 FROZEN FISH - Export** £3.42

### **8 PASSENGERS**

|   |       |
|---|-------|
| For each person not being an established member of the crew of the vessel shall be made a charge of | £2.30 |
|---|-------|

### **9 WIND TURBINES**

|   |           |
|---|-----------|
| Charge for each complete wind turbine (up to 3.0mw) | £1,600.00 |
|---|-----------|

|   |                  |
|---|------------------|
| <b>10 HEAVY LIFTS</b> The following charge will apply for any lifts | <b>PER TONNE</b> |
| over 50 tonnes weight   |                  |
| 50-99 tonnes  | £4.80            |
| 100-149 tonnes  | £9.60            |
| 150-249 tonnes  | £14.40           |
| over 250 tonnes   | £19.20           |

## SCHEDULE OF OTHER CHARGES 2024

### 1 Maintenance of Pilotage & Navigation Services

For maintenance of pilotage and navigational services on every commercial vessel over 50 Gross Tonnes

per 7 day period or part thereof **per gross tonne** £0.17  
 Maximum charge £1,700.00

A portion of the above charge is levied under the Pilotage Act 1987.

### 2 Ship Repair Facilities

|  | Slipway        | Drydock        | Covered Berth  | Syncrolift Open Berth |
|--|----------------|----------------|----------------|-----------------------|
| Removal from Water Charge per metre (L.O.A.)   |                |                |                |                       |
| includes first 12 hours of occupation          | £5.00          | £11.66         | £29.10         | £20.70                |
| Occupation Charge per metre per 12 hour period | £2.44          | £5.00          | £11.00         | £6.60                 |
| <b>Minimum Occupation Charge</b>               | <b>£300.00</b> | <b>£700.00</b> | <b>£350.00</b> | <b>£350.00</b>        |

If a booking is cancelled with less than 30 days notice, a fee of 50% of the occupation charge may be levied.

Fishing Vessels on composition dues will receive a 20% discount on the occupation charge for use of the Open Berth of the Shiplift.

No charge shall be made for Sundays provided no work is performed on that day.

Overtime - see note 2 (Page 14).

A PPA shiplift coordinator is required to be present when work on vessels at the shiplift takes place outside normal working hours. The charge for this is £26/34 per hour depending on the time and day.

Keel Pads - charge per visit £39.50

A charge is applied to cover the cost of providing keel pads for vessels at ship repair facilities

Fresh Water  
 (for washing down vessel) (as per item 9) per tonne £4.20

Water Meter readings outwith normal hours - see note 2 (Page 14)

Standard Cleaning Charge for Ship Repair Berths per visit £48.50

Waste Water contaminated only with copper treated on-site per tonne delivered £13.70

Waste Water (TBT) Disposal - cost per Contractor per cu mtr £460.00

Solid Paint Waste - cost per Contractor per drum £365.00  
 (normally 1/8th per drum per vessel)

Provision of access stairway for vessel £250.00

At ship repair facilities, all water used for washing or blasting areas coated with anti-fouling paint is collected for treatment. Where possible, water contaminated only with copper will be treated on-site at the above rate. Water collected from any vessel which is not certified free of TBT will be charged for off-site disposal.

|   |                         |        |
|---|-------------------------|--------|
| <b>Tidal Slipway - Port Henry Harbour</b> | per day or part thereof | £67.00 |
|   | + VAT where applicable  |        |

3 **Storage** on Yards owned by the Authority POA

Storage and work on quays must be authorised by Harbour Master.

4 **Weighbridge**

|                           |        |
|---------------------------|--------|
| Harbour Goods - per tonne | £0.37  |
| Others per weigh + VAT    | £34.00 |

Outwith normal hours - see Note 2 (Page 14).

5 **Towing\*** per Vessel used

|         |                          |         |
|---------|--------------------------|---------|
| Harbour | per hour or part thereof | £180.00 |
| Bay     | per hour or part thereof | £300.00 |

There will be a 50% surcharge on the above rates between 1600 hrs and 0730 hrs, at weekends and holidays.

A single vessel for towing is provided free in the Harbour and at £150.00 per hour in the Bay for Composition Dues payers during normal working hours 0730 hrs and 1600 hrs Mon-Fri. At other times an hourly rate of £270.00 in the Harbour and £300.00 in the Bay applies. When a second harbour vessel is deployed, the normal charges apply for its use.

Other fishing vessels pay the normal charge, except that the rate for Bay towing is £300.00 at any time.

Where personnel are provided onboard the vessel being towed, a charge of £160.00 will apply for each hour or part thereof.

6 **Tug Service\***

When the 'Ugie Runner' is used as a tug to assist vessels in the port, the following charges will apply:-

|   |           |
|---|-----------|
| First hour - within normal working hours  | £1,400.00 |
| each additional hour or part thereof      | £700.00   |
| First hour - outwith normal working hours | £1,750.00 |
| each additional hour or part thereof      | £875.00   |

7 **Linesmen**

|   |                              |
|---|------------------------------|
| Where Harbour personnel act as linesmen   | <b>per man</b> during normal |
| working hours (See Note 1, Page 14)       | £67.00                       |
| outwith normal working hours and holidays | £120.00                      |

\*Conditions of towage can be downloaded from [www.peterheadport.co.uk/about/info](http://www.peterheadport.co.uk/about/info)

## 8 Electricity

|                                      |       |       |
|--------------------------------------|-------|-------|
| metered supply per unit              | + VAT | £0.41 |
| fishing vessels - non-metered supply |       |       |

Charge depends on the capacity of the connection as follows

|                         |                          |       |         |
|-------------------------|--------------------------|-------|---------|
| 240V & 16A single phase | per day or part there of | + VAT | £28.00  |
| 32A 3-phase             | per day or part there of | + VAT | £85.00  |
| 64A 3-phase             | per day or part there of | + VAT | £200.00 |

Rates subject to review June 2024

## 9 Water

|  |           |         |
|--|-----------|---------|
| Metered  | per tonne | £4.20   |
| Outwith normal working hours - (see Note 1 Page 14)-additional |           | £120.00 |

|   |             |        |
|---|-------------|--------|
| Fishing Vessels self service -                                      | per arrival | £25.50 |
| This charge will be levied on only one occasion per vessel per week |             |        |

## 10 Waste Disposal (ships domestic waste)

|  |             |        |
|--|-------------|--------|
| Fishing Vessels  |             |        |
| Up to 15m  | per arrival | £30.00 |
| Over 15m up to 30m   | per arrival | £60.00 |
| Other 30m  | per arrival | £90.00 |
| <i>NB this will be levied on only one occasion per vessel per week</i> |             |        |

|  |       |         |
|--|-------|---------|
| Other Vessels  |       |         |
| - one skip for ships domestic waste per arrival  | + VAT | £145.00 |
| Additional skips - as invoiced by contractor +10% admin charge.  |       |         |
| A disposal charge will be levied for any bulky or special waste item left on the quayside such as white goods, tyres, bulk waste oil and fishing gear. |       |         |

## 11 Tanker Jetty Charges

|   |         |
|---|---------|
| a). Ad hoc use of the Tanker Jetty, e.g. demonstrating or testing equipment, exercising personnel or equipment, |         |
| per day or part thereof   | £350.00 |
| b). Office use per day or part thereof  | £42.00  |

## 12 Gangway Hire

|   |         |
|---|---------|
| a) Hire of a 6, 8 or 9 metre single width gangway |         |
| per 24 hour period                                | £50.00  |
|   | +VAT    |
| per week  | £250.00 |
|   | +VAT    |
| b) Hire of a 12 metre double width gangway        |         |
| per 24 hour period                                | £165.00 |
|   | +VAT    |
| per week  | £825.00 |
|   | +VAT    |

### 13 Fender Hire

|  |                 |
|--|-----------------|
| Hire of 2x Yokohama fenders (3.5m x 2.5m) per 24 hr period | £560.00<br>+VAT |
|--|-----------------|

The above charge includes deployment and recovery from berths in Peterhead Port.

### 14 Ice

|   |                |
|---|----------------|
| Provision of flake ice                      | per tonnes £82 |
| Rates subject to review on an ongoing basis |                |

### 15 Miscellaneous Charges

- |   |                |
|---|----------------|
| a) Bollard Test (Berth 13)  | £43.00         |
| b) Measuring warps at South Breakwater  | £34.00         |
| c) Ad hoc use of the port, eg. demonstrating or testing equipment, exercising personnel or equipment, per day or part thereof | £350.00        |
| d) Use of the drydock for testing equipment - 1st day   | £700.00        |
| Subsequent days   | £350.00        |
| e) Marine consultancy charge for special projects (per hour)  | £65.00<br>+VAT |
| f) Parking/storage of non-operational trailers on port estate (per day)   | £20.00<br>+VAT |

Note 1 - Normal working hours are between 0730 hrs and 1600 hrs, Monday to Friday excluding local and public holidays.

Note 2 - Where attendance of harbour employees is required outwith normal working hours there shall be a charge in addition to the following rates for the amount of wages and overtime paid to the employees plus 25% for such attendance.



# PILOTAGE ACT 1987

## Schedule of Pilotage Charges Peterhead Port Authority

1. The following charges will apply to all vessels entering that part of Peterhead Port which is landward of a straight line drawn between the seaward extremities of the North Breakwater and South Breakwater of Peterhead Bay Harbour (which part is hereafter referred to as the "Harbour Area") as from, 1st January, 2024.

The following scale of charges will apply to every vessel using the services of a pilot per act of pilotage

| GROSS TONNES            | PILOTAGE CHARGE |
|-------------------------|-----------------|
| Up to 5,000             | £130.00         |
| over 5,000 up to 20,000 | £210.00         |
| over 20,000             | £300.00         |

A vessel whose Master or Mate has a valid Pilotage Exemption Certificate (PEC) and does not use the services of a Peterhead Pilot, will be exempt from the charges specified above.

The charges in (1) include the cost of boarding and landing pilots.

### 2. Anchorage and Detention

- (a) When a vessel, having entered the Harbour Area, is required to anchor to await the first available tide, or is unable to berth on account of stress of weather or fog, there shall be no additional charge made for shifting the ship from the anchorage to her berth, whether the services of a pilot are employed or not within the Harbour Area.
- (b) Where a vessel proceeds from the inner harbour to anchorage to await clearance after loading or discharge, there shall be no additional charge made for shifting the ship from anchorage to sea if the services of a pilot are employed.
- (c) Vessels anchoring for any other cause shall be subject to the charges in 1 and if they subsequently employ the services of a pilot for further shifting will pay the charges again.
- (d) On every occasion when a pilot is detained for more than one hour while in attendance on a vessel, either before or after the actual pilotage services are rendered, at the request of the owner or person in charge, except where detention is caused by stress of weather, there shall be a charge of **£160** for such detention for every hour (inclusive of the first hour) or part thereof.

- (e) If a vessel's sailing is cancelled after a pilot has attended a charge of 50% of the relevant amount under 1 shall be made in addition to any detention charge incurred.
3. The foregoing rates will also be applied to foreign flag vessels on condition that they produce to the Harbour Authority an International Tonnage Convention 1969 Certificate showing the vessel's gross tonnage. Any vessel which does not have an ITC 69 Certificate shall be charged on a tonnage calculated with reference to its published dimensions at maximum rate.
4. If charges incurred are not paid within one month from the date on which they become due, interest shall be payable at the rate of 8% above the Bank of England bank rate.
5. Charge for issue of Pilotage Exemption Certificate (PEC) £425.00  
To qualify for a new PEC, the candidate must have completed 6 entries and 6 departures on the vessel within the past 12 months under supervision of a pilot. An application pack is available from the pilot and a Pilotage Examination is held after the pack has been completed and returned.
- Annual renewal £150.00  
For the annual renewal of a PEC the holder must have completed 3 arrivals and 3 departures within the previous 12 months.
6. This list supercedes all previous Schedules of Rates.

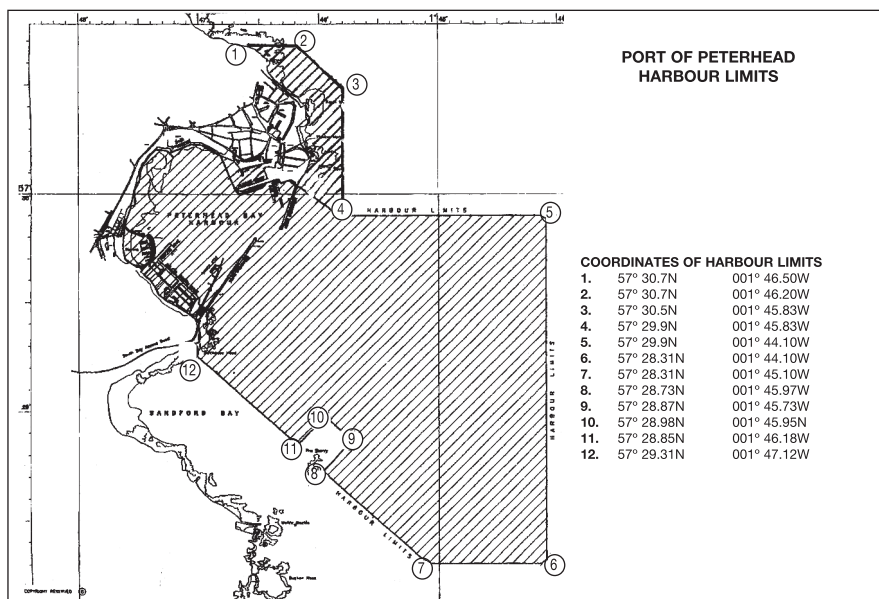
# PILOTAGE DIRECTION BY PETERHEAD PORT AUTHORITY

In exercise of the powers conferred by section 7(1) of the Pilotage Act 1987 (“**the Act**”), we Peterhead Port Authority (hereinafter referred to as “**the Authority**”) constituted by The Peterhead Port Authority Harbour (Constitution) Revision Order 2005 (“**the Order**”) and having our Principal Office at Harbour Office, West Pier, Peterhead AB42 1DW, being a competent harbour authority within the meaning of the Act, hereby make the following Pilotage Direction (“**this Direction**”):-

1. This Direction may be cited as the Peterhead Port Pilotage Direction and came into force on 1st January 2016.
2. In this Direction, the following terms shall have the following meanings:-
  - “Harbour Master”** means the Harbour Master of the Port of Peterhead or any of his authorised deputies, assistants or VTS officers.
  - “Inner Harbour”** means that part of the harbours of Peterhead, as such harbours are defined in section 3 of the Order, which is northward of a straight line drawn between the Control Tower on the West Pier and the East Quay.
  - “Peterhead Bay Harbour”** as defined in section 3 of the Order.
  - “Pilot”** means an authorised pilot, as defined in the Act.
  - “Pilotage Area”** means that part of the Port of Peterhead which is landward of a straight line drawn between the seaward extremities of the North Breakwater and the South Breakwater.
  - “Pilotage Exemption Certificate”** means a valid pilotage exemption certificate issued by the Authority under the Act.
  - “Port of Peterhead”** means the Port of Peterhead, as defined in article 12(c) of the Order.
3. Notwithstanding any other provision of this Direction, pilotage shall be compulsory within the Port of Peterhead for any vessel which in the opinion of the Harbour Master ought not to be navigated without a Pilot, having due regard to the interests of safety or the risk of pollution or where an obstruction has been caused due to the occurrence of an accident, the presence of a wreck or any similar cause.
4. Subject to any other provision of this Direction, pilotage shall be compulsory within the Pilotage Area for any vessel:-
  - (a) which has a gross tonnage (ITC69) exceeding 3,500 gross tonnes;
  - (b) which has a gross tonnage (ITC69) exceeding 200 gross tonnes and which is to enter the Inner Harbour;
  - (c) which, in the opinion of the Harbour Master, is defective, damaged or handicapped to such an extent that it ought not to be navigated without a Pilot having due regard to the interests of safety;
  - (d) carrying more than 12 passengers;
  - (e) engaged in the trade of carrying oil in bulk as a cargo within the meaning of sections 153 and 170 of the Merchant Shipping Act 1995 or any statutory modification or re-enactment thereof;

- (f) carrying more than one tonne of explosives of IMO Class 1 category; or
  - (g) carrying hazardous cargo or dangerous goods in bulk in a quantity of 100 tonnes or more.
5. Clause 4 above shall not apply to a vessel described therein:-
- (a) in the event the Master or Chief Officer onboard holds a Pilotage Exemption Certificate in respect of that vessel;
  - (b) which is less than 20 metres in length;
  - (c) which is a fishing boat with a registered length of less than 70 metres; or
  - (d) in the circumstances described in clause 6 below.
6. Pilotage shall not be compulsory for a vessel described in clause 4(a) above:-
- (a) during the period whilst the vessel is navigating within the Pilotage Area between any of ASCO South Base berths 1-8 inclusive or between any of the South Breakwater berths 10-12 inclusive or between any of the North Breakwater berths 13-15 inclusive or between any other berths designated by the Harbour Master (but for the avoidance of doubt, such navigation shall not include any crossing of Peterhead Bay Harbour); and
  - (b) such navigation without a Pilot has been authorised by the Harbour Master.
7. The boarding of an arriving vessel and the disembarking from a departing vessel by a Pilot shall take place in an area of the North Sea within 2 miles of the South Breakwater Light except that in adverse weather conditions or any other circumstances as determined by the Harbour Master, the Harbour Master may designate another area within or outwith the Pilotage Area for such boarding or disembarking.
8. Upon this Direction coming into force, all previous Pilotage Directions issued by the Authority shall cease to have effect.

**Chief Executive**  
**Peterhead Port Authority**



# PORT OF PETERHEAD

## PILOTAGE PASSAGE & MANOEUVRING PLAN

### ARRIVING VESSELS

To avoid any delay at the pilot station arriving vessels should send an ETA via their agents twelve hours before arrival. If this is not practicable the advice should be given as near to twelve hours as possible. This initial message should advise whether a pilot is required.

**First radio contact** between the ship and the port should be made on VHF Channel 14 by calling “Peterhead Harbours”, at least one hour prior to arrival at the harbour limits.

#### ***The following information should be given at this time:-***

Name of Vessel, Flag, Gross Tonnage, Length Overall and Maximum Draft.

Whether the vessel has an up-to-date copy of the Port of Peterhead Pilot Passage and Manoeuvring Plan on board.

ETA at Pilot Station.

Confirmation or otherwise that the vessel has a reasonably up-to-date large scale chart of the port and approaches.

Whether the vessel is carrying dangerous or polluting goods.

Agents Name.

**In restricted visibility** vessels should confirm that two operational radars are available.

#### ***At Pilot Boarding Area***

Vessels should make for a point two miles ESE of the South Breakwater light and stay in that position until contact with the pilot on VHF Channel 14 has been established. The exact position of boarding will be advised by the pilot and will depend on the weather conditions prevailing at the time. In conditions of poor visibility vessels should not come closer than two miles without having made contact with the pilot.

#### ***Bad Weather Conditions***

In the event that pilot boarding is considered unsafe outside the breakwaters, vessels may be allowed to embark a pilot inside the main breakwaters under the advice of the pilot, who will be on board the pilot boat. In such circumstances, the procedure must be fully discussed between the pilot and the vessel’s master prior to implementation and the pilot boat will be in full attendance in the vicinity of the proposed boarding area.

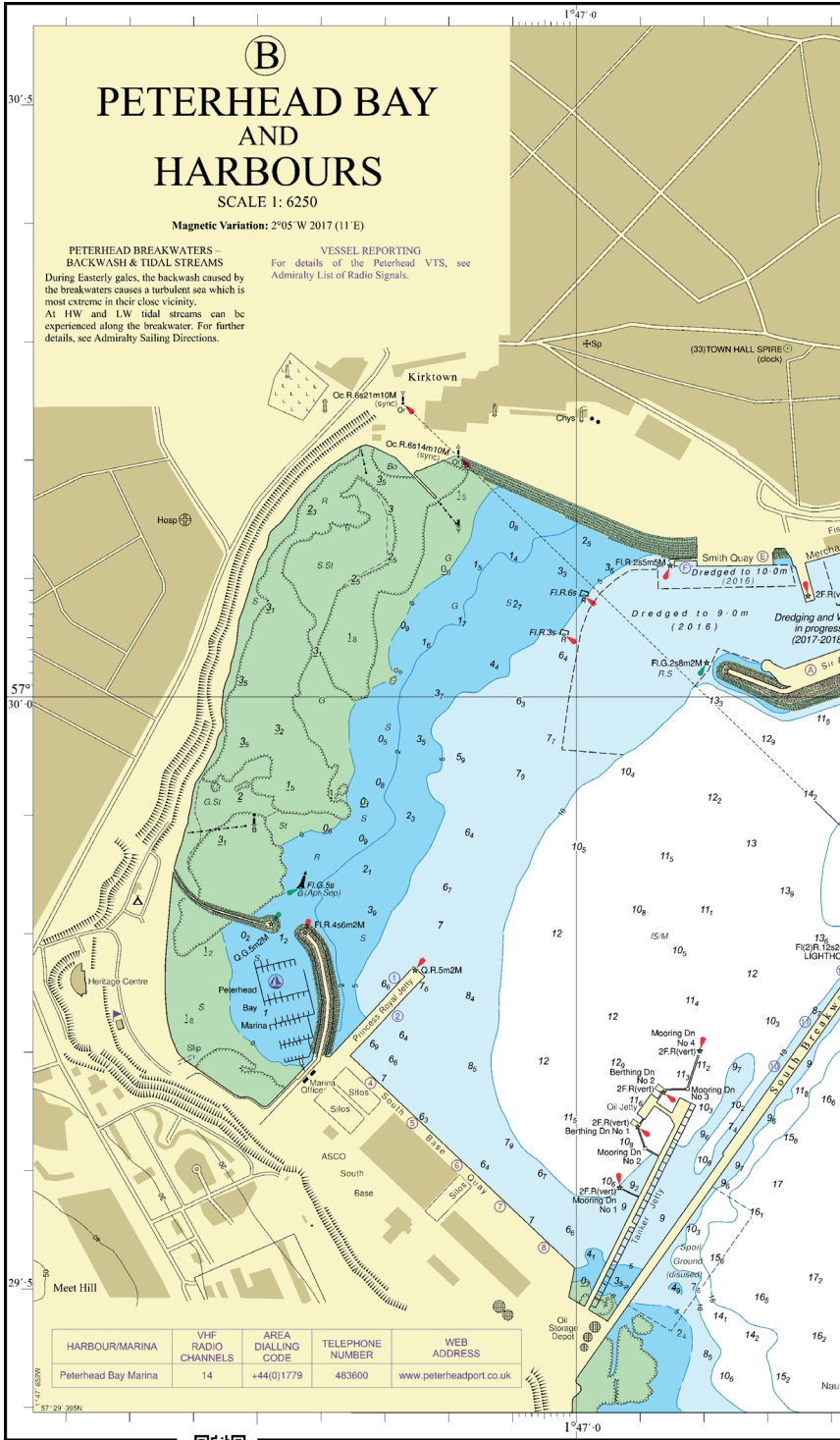
# **B** PETERHEAD BAY AND HARBOURS SCALE 1: 6250

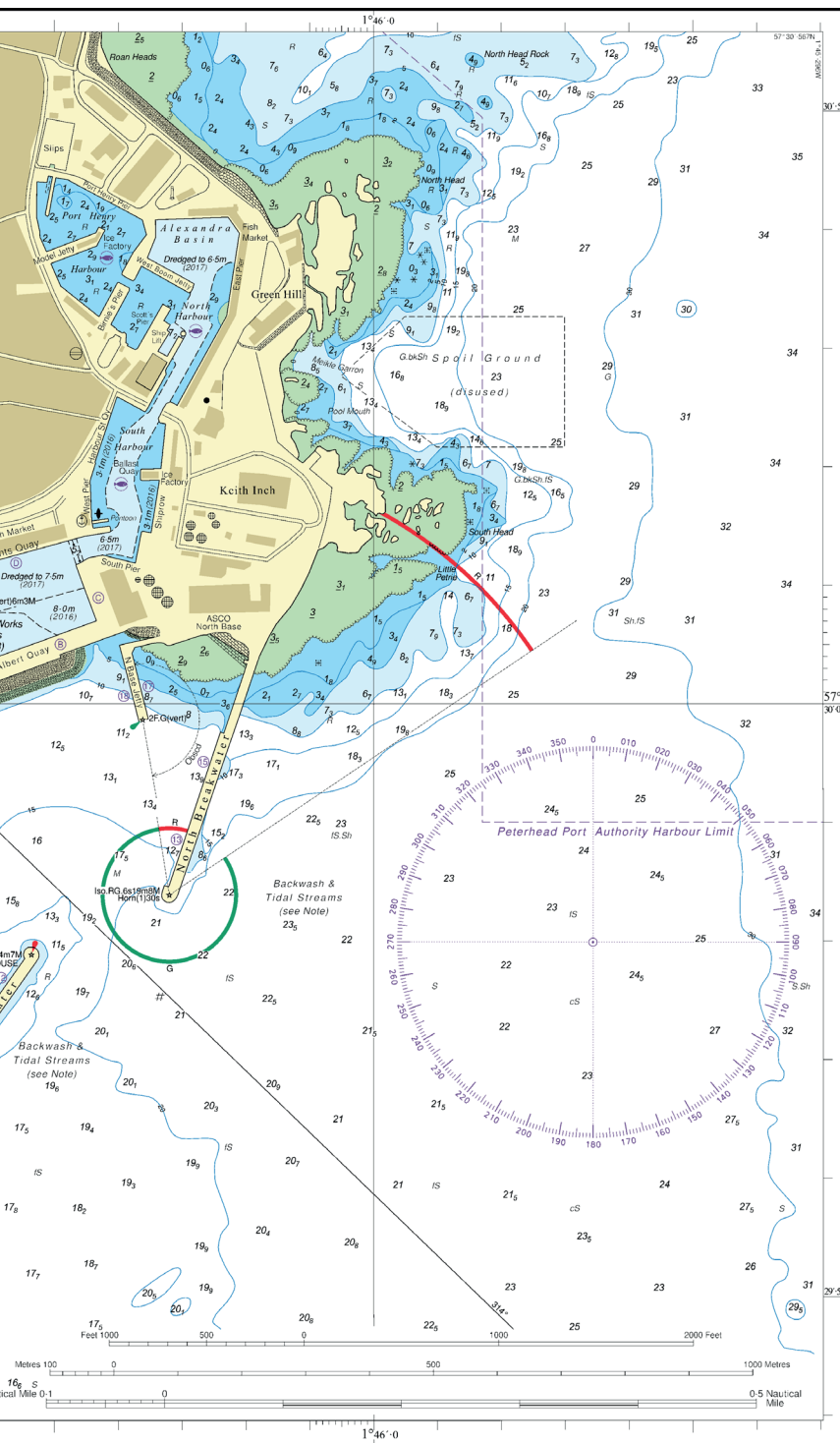
Magnetic Variation: 2°05' W 2017 (11° E)

## PETERHEAD BREAKWATERS – BACKWASH AND TIDAL STREAMS

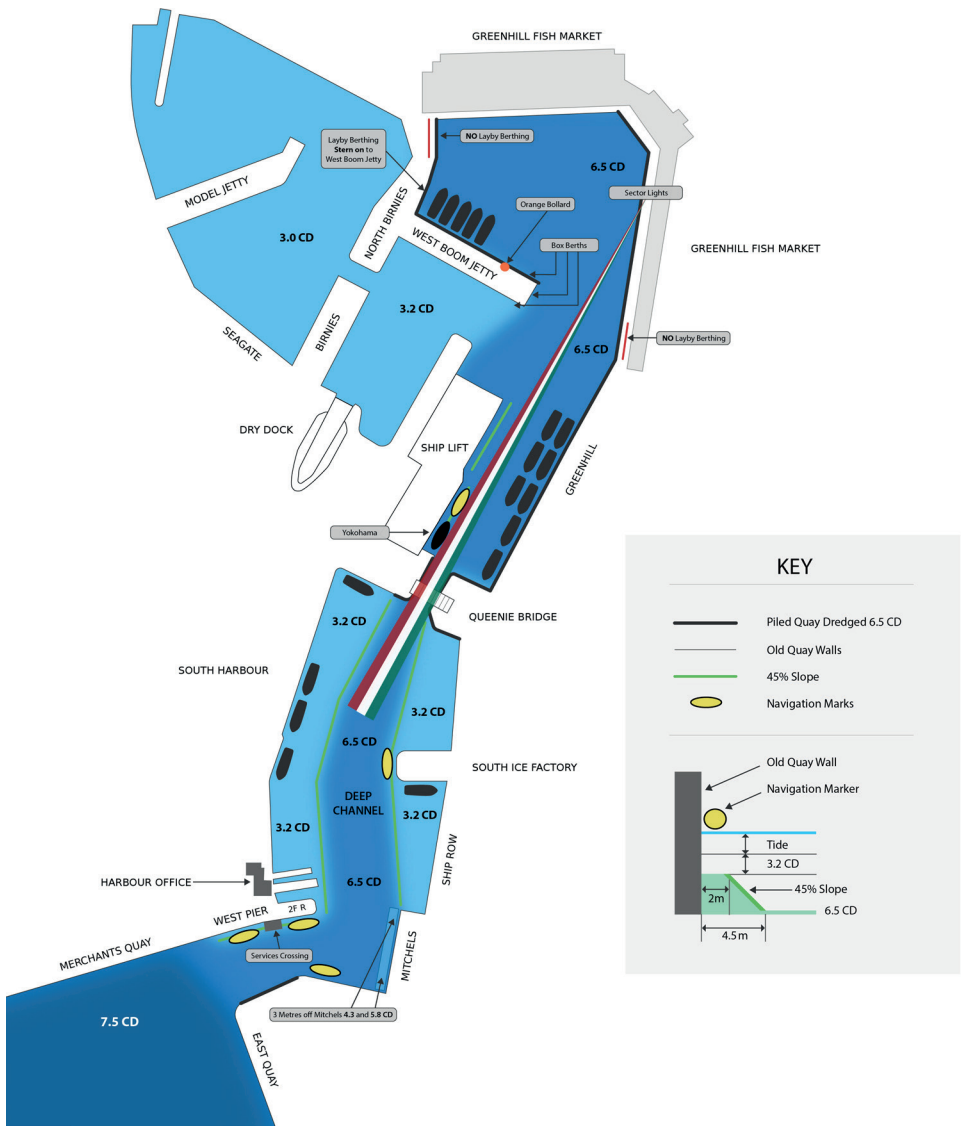
During Easterly gales, the backwash caused by the breakwaters causes a turbulent sea which is most extreme in their close vicinity.  
At HW and LW tidal streams can be experienced along the breakwater. For further details, see Admiralty Sailing Directions.

**VESSEL REPORTING**  
For details of the Peterhead VTS, see  
Admiralty List of Radio Signals.





# Peterhead Harbour Layout





| Berth Name & Nos             | Length      | Bearing            | Width | Height Quay<br>(Above Chart<br>Datum) | Least Depth (Below<br>Chart Datum)          | Fresh<br>Water | Fuel | Explosives<br>(kg) | Remarks                             |
|------------------------------|-------------|--------------------|-------|---------------------------------------|---|----------------|------|--------------------|-------------------------------------|
| <b>Princess Royal Jetty</b>  | <b>173m</b> | <b>223° - 043°</b> |       |                                       |   |                |      |                    |                                     |
| 1.                           | 95          |                    | 23m   | 6.2m                                  | 6.2(Northern 90m)                           | Yes            | Yes  | 650                | Berth 1. Cargo Vls Max LOA 90 mtrs  |
| 2.                           | 170         |                    | 23m   | 6.2m                                  | 6.6m  | Yes            | Yes  | 1,200              |                                     |
| <b>ASCO South Base</b>       | <b>486m</b> | <b>313° - 133°</b> |       |                                       |   |                |      |                    |                                     |
| 4.                           | 98          |                    | 18m   | 6.2m                                  | 6.4m  | Yes            | Yes  | 50                 |                                     |
| 5.                           | 96          |                    | 18m   | 6.2m                                  | 6.4m  | Yes            | Yes  | 50                 |                                     |
| 6.                           | 97          |                    | 18m   | 6.2m                                  | 6.4m  | Yes            | Yes  | 50                 |                                     |
| 7.                           | 94          |                    | 18m   | 6.2m                                  | 6.2m  | Yes            | Yes  | 300                | No 8 Shelves to 4.0m beyond Knuckle |
| 8.                           | 101         |                    | 18m   | 6.2m                                  | 5.9m  | Yes            | Yes  | 450                |                                     |
| <b>South Breakwater</b>      | <b>397</b>  | <b>215° - 035°</b> |       |                                       |   |                |      |                    | <b>Depths on routes not inc</b>     |
| 10.                          | 101         |                    | 17m   | 7.2m                                  | 6.4m  | No             | No   | 10,000             |                                     |
| 11.                          | 101         |                    | 17m   | 7.2m                                  | 6.9m  | No             | No   | 27,000             |                                     |
| 12.                          | 101         |                    | 17m   | 7.2m                                  | 7.5m  | No             | No   | 18,000             |                                     |
| <b>North Breakwater</b>      | <b>255</b>  | <b>199° - 019°</b> |       |                                       |   |                |      |                    | <b>6 x (3.3m x 2.0m) Yoko</b>       |
| 13.                          | 120         |                    | 14m   | 7.2m                                  | 9.5m  | No             | No   | 4,000              | Fenders 8.9m on Approach            |
| 15.                          | 120         |                    | 14m   | 7.2m                                  | 11.0m                                       | Yes            | Yes  | 3,000              | Approaches to Berth 9.8m            |
| <b>North Base Jetty</b>      | <b>100m</b> | <b>346° - 166°</b> |       |                                       |   |                |      |                    |                                     |
| 17.                          | 106m        |                    | 15m   | 7.74m                                 | 4.4m (Southern 60m)                         | Yes            | Yes  | Nil                | Berth no longer in use              |
| 18.                          | 122m        |                    | 15m   | 7.74m                                 | 5.8m (Southern 80m)                         | Yes            | Yes  | Nil                | ** 4.4m at 85m                      |
| <b>Tanker Jetty (Ldg Hd)</b> | <b>40m</b>  | <b>215° - 035°</b> |       |                                       | <b>11.1m</b>                                |                |      |                    |                                     |
| Max Size V/L 250m            | DWT         | 50,000 t           | 15m   | 7.2m                                  |   | Yes            | No   | 250                | 3 x (6.5m x 3.3m) Yoko              |
| Smith's Quay                 | 120m        | 089° - 269°        | 40m   | 6.2m                                  | 10m   | Yes            | Yes  | 50                 | Max LOA 160 metres                  |
| West Quay Jetty              | E 60m       |                    | 16m   | 6.2m                                  | 9m  | Yes            | Yes  | Nil                |                                     |
| East & West                  | W 85m       |                    |       | 6.2m                                  |   |                |      |                    |                                     |
| Merchants Quay               | 140m        |                    | 65m   | 6.2m                                  | 7.8m  | Yes            | Yes  | Nil                | 140 mtrs length from W.Quay         |
| Albert Quay                  | 255m        | 250° - 070°        |       | 6.2m                                  | 8.8m (westerly 180m)<br>7.9m (Easterly 75m) | Yes            | Yes  | 50                 |                                     |
|                              |             |                    |       |                                       |   | Yes            | Yes  | Nil                |                                     |
| East Quay                    | 88m         |                    | 15m   | 6.2m                                  |   | Yes            | Yes  | Nil                |                                     |

Minimum Depth of dredged area in Peterhead Bay 10.5mtrs

### ***After Pilot is on Board***

When the pilot has reached the bridge or agreed conning position, he will agree a **Passage and Manoeuvring plan (PMX)** with the vessel's master prior to entry to the berth. This will include but not be restricted to the following information:-

- (a) Has the vessel any machinery or equipment defects likely to impair her handling characteristics?
- (b) Are anchors cleared away and ready for use?
- (c) Are two operational radar sets fully functional?
- (d) Are there any constraints beyond normal ship handling? e.g. irregularly shaped hull forms (jack-up rigs) severe impediments, underwater protrusions etc.
- (e) Least depth of water at berth during overall operation.
- (f) Least depth of water at berth at LW.

### **TIDAL DATA**

The following important data should be discussed with the pilot:-

Time of HW and LW

Tides this passage flood/ebb at harbour entrance.

The flood tide sets south. The ebb tide sets north.

The tide across the breakwater entrance and up to three cables offshore (depending on tidal range) is usually as follows:-

**South Setting Flood** - starts approximately 0.5 hrs to 1 hr before LW Peterhead.

**North Setting Ebb** - starts approximately 1 hr to 2 hrs before HW Peterhead.

Tidal stream rates vary between one and three knots but stronger currents can be experienced occasionally, due to weather effects.

Inside the breakwaters there is no appreciable tidal stream.

### **GENERAL NAVIGATION**

In general terms, inbound vessels will normally be aligned with the leading marks (2 synchronised occulting Red lights vertically disposed, by night and 2 Orange triangles apex together by day) on a bearing of 314 T which marks the centre of the navigation fairway in Peterhead Bay Harbour. Thereafter navigation under pilot's advice to the allocated berth will commence.

The foregoing may be altered at any time to suit circumstances prevailing in and around the harbour and to accommodate non-standard vessels.

## **PILOTAGE PASSAGE & MANOEUVRING PLAN (continued)**

### **DEPARTING VESSELS**

For departing vessels, the information required is the same as that for arriving vessels. A **Passage and Manoeuvring plan (PMX)** will be agreed between the pilot and the master of the vessel.

Navigation outward bound is generally the same as described in the foregoing but in reverse. Except for Skerry Rock and surrounding shoals, there are no off-lying dangers and departing vessels can plan a clear course eastward with confidence at any state of the tide.

Vessels should be aligned with the centre of the channel on a course of 134°T and proceed through the breakwater entrance. When the vessel is clear of the breakwaters the pilot will normally disembark immediately, provided the Master is satisfied that the vessel is in a safe position.

In poor weather, or high swell conditions, the pilot may disembark inside the breakwaters with the agreement of the Master.

### **RADIO MONITORING**

At all times during Arrival/Departure/Shifting operations, the vessel, the pilot, tugs, mooring boats, the pilot boat and the vessel traffic management centre should monitor the same VHF working frequency. This is normally Channel 14 but Channel 9 may be used when two pilotage operations are being undertaken simultaneously, or for tug operations in other exceptional circumstances.

### **LARGE VESSELS**

Large vessels, oil rigs and where appropriate, barges under tow, may only enter at slack water periods but can normally leave at any state of tide. Careful consideration when so doing should be given by the ship's master to the effects of cross currents at the harbour entrance. These occur at all times other than slack water and sufficient leeway should be allowed to clear the downstream breakwater.

### **SAFETY OF NAVIGATION**

All vessels entering the Port of Peterhead must comply with all SOLAS navigational directives and all normal practices of good seamanship.

## **PILOT LADDER REQUIREMENTS**

All vessels requiring the services of a pilot must comply with The Merchant Shipping (Pilot Transfer Arrangements) Regulations 1999. Solas Regulation Chapter V Regulation 23 and IMO resolution A.1045 (27)

The following points are stressed:

1. The rigging of pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge.
2. Every pilot ladder should be positioned such that it is clear of any possible discharge from the ship, and clear of any obstruction protruding from the ship which could hamper the manouvering of pilot boat along side.
3. Pilot ladders should be sited, as far as is practicable, within the midships section of the ship.
4. Each step of the ladder must rest firmly against the ships side. Where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements should be made to ensure that pilots are able to embark and disembark safely.
5. A heaving line and lifebuoy equipped with a self-igniting light should be kept at hand ready for use.
6. Lighting should be provided at night such that both the pilot ladder overside and the position where the pilot embarks or disembarks the ship, are adequately lit.
7. Where an accommodation ladder is used in conjunction with a pilot ladder the accommodation ladder should be sited leading aft. When in use, the lower end of the accommodation ladder should rest firmly against the ship's side within the midships section of the ship. The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 metres above the lower platform.

**PORTS OF PETERHEAD**  
**PILOTAGE PASSAGE & MANOEUVRING PLAN**  
**PILOT MASTER EXCHANGE (PMX)**

|   |        |                            |        |
|---|--------|----------------------------|--------|
| Date  |        | Time Ordered               |        |
| Vessel  |        | Flag                       |        |
| GRT   | Length | Beam                       | Draft  |
| Arr/Dep/Shift   | Berth  | Alongside: Port/Starboard  |        |
| Has Pilot boarding area been agreed?  |        | Inside/Outside Breakwaters |        |
| Appropriate chart in use?   |        |                            | Yes/No |
| Does vessel have two operational radar ready for use? (restricted visibility)   |        |                            | Yes/No |
| Anchors cleared and ready for use?  |        |                            | Yes/No |
| Is vessel fully operational and free of any machinery or equipment defects likely to impair her handling characteristics? |        |                            | Yes/No |
| Does vessel have an operational bow thruster?   |        |                            | Yes/No |
| Does vessel have a <b>left handed</b> or <b>right handed</b> propeller  |        |                            |        |
| Hazardous cargo on board?   |        |                            | Yes/No |
| Smiths - Open letter to vessel master?  |        |                            | Yes/No |
| Berth #1 General Cargo vessels. Safe walkway?   |        |                            | Yes/No |
| Tides this passage  | HW     | Time                       | LW     |
|   |        | Height                     | Time   |
|   |        | Height                     |        |
| Least depth of water during overall operation   |        |                            |        |
| Least depth of water at berth at LW   |        |                            |        |
| <b>Remarks:</b> Tugs, over side protrusions, defects etc.<br><br><br><br><br><br><br><br><br><br>                         |        |                            |        |

Pilotage Passage & Manoeuvring Plan sighted and agreed?

Signed Master ..... Print Name.....

Signed Pilot..... Print Name.....

## **PORT WASTE MANAGEMENT PLAN**

The object of this plan is to ensure all harbour users are made aware of the provisions provided within the Port of Peterhead for the reception and disposal of waste from ships, all other sea-going vessels and offshore installations.

It is the responsibility of the waste producer to ensure that domestic and non-domestic waste is adequately segregated prior to disposal.

Under the terms of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 the Master of a vessel must comply in all respects with Regulation 11 (2) or (3) (Notification) and Regulation 12 (Delivery of Ship Generated Waste).

The cost of providing a skip for vessels own generated waste is given in the Schedule of Charges on page 13 of the booklet.

### **PETERHEAD PORT AUTHORITY BERTHS DOMESTIC WASTE - MARPOL Annex V**

#### **a) Tanker Jetty**

A skip will be provided on the tanker jetty loading head for the reception of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered waste disposal contractor.

#### **b) Princess Royal Jetty - Berth No. 1 Non ASCO Ships**

A skip will be provided on the jetty adjacent to the vessel for the reception of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered waste disposal contractor.

#### **c) Marina**

A mobile waste container (wheelie bin) is situated adjacent to the marina amenity building for the disposal of domestic waste. This bin is emptied as necessary by Aberdeenshire Council Environmental Health Department, or their contractors.

#### **d) South Breakwater**

A skip will be provided on the South Breakwater adjacent to any Peterhead Port Authority sponsored vessel for the disposal of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered disposal contractor.

#### **e) North Breakwater**

A skip will be provided on the North Breakwater adjacent to any Peterhead Port Authority sponsored vessel (e.g. Cruise Liners) for the disposal of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered disposal contractor.

**f) Smith Quay**

A skip will be provided on the Smith Quay for the reception of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered waste disposal contractor.

**g) Sir Albert Quay**

A skip will be provided on the Sir Albert Quay for the reception of vessels' own domestic waste. The uplifted skip is removed to a shore disposal site by a registered waste disposal contractor.

**h) Inner Harbour**

Skips are provided for general waste and segregated separate bins for oil waste are provided throughout the inner harbour for the reception of domestic waste from vessels. The skips are removed to a shore disposal site by a registered waste disposal contractor.

**NON DOMESTIC WASTE - MARPOL Annexes I, II, IV**

**1. Peterhead Port Authority Sponsored Vessels at Tanker Jetty/South Breakwater/Princess Royal Jetty, Smith Quay and Sir Albert Quay**

Reception facilities for vessels' non-domestic waste including dirty oil, tank washings, ballast water, oily engine room bilge water and chemical waste is provided by specialist waste disposal contractors using road tankers. Vessels requiring to dispose of non-domestic waste should make the necessary arrangements through the vessels' agent.

**2. Marina**

Boat owners who wish to dispose of non-domestic waste such as dirty oil, batteries etc. should make arrangements with the marina manager for its uplift and disposal. There are no pump out facilities for sewage holding tanks.

**ASCO BERTHS**

**1. DOMESTIC WASTE - MARPOL Annex V**

Garbage skips for the reception of vessels' domestic waste are provided at ASCO South Base Quay, North Base Jetty and North Base. These skips are emptied each week on a Friday or when full.

**2. NON DOMESTIC WASTE - MARPOL Annexes I, II, IV**

Reception facilities for vessels' non-domestic waste including dirty oil, tank washings, ballast water, oily engine room bilge water and chemical waste are provided by specialist waste disposal contractors using road tankers. Vessels requiring to dispose of non-domestic waste should make the necessary arrangements through ASCO Agency.

## **PORT MARINE SAFETY PLAN**

The object of this plan is to ensure the safety of all marine operations within the port.

A copy of the plan is available for inspection at the harbour office, and in the downloads section of the website.

## **PORT SECURITY PLAN (ISPS CODE)**

In accordance with the International Ship and Port Facility Security (ISPS) Regulations Peterhead Port Authority has developed a security plan for the port .

Any enquiries regarding security arrangements at the port or the ISPS Code should be made in the first instance to the Harbour Master.



## **WEATHER PRECAUTIONS**

### **1. VESSELS BERTHED AT BREAKWATERS**

- (a) During periods of easterly gales seas can break over the exposed part of the North Breakwater and the South Breakwater. After prolonged periods of easterly weather, a swell can develop within the harbour and in past times this has caused the mooring lines of large vessels moored alongside, to part.
- (b) Vessels which are berthed at the North and South Breakwater must, on receipt of a bad weather forecast, ensure that moorings are secured “on the bight” (i.e. the end with the spliced eye is passed ashore round the bollard and back to the vessel) in order to dispense with the need for personnel to be present on the breakwaters to let go moorings, should the necessity to shift the vessel arise.
- (c) From 1st October until 31st March, any vessel loading or discharging a bulk cargo at the breakwaters (e.g. grain, frozen fish, bulk pipes), must be moored with ropes on a bight, irrespective of the weather forecast and such vessels must not berth at the breakwaters unless they can comply with this requirement. Pilots are requested to ensure that these safety requirements are stringently complied with.
- (d) In the event of any conflict of radio advice to vessels, between the Tower and the berth operator, the advice issued by Tower staff will prevail.

#### **(e) Tug Attendance**

Vessel masters are advised that in adverse weather conditions tugs may be required to assist the vessel to stay alongside or, where this is not practicable, to sail the vessel to sea.

Vessel masters should ensure that effective standby arrangements are made either with the Port Authority for use of the Ugie Runner or Targe Towing, which is based in Aberdeen, when a bad weather forecast is received.

#### **(f) Engine Immobilisation**

Between 1st October and 31st March, no vessel berthed at the North or South Breakwaters may immobilise its engines. At other times of the year, such immobilisation may only take place with the permission of the Harbour Master and under conditions sanctioned by him.

### **2. BACKWASH EFFECTS**

During gales from the North-East to South-East quadrant, the sea area to the East of the North and South Breakwaters can become extremely turbulent due to waves being reflected from the solid wall of the breakwaters. Turbulence is greatest at close proximity to the structures.

Small vessels attempting to enter Peterhead Port in these conditions should navigate along the leading line marked by the Kirktown Leading Lights from a position 0.5 miles South-East of the breakwater entrance. Similarly, vessels leaving the harbour should keep the leading lights dead astern until they reach this position, before setting course.

## **PREVENTION OF POLLUTION**

Pollution of the harbour from any source is strictly prohibited. Peterhead Port Authority has duties and obligations under the Prevention of Oil Pollution Acts to take action against any polluters, to initiate clean up activities and recover costs where appropriate.

Vessel masters must take the greatest care to ensure that no pollution of any kind originates from their vessel, particularly during fuelling operations.

Tankers discharging or loading bulk oils such as fuel oil and bunker oil should be guided by the advice contained in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) with particular regard to the section on pollution and safety precautions against fire and explosion.

The Peterhead Port Authority Oil Spill Contingency Plan sets out the arrangements for dealing efficiently with the consequences of oil pollution within the harbour.

**In the event of an oil spill a vessel should raise the alarm by one of the following means:**

- (1) CALLING “PETERHEAD HARBOUR” ON VHF CHANNEL 14 OR 16**
- (2) TELEPHONING “PETERHEAD PORT” ON 01779 483630**

**giving a DESCRIPTION and stating the LOCATION of the pollution. This will be sufficient to activate the Oil Spill Contingency Plan.**

## **PORT EMERGENCY PLAN**

The Peterhead Port Authority Port Emergency Plan details a call-out procedure which must be adopted in the event of an emergency such as fire, stranding, collision, explosion and any other occurrence which is likely to affect the safety of persons and property.

**In the event of an emergency a vessel should raise the alarm by one of the following means:**

- (1) CALLING “PETERHEAD HARBOUR” ON VHF CHANNEL 14 OR 16**
- (2) TELEPHONING “PETERHEAD PORT” ON 01779 483630**

**stating the NATURE and LOCATION of the emergency. This will be sufficient to activate the Emergency Plan.**

# **DA**

## **DA**

All dangerous substances brought into, handled, loaded and unloaded within the harbour area, must be packaged, labelled and handled in accordance with the relevant sections of the Dangerous Substances in Harbour Areas Regulations 1987.

### **NOTIFICATION**

24 hours prior notification is required to be given to the Harbour Master before any dangerous substance is brought into the harbour or harbour area. The notification should be given by:-

- (a) in the case of a vessel, the master or agent.
- (b) in the case of any other mode of transport, the operator.

This can be made by emailing details to [dangerousgoods@peterheadport.co.uk](mailto:dangerousgoods@peterheadport.co.uk)

### **EXPLOSIVES**

Peterhead Port Authority holds a Licence permitting explosives to be brought into, carried and handled within Peterhead Port.

Under the terms of the Licence the maximum quantity of explosives of Division 1.1 which may be present at the licenced berths are-

|                 |   |               |
|-----------------|---|---------------|
| Berth 1         | - | 650 kgs       |
| Berth 2         | - | 1,200 kgs     |
| Berths 5 & 6    | - | 50 kgs        |
| Berths 7 & 8    | - | 300 & 450 kgs |
| Berth 10        | - | 10,000 kgs    |
| Berth 11        | - | 27,000 kgs    |
| Berth 12        | - | 18,000 kgs    |
| Berth 13        | - | 4,000 kgs     |
| Berth 15        | - | 3,000 kgs     |
| Berths 17 & 18  | - | NIL kgs       |
| Tanker Jetty    | - | 250 kgs       |
| Smith Quay      | - | 50 kgs        |
| Sir Albert Quay | - | 50 kgs        |

# PETERHEAD

GMT

Datum : Chart Datum

Year : 2024

| JANUARY        |     |                |     |  |  |  |  |
|----------------|-----|----------------|-----|--|--|--|--|
| Time           | m   | Time           | m   |  |  |  |  |
| <b>1</b> 0405  | 3.5 | <b>16</b> 0425 | 3.8 |  |  |  |  |
| M 0942         | 1.6 | TU 1004        | 1.2 |  |  |  |  |
| M 1603         | 3.7 | TU 1625        | 4.0 |  |  |  |  |
| 2219           | 1.3 | 2244           | 0.7 |  |  |  |  |
| <b>2</b> 0447  | 3.4 | <b>17</b> 0516 | 3.6 |  |  |  |  |
| TU 1021        | 1.8 | W 1055         | 1.3 |  |  |  |  |
| TU 1647        | 3.6 | W 1718         | 3.9 |  |  |  |  |
| 2301           | 1.4 | 2339           | 1.0 |  |  |  |  |
| <b>3</b> 0533  | 3.3 | <b>18</b> 0611 | 3.5 |  |  |  |  |
| W 1106         | 1.9 | TH 1153        | 1.5 |  |  |  |  |
| W 1736         | 3.4 | TH 1617        | 3.7 |  |  |  |  |
| 2349           | 1.6 | 2349           | 1.6 |  |  |  |  |
| <b>4</b> 0624  | 3.2 | <b>19</b> 0039 | 1.2 |  |  |  |  |
| TH 1201        | 2.0 | W 0711         | 3.4 |  |  |  |  |
| TH 1831        | 3.4 | F 1259         | 1.6 |  |  |  |  |
| 1923           | 3.6 | 1923           | 3.6 |  |  |  |  |
| <b>5</b> 0045  | 1.6 | <b>20</b> 0145 | 1.4 |  |  |  |  |
| 0720           | 3.2 | SA 0817        | 3.3 |  |  |  |  |
| F 1306         | 2.0 | SA 1413        | 1.7 |  |  |  |  |
| 1932           | 3.3 | 2037           | 3.5 |  |  |  |  |
| <b>6</b> 0148  | 1.7 | <b>21</b> 0256 | 1.6 |  |  |  |  |
| 0819           | 3.3 | SU 0927        | 3.4 |  |  |  |  |
| SA 1415        | 2.0 | SU 1530        | 1.6 |  |  |  |  |
| 2035           | 3.3 | 2155           | 3.5 |  |  |  |  |
| <b>7</b> 0250  | 1.6 | <b>22</b> 0404 | 1.6 |  |  |  |  |
| 0919           | 3.4 | M 1032         | 3.5 |  |  |  |  |
| SU 1520        | 1.8 | M 1639         | 1.5 |  |  |  |  |
| 2140           | 3.4 | 2303           | 3.5 |  |  |  |  |
| <b>8</b> 0348  | 1.5 | <b>23</b> 0501 | 1.6 |  |  |  |  |
| 1016           | 3.5 | 1125           | 3.6 |  |  |  |  |
| M 1617         | 1.6 | TU 1734        | 1.3 |  |  |  |  |
| 2240           | 3.5 | 2356           | 3.6 |  |  |  |  |
| <b>9</b> 0440  | 1.4 | <b>24</b> 0545 | 1.5 |  |  |  |  |
| 1106           | 3.6 | W 1209         | 3.7 |  |  |  |  |
| TU 1707        | 1.4 | W 1818         | 1.1 |  |  |  |  |
| 2334           | 3.7 |                |     |  |  |  |  |
| <b>10</b> 0528 | 1.3 | <b>25</b> 0040 | 3.6 |  |  |  |  |
| 1153           | 3.8 | TH 0624        | 1.4 |  |  |  |  |
| W 1756         | 1.1 | TH 1248        | 3.8 |  |  |  |  |
|                |     | O 1856         | 1.0 |  |  |  |  |
| <b>11</b> 0024 | 3.8 | <b>26</b> 0119 | 3.7 |  |  |  |  |
| 0615           | 1.1 | 0700           | 1.3 |  |  |  |  |
| TH 1236        | 3.9 | F 1324         | 3.9 |  |  |  |  |
| 1843           | 0.9 | 1931           | 0.9 |  |  |  |  |
| <b>12</b> 0112 | 3.9 | <b>27</b> 0155 | 3.7 |  |  |  |  |
| 0700           | 1.0 | 0735           | 1.3 |  |  |  |  |
| F 1320         | 4.0 | SA 1357        | 3.9 |  |  |  |  |
| 1930           | 0.7 | 2004           | 0.9 |  |  |  |  |
| <b>13</b> 0159 | 4.0 | <b>28</b> 0228 | 3.7 |  |  |  |  |
| 0745           | 1.0 | 0808           | 1.2 |  |  |  |  |
| SA 1404        | 4.1 | SU 1429        | 3.9 |  |  |  |  |
| 2017           | 0.5 | 2036           | 0.9 |  |  |  |  |
| <b>14</b> 0247 | 3.9 | <b>29</b> 0259 | 3.6 |  |  |  |  |
| 0830           | 1.0 | 0840           | 1.2 |  |  |  |  |
| SU 1449        | 4.2 | M 1501         | 3.8 |  |  |  |  |
| 2104           | 0.5 | 2107           | 1.0 |  |  |  |  |
| <b>15</b> 0335 | 3.9 | <b>30</b> 0331 | 3.6 |  |  |  |  |
| 0916           | 1.1 | 0911           | 1.3 |  |  |  |  |
| M 1535         | 4.1 | TU 1534        | 3.7 |  |  |  |  |
| 2153           | 0.6 | 2139           | 1.1 |  |  |  |  |
| <b>31</b> 0406 | 3.5 |                |     |  |  |  |  |
| 0944           | 1.4 |                |     |  |  |  |  |
| W 1610         | 3.6 |                |     |  |  |  |  |
| 2214           | 1.2 |                |     |  |  |  |  |

| FEBRUARY       |     |                |     |  |  |  |  |
|----------------|-----|----------------|-----|--|--|--|--|
| Time           | m   | Time           | m   |  |  |  |  |
| <b>1</b> 0445  | 3.4 | <b>16</b> 0533 | 3.4 |  |  |  |  |
| TH 1021        | 1.5 | 1116           | 1.3 |  |  |  |  |
| TH 1649        | 3.5 | F 1746         | 3.6 |  |  |  |  |
| 2255           | 1.3 | 2255           | 1.3 |  |  |  |  |
| <b>2</b> 0530  | 3.3 | <b>17</b> 0000 | 1.4 |  |  |  |  |
| 1104           | 1.7 | 0630           | 3.3 |  |  |  |  |
| F 1736         | 3.4 | SA 1222        | 1.6 |  |  |  |  |
| 2342           | 1.5 | 1855           | 3.4 |  |  |  |  |
| <b>3</b> 0621  | 3.2 | <b>18</b> 0110 | 1.7 |  |  |  |  |
| 1159           | 1.8 | 0741           | 3.1 |  |  |  |  |
| SA 1833        | 3.3 | SU 1347        | 1.7 |  |  |  |  |
|                |     | 2023           | 3.2 |  |  |  |  |
| <b>4</b> 0040  | 1.7 | <b>19</b> 0236 | 1.8 |  |  |  |  |
| 0720           | 3.1 | 0903           | 3.1 |  |  |  |  |
| SU 1306        | 1.9 | M 1526         | 1.7 |  |  |  |  |
| 1941           | 3.2 | 2155           | 3.2 |  |  |  |  |
| <b>5</b> 0152  | 1.7 | <b>20</b> 0401 | 1.8 |  |  |  |  |
| 0824           | 3.2 | 1016           | 3.3 |  |  |  |  |
| M 1428         | 1.9 | TU 1641        | 1.5 |  |  |  |  |
| 2057           | 3.2 | 2302           | 3.3 |  |  |  |  |
| <b>6</b> 0313  | 1.7 | <b>21</b> 0459 | 1.7 |  |  |  |  |
| 0934           | 3.3 | 1111           | 3.4 |  |  |  |  |
| TU 1552        | 1.7 | W 1731         | 1.2 |  |  |  |  |
| 2215           | 3.4 | 2350           | 3.4 |  |  |  |  |
| <b>7</b> 0424  | 1.5 | <b>22</b> 0539 | 1.5 |  |  |  |  |
| 1039           | 3.4 | M 1154         | 3.6 |  |  |  |  |
| W 1657         | 1.3 | TH 1810        | 1.1 |  |  |  |  |
| 2321           | 3.5 |                |     |  |  |  |  |
| <b>8</b> 0519  | 1.3 | <b>23</b> 0028 | 3.5 |  |  |  |  |
| 1134           | 3.7 | 0612           | 1.4 |  |  |  |  |
| TH 1748        | 1.0 | F 1231         | 3.7 |  |  |  |  |
|                |     | 1842           | 0.9 |  |  |  |  |
| <b>9</b> 0013  | 3.7 | <b>24</b> 0102 | 3.6 |  |  |  |  |
| 0607           | 1.1 | 0643           | 1.2 |  |  |  |  |
| F 1221         | 3.9 | SA 1305        | 3.8 |  |  |  |  |
| 1835           | 0.6 | O 1911         | 0.8 |  |  |  |  |
| <b>10</b> 0101 | 3.9 | <b>25</b> 0134 | 3.6 |  |  |  |  |
| 0650           | 0.9 | 0713           | 1.1 |  |  |  |  |
| SA 1305        | 4.1 | SU 1337        | 3.8 |  |  |  |  |
| 1919           | 0.4 | 1939           | 0.8 |  |  |  |  |
| <b>11</b> 0145 | 4.0 | <b>26</b> 0202 | 3.6 |  |  |  |  |
| 0732           | 0.8 | 0743           | 1.0 |  |  |  |  |
| SU 1348        | 4.2 | M 1406         | 3.8 |  |  |  |  |
| 2003           | 0.2 | 2005           | 0.8 |  |  |  |  |
| <b>12</b> 0229 | 4.0 | <b>27</b> 0229 | 3.6 |  |  |  |  |
| 0813           | 0.7 | 0811           | 1.0 |  |  |  |  |
| M 1431         | 4.3 | TU 1435        | 3.8 |  |  |  |  |
| 2045           | 0.2 | 2033           | 0.8 |  |  |  |  |
| <b>13</b> 0312 | 4.0 | <b>28</b> 0257 | 3.6 |  |  |  |  |
| 0855           | 0.7 | 0841           | 1.0 |  |  |  |  |
| TU 1514        | 4.3 | W 1505         | 3.7 |  |  |  |  |
| 2128           | 0.4 | 2103           | 0.9 |  |  |  |  |
| <b>14</b> 0357 | 3.8 | <b>29</b> 0328 | 3.5 |  |  |  |  |
| 0937           | 0.9 | 0912           | 1.1 |  |  |  |  |
| W 1600         | 4.1 | TH 1536        | 3.6 |  |  |  |  |
| 2214           | 0.6 | 2136           | 1.0 |  |  |  |  |
| <b>15</b> 0443 | 3.6 |                |     |  |  |  |  |
| 1023           | 1.1 |                |     |  |  |  |  |
| TH 1650        | 3.9 |                |     |  |  |  |  |
| 2303           | 1.0 |                |     |  |  |  |  |

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# PETERHEAD

## Datum : Chart Datum

GMT

Year : 2024

| MARCH          |     |                |     |
|----------------|-----|----------------|-----|
| Time           | m   | Time           | m   |
| <b>1</b> 0403  | 3.4 | <b>16</b> 0455 | 3.4 |
| 0946           | 1.3 | 1048           | 1.3 |
| F 1609         | 3.5 | SA 1723        | 3.4 |
| 2212           | 1.2 | 2323           | 1.6 |
| <b>2</b> 0443  | 3.3 | <b>17</b> 0551 | 3.2 |
| 1024           | 1.5 | 1157           | 1.5 |
| SA 1651        | 3.4 | SU 1839        | 3.1 |
| 2254           | 1.4 | )              |     |
| <b>3</b> 0533  | 3.2 | <b>18</b> 0309 | 1.9 |
| 0747           | 1.6 | 0709           | 3.0 |
| SU 1751        | 3.2 | M 1334         | 1.7 |
| € 2349         | 1.7 | 2018           | 3.0 |
| <b>4</b> 0635  | 3.0 | <b>19</b> 0219 | 2.0 |
| 1219           | 1.8 | 0838           | 3.1 |
| M 1908         | 3.1 | TU 1519        | 1.6 |
|                |     | 2149           | 3.1 |
| <b>5</b> 0108  | 1.8 | <b>20</b> 0354 | 1.9 |
| 0747           | 3.0 | 0952           | 3.2 |
| TU 1358        | 1.8 | W 1628         | 1.4 |
| 2034           | 3.1 | 2249           | 3.2 |
| <b>6</b> 0258  | 1.8 | <b>21</b> 0446 | 1.7 |
| 0904           | 3.1 | 1046           | 3.3 |
| W 1543         | 1.5 | TH 1713        | 1.2 |
| 2204           | 3.2 | 2331           | 3.3 |
| <b>7</b> 0418  | 1.6 | <b>22</b> 0520 | 1.5 |
| 1016           | 3.3 | 1129           | 3.5 |
| TH 1647        | 1.2 | F 1746         | 1.0 |
| 2311           | 3.5 |                |     |
| <b>8</b> 0508  | 1.3 | <b>23</b> 0005 | 3.4 |
| 1113           | 3.6 | 0549           | 1.3 |
| F 1736         | 0.8 | SA 1205        | 3.6 |
|                |     | 1815           | 0.9 |
| <b>9</b> 0000  | 3.7 | <b>24</b> 0037 | 3.5 |
| 0552           | 1.0 | 0618           | 1.2 |
| SA 1200        | 3.9 | SU 1239        | 3.7 |
| 1820           | 0.4 | 1841           | 0.8 |
| <b>10</b> 0044 | 3.9 | <b>25</b> 0106 | 3.6 |
| 0633           | 0.8 | 0647           | 1.0 |
| SU 1244        | 4.1 | M 1310         | 3.7 |
| ● 1901         | 0.2 | O 1907         | 0.8 |
| <b>11</b> 0125 | 4.0 | <b>26</b> 0133 | 3.6 |
| 0712           | 0.6 | 0715           | 0.9 |
| M 1326         | 4.3 | TU 1340        | 3.7 |
| 1941           | 0.1 | 1933           | 0.7 |
| <b>12</b> 0205 | 4.0 | <b>27</b> 0158 | 3.6 |
| 0750           | 0.5 | 0743           | 0.9 |
| TU 1408        | 4.3 | W 1409         | 3.7 |
| 2020           | 0.2 | 2001           | 0.8 |
| <b>13</b> 0245 | 4.0 | <b>28</b> 0225 | 3.6 |
| 0830           | 0.6 | 0813           | 0.9 |
| W 1452         | 4.3 | TH 1438        | 3.7 |
| 2100           | 0.4 | 2031           | 0.9 |
| <b>14</b> 0326 | 3.8 | <b>29</b> 0255 | 3.6 |
| 0911           | 0.7 | 0845           | 1.0 |
| TH 1537        | 4.1 | F 1508         | 3.6 |
| 2142           | 0.7 | 2104           | 1.0 |
| <b>15</b> 0408 | 3.6 | <b>30</b> 0327 | 3.5 |
| 0956           | 1.0 | 0919           | 1.2 |
| F 1626         | 3.8 | SA 1543        | 3.4 |
| 2228           | 1.2 | 2139           | 1.2 |
| <b>31</b> 0404 | 3.3 |                |     |
| 0957           | 1.3 |                |     |
| SU 1628        | 3.3 |                |     |
| 2220           | 1.5 |                |     |

| APRIL          |     |                |     |
|----------------|-----|----------------|-----|
| Time           | m   | Time           | m   |
| <b>1</b> 0453  | 3.2 | <b>16</b> 0010 | 2.0 |
| 1046           | 1.5 | 0636           | 3.1 |
| M 1735         | 3.1 | TU 1313        | 1.6 |
| 2316           | 1.7 | 1959           | 3.0 |
| <b>2</b> 0603  | 3.0 | <b>17</b> 0144 | 2.1 |
| 1201           | 1.6 | 0803           | 3.1 |
| TU 1856        | 3.0 | W 1443         | 1.5 |
| €              |     | 2119           | 3.0 |
| <b>3</b> 0045  | 1.9 | <b>18</b> 0310 | 2.0 |
| 0722           | 3.0 | 0913           | 3.2 |
| W 1351         | 1.6 | TH 1548        | 1.3 |
| 2026           | 3.0 | 2215           | 3.2 |
| <b>4</b> 0248  | 1.8 | <b>19</b> 0406 | 1.8 |
| 0840           | 3.1 | 1008           | 3.3 |
| TH 1527        | 1.3 | F 1633         | 1.2 |
| 2153           | 3.2 | 2256           | 3.3 |
| <b>5</b> 0357  | 1.6 | <b>20</b> 0444 | 1.5 |
| 0950           | 3.4 | 1053           | 3.4 |
| F 1627         | 1.0 | SA 1707        | 1.1 |
| 2253           | 3.5 | 2332           | 3.4 |
| <b>6</b> 0447  | 1.3 | <b>21</b> 0517 | 1.3 |
| 1047           | 3.7 | 1132           | 3.5 |
| SA 1714        | 0.6 | SU 1737        | 1.0 |
| 2339           | 3.7 |                |     |
| <b>7</b> 0529  | 1.0 | <b>22</b> 0004 | 3.5 |
| 1135           | 3.9 | M 1207         | 3.6 |
| SU 1756        | 0.4 | 1806           | 0.9 |
| <b>8</b> 0020  | 3.9 | <b>23</b> 0033 | 3.6 |
| 0609           | 0.7 | 0618           | 1.1 |
| M 1220         | 4.1 | TU 1240        | 3.6 |
| ● 1836         | 0.2 | O 1833         | 0.8 |
| <b>9</b> 0100  | 4.0 | <b>24</b> 0101 | 3.6 |
| 0648           | 0.6 | 0647           | 1.0 |
| TU 1303        | 4.2 | W 1312         | 3.7 |
| 1915           | 0.2 | 1901           | 0.8 |
| <b>10</b> 0139 | 4.0 | <b>25</b> 0128 | 3.7 |
| 0727           | 0.5 | 0717           | 0.9 |
| W 1347         | 4.2 | TH 1344        | 3.6 |
| 1954           | 0.4 | 1932           | 0.8 |
| <b>11</b> 0218 | 3.9 | <b>26</b> 0156 | 3.7 |
| 0807           | 0.6 | 0750           | 0.9 |
| TH 1432        | 4.1 | F 1416         | 3.6 |
| 2033           | 0.6 | 2005           | 0.9 |
| <b>12</b> 0257 | 3.8 | <b>27</b> 0227 | 3.6 |
| 0849           | 0.7 | 0825           | 1.0 |
| F 1518         | 3.9 | SA 1452        | 3.5 |
| 2114           | 1.0 | 2040           | 1.1 |
| <b>13</b> 0337 | 3.6 | <b>28</b> 0302 | 3.5 |
| 0936           | 1.0 | 0903           | 1.1 |
| SA 1609        | 3.6 | SU 1534        | 3.4 |
| 2200           | 1.4 | 2118           | 1.3 |
| <b>14</b> 0422 | 3.4 | <b>29</b> 0343 | 3.4 |
| 1031           | 1.2 | 0948           | 1.2 |
| SU 1709        | 3.3 | M 1628         | 3.3 |
| 2254           | 1.7 | 2204           | 1.5 |
| <b>15</b> 0517 | 3.2 | <b>30</b> 0437 | 3.3 |
| 1142           | 1.5 | 1046           | 1.3 |
| M 1827         | 3.0 | TU 1735        | 3.1 |
| )              |     | 2306           | 1.7 |

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# PETERHEAD

## Datum : Chart Datum

GMT

Year : 2024

| MAY                |   |                    |   |
|--------------------|---|--------------------|---|
| Time               | m | Time               | m |
| <b>1</b> 0546 3.2  |   | <b>16</b> 0054 2.0 |   |
| 1206 1.4           |   | 0712 3.2           |   |
| W 1851 3.1         |   | TH 1347 1.4        |   |
| ☾                  |   | 2025 3.0           |   |
| <b>2</b> 0041 1.9  |   | <b>17</b> 0209 2.0 |   |
| 0701 3.2           |   | 0821 3.2           |   |
| TH 1338 1.3        |   | F 1449 1.4         |   |
| 2011 3.1           |   | 2122 3.1           |   |
| <b>3</b> 0217 1.8  |   | <b>18</b> 0311 1.8 |   |
| 0914 3.3           |   | 0919 3.3           |   |
| F 1455 1.1         |   | SA 1539 1.3        |   |
| 2125 3.3           |   | 2209 3.2           |   |
| <b>4</b> 0323 1.5  |   | <b>19</b> 0359 1.6 |   |
| 0919 3.5           |   | 1008 3.3           |   |
| SA 1554 0.9        |   | SU 1620 1.2        |   |
| 2223 3.5           |   | 2249 3.4           |   |
| <b>5</b> 0415 1.3  |   | <b>20</b> 0439 1.4 |   |
| 1017 3.7           |   | 1052 3.4           |   |
| SU 1644 0.6        |   | M 1656 1.1         |   |
| 2311 3.7           |   | 2325 3.5           |   |
| <b>6</b> 0501 1.0  |   | <b>21</b> 0515 1.3 |   |
| 1108 3.9           |   | 1132 3.5           |   |
| M 1728 0.5         |   | TU 1728 1.0        |   |
| 2354 3.8           |   | 2358 3.6           |   |
| <b>7</b> 0543 0.8  |   | <b>22</b> 0547 1.2 |   |
| 1157 4.1           |   | 1210 3.6           |   |
| TU 1809 0.5        |   | W 1800 1.0         |   |
| <b>8</b> 0034 3.9  |   | <b>23</b> 0029 3.6 |   |
| 0625 0.7           |   | 0620 1.0           |   |
| W 1244 4.1         |   | TH 1246 3.6        |   |
| ● 1850 0.5         |   | O 1833 1.0         |   |
| <b>9</b> 0114 3.9  |   | <b>24</b> 0100 3.7 |   |
| 0707 0.5           |   | 0655 1.0           |   |
| TH 1331 4.1        |   | F 1323 3.6         |   |
| 1930 0.7           |   | 1909 1.0           |   |
| <b>10</b> 0154 3.9 |   | <b>25</b> 0133 3.7 |   |
| 0750 0.7           |   | 0733 0.9           |   |
| F 1418 3.9         |   | SA 1402 3.6        |   |
| 2011 0.9           |   | 1947 1.0           |   |
| <b>11</b> 0233 3.8 |   | <b>26</b> 0209 3.7 |   |
| 0835 0.8           |   | 0814 0.9           |   |
| SA 1506 3.7        |   | SU 1445 3.6        |   |
| 2053 1.2           |   | 2027 1.1           |   |
| <b>12</b> 0314 3.7 |   | <b>27</b> 0250 3.6 |   |
| 0924 0.9           |   | 0859 0.9           |   |
| SU 1558 3.5        |   | M 1533 3.5         |   |
| 2139 1.5           |   | 2112 1.3           |   |
| <b>13</b> 0358 3.5 |   | <b>28</b> 0336 3.5 |   |
| 1019 1.1           |   | 0951 1.0           |   |
| M 1655 3.3         |   | TU 1628 3.4        |   |
| 2231 1.7           |   | 2204 1.4           |   |
| <b>14</b> 0450 3.4 |   | <b>29</b> 0430 3.5 |   |
| 1122 1.3           |   | 1050 1.0           |   |
| TU 1802 3.1        |   | W 1729 3.3         |   |
| 2336 1.9           |   | 2307 1.6           |   |
| <b>15</b> 0556 3.2 |   | <b>30</b> 0532 3.4 |   |
| 1235 1.4           |   | 1159 1.1           |   |
| W 1915 3.0         |   | TH 1835 3.2        |   |
| ☾                  |   | ☾                  |   |
| <b>31</b> 0021 1.6 |   |                    |   |
| 0638 3.4           |   |                    |   |
| F 1309 1.0         |   |                    |   |
| 1942 3.3           |   |                    |   |

| JUNE               |   |                    |   |
|--------------------|---|--------------------|---|
| Time               | m | Time               | m |
| <b>1</b> 0136 1.6  |   | <b>16</b> 0208 1.9 |   |
| 0744 3.5           |   | 0816 3.2           |   |
| SA 1416 1.0        |   | SU 1440 1.4        |   |
| 2047 3.4           |   | 2107 3.2           |   |
| <b>2</b> 0242 1.5  |   | <b>17</b> 0307 1.8 |   |
| 0848 3.6           |   | 0914 3.3           |   |
| SU 1517 0.9        |   | M 1529 1.4         |   |
| 2147 3.5           |   | 2157 3.3           |   |
| <b>3</b> 0340 1.3  |   | <b>18</b> 0356 1.6 |   |
| 0948 3.7           |   | 1007 3.3           |   |
| M 1612 0.8         |   | TU 1613 1.3        |   |
| 2240 3.6           |   | 2241 3.4           |   |
| <b>4</b> 0433 1.1  |   | <b>19</b> 0439 1.5 |   |
| 1046 3.8           |   | 1056 3.4           |   |
| TU 1701 0.8        |   | W 1653 1.2         |   |
| 2329 3.7           |   | 2321 3.5           |   |
| <b>5</b> 0522 1.0  |   | <b>20</b> 0518 1.3 |   |
| 1141 3.9           |   | 1142 3.5           |   |
| W 1747 0.9         |   | TH 1732 1.2        |   |
| <b>6</b> 0013 3.8  |   | <b>21</b> 0000 3.6 |   |
| 0609 0.9           |   | 0559 1.1           |   |
| TH 1232 3.9        |   | F 1225 3.6         |   |
| ● 1831 0.9         |   | 1813 1.1           |   |
| <b>7</b> 0056 3.9  |   | <b>22</b> 0038 3.7 |   |
| 0655 0.8           |   | 0640 1.0           |   |
| F 1322 3.9         |   | SA 1308 3.6        |   |
| 1913 1.0           |   | O 1854 1.0         |   |
| <b>8</b> 0137 3.9  |   | <b>23</b> 0117 3.7 |   |
| 0740 0.7           |   | 0723 0.8           |   |
| SA 1410 3.8        |   | SU 1353 3.7        |   |
| 1955 1.1           |   | 1937 1.0           |   |
| <b>9</b> 0217 3.8  |   | <b>24</b> 0157 3.8 |   |
| 0826 0.8           |   | 0608 0.7           |   |
| SU 1456 3.7        |   | M 1439 3.7         |   |
| 2037 1.3           |   | 2022 1.1           |   |
| <b>10</b> 0257 3.8 |   | <b>25</b> 0240 3.8 |   |
| 0912 0.9           |   | 0856 0.7           |   |
| M 1543 3.5         |   | TU 1527 3.6        |   |
| 2120 1.4           |   | 2108 1.1           |   |
| <b>11</b> 0338 3.7 |   | <b>26</b> 0327 3.8 |   |
| 0959 1.0           |   | 0946 0.7           |   |
| TU 1630 3.3        |   | W 1618 3.6         |   |
| 2205 1.6           |   | 2158 1.2           |   |
| <b>12</b> 0423 3.5 |   | <b>27</b> 0417 3.8 |   |
| 1049 1.2           |   | 1039 0.7           |   |
| W 1721 3.2         |   | TH 1712 3.5        |   |
| 2254 1.7           |   | 2252 1.3           |   |
| <b>13</b> 0514 3.4 |   | <b>28</b> 0512 3.7 |   |
| 1143 1.3           |   | 1136 0.8           |   |
| TH 1615 3.1        |   | F 1808 3.4         |   |
| 2352 1.8           |   | ☾ 2351 1.4         |   |
| <b>14</b> 0612 3.3 |   | <b>29</b> 0610 3.6 |   |
| 1243 1.4           |   | 1236 0.9           |   |
| F 1912 3.1         |   | SA 1907 3.4        |   |
| ☾                  |   |                    |   |
| <b>15</b> 0059 1.9 |   | <b>30</b> 0055 1.5 |   |
| 0714 3.2           |   | 0713 3.6           |   |
| SA 1343 1.5        |   | SU 1339 1.0        |   |
| 2011 3.1           |   | 2009 3.3           |   |

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# PETERHEAD

GMT

Datum : Chart Datum

Year : 2024

| JULY           |     |                |     |
|----------------|-----|----------------|-----|
| Time           | m   | Time           | m   |
| <b>1</b> 0202  | 1.5 | <b>16</b> 0147 | 1.9 |
| 0819           | 3.6 | 0812           | 3.2 |
| M 1443         | 1.1 | TU 1424        | 1.6 |
| 2113           | 3.4 | 2050           | 3.2 |
| <b>2</b> 0310  | 1.4 | <b>17</b> 0302 | 1.8 |
| 0927           | 3.6 | 0918           | 3.2 |
| TU 1546        | 1.2 | W 1529         | 1.6 |
| 2215           | 3.5 | 2152           | 3.3 |
| <b>3</b> 0414  | 1.3 | <b>18</b> 0406 | 1.6 |
| 1035           | 3.6 | 1023           | 3.3 |
| W 1644         | 1.2 | TH 1625        | 1.4 |
| 2311           | 3.6 | 2248           | 3.4 |
| <b>4</b> 0512  | 1.1 | <b>19</b> 0458 | 1.4 |
| 1136           | 3.7 | 1120           | 3.4 |
| TH 1735        | 1.2 | F 1714         | 1.3 |
|                |     | 2336           | 3.6 |
| <b>5</b> 0000  | 3.7 | <b>20</b> 0544 | 1.1 |
| 0605           | 1.0 | 1210           | 3.6 |
| F 1229         | 3.7 | SA 1800        | 1.2 |
| ● 1821         | 1.2 |                |     |
| <b>6</b> 0044  | 3.8 | <b>21</b> 0019 | 3.7 |
| 0651           | 0.9 | 0630           | 0.8 |
| SA 1316        | 3.7 | SU 1256        | 3.7 |
| 1902           | 1.2 | O 1844         | 1.0 |
| <b>7</b> 0125  | 3.8 | <b>22</b> 0101 | 3.8 |
| 0733           | 0.8 | 0714           | 0.6 |
| SU 1400        | 3.7 | M 1341         | 3.8 |
| 1941           | 1.2 | 1927           | 0.9 |
| <b>8</b> 0203  | 3.8 | <b>23</b> 0143 | 4.0 |
| 0814           | 0.7 | 0758           | 0.4 |
| M 1441         | 3.6 | TU 1426        | 3.8 |
| 2019           | 1.2 | 2010           | 0.9 |
| <b>9</b> 0239  | 3.8 | <b>24</b> 0226 | 4.0 |
| 0853           | 0.8 | 0843           | 0.3 |
| TU 1519        | 3.5 | W 1511         | 3.8 |
| 2057           | 1.3 | 2053           | 0.9 |
| <b>10</b> 0315 | 3.8 | <b>25</b> 0310 | 4.1 |
| 0931           | 0.9 | 0928           | 0.4 |
| W 1557         | 3.4 | TH 1557        | 3.7 |
| 2133           | 1.4 | 2138           | 0.9 |
| <b>11</b> 0353 | 3.7 | <b>26</b> 0357 | 4.0 |
| 1009           | 1.0 | 1016           | 0.5 |
| TH 1635        | 3.3 | F 1646         | 3.6 |
| 2210           | 1.5 | 2225           | 1.1 |
| <b>12</b> 0435 | 3.5 | <b>27</b> 0447 | 3.9 |
| 1047           | 1.2 | 1106           | 0.7 |
| F 1716         | 3.2 | SA 1737        | 3.5 |
| 2250           | 1.6 | 2318           | 1.3 |
| <b>13</b> 0521 | 3.4 | <b>28</b> 0542 | 3.7 |
| 1130           | 1.3 | 1202           | 1.0 |
| SA 1802        | 3.2 | SU 1833        | 3.4 |
| 2336           | 1.7 |                |     |
| <b>14</b> 0612 | 3.3 | <b>29</b> 0019 | 1.4 |
| 1219           | 1.5 | 0646           | 3.6 |
| SU 1853        | 3.1 | M 1305         | 1.3 |
|                |     | 1936           | 3.3 |
| <b>15</b> 0036 | 1.8 | <b>30</b> 0132 | 1.6 |
| 0709           | 3.2 | 0758           | 3.4 |
| M 1317         | 1.6 | TU 1417        | 1.5 |
| 1949           | 3.1 | 2048           | 3.2 |
| <b>31</b> 0254 | 1.6 |                |     |
| 0920           | 3.4 |                |     |
| W 1534         | 1.6 |                |     |
| 2202           | 3.3 |                |     |

| AUGUST         |     |                |     |
|----------------|-----|----------------|-----|
| Time           | m   | Time           | m   |
| <b>1</b> 0414  | 1.4 | <b>16</b> 0345 | 1.7 |
| 1038           | 3.4 | 1001           | 3.2 |
| TH 1642        | 1.5 | F 1610         | 1.6 |
| 2303           | 3.5 | 2221           | 3.3 |
| <b>2</b> 0517  | 1.2 | <b>17</b> 0446 | 1.4 |
| 1138           | 3.5 | 1107           | 3.4 |
| F 1734         | 1.5 | SA 1703        | 1.4 |
| 2352           | 3.6 | 2316           | 3.6 |
| <b>3</b> 0606  | 1.0 | <b>18</b> 0534 | 1.0 |
| 1226           | 3.6 | 1158           | 3.6 |
| SA 1814        | 1.4 | SU 1748        | 1.2 |
| <b>4</b> 0033  | 3.7 | <b>19</b> 0000 | 3.8 |
| 0646           | 0.9 | 0617           | 0.7 |
| SU 1307        | 3.6 | M 1242         | 3.8 |
| ● 1849         | 1.3 | O 1830         | 1.0 |
| <b>5</b> 0110  | 3.8 | <b>20</b> 0042 | 4.0 |
| 0721           | 0.8 | 0659           | 0.4 |
| M 1344         | 3.6 | TU 1324        | 3.9 |
| 1923           | 1.2 | 1910           | 0.8 |
| <b>6</b> 0144  | 3.9 | <b>21</b> 0123 | 4.2 |
| 0754           | 0.7 | 0740           | 0.2 |
| TU 1418        | 3.6 | W 1406         | 4.0 |
| 1956           | 1.2 | 1950           | 0.7 |
| <b>7</b> 0216  | 3.9 | <b>22</b> 0205 | 4.3 |
| 0826           | 0.7 | 0821           | 0.2 |
| W 1449         | 3.6 | TH 1448        | 3.9 |
| 2028           | 1.2 | 2030           | 0.7 |
| <b>8</b> 0248  | 3.8 | <b>23</b> 0247 | 4.3 |
| 0856           | 0.8 | 0903           | 0.3 |
| TH 1520        | 3.5 | F 1530         | 3.9 |
| 2058           | 1.2 | 2112           | 0.8 |
| <b>9</b> 0321  | 3.7 | <b>24</b> 0332 | 4.2 |
| 0926           | 0.9 | 0947           | 0.5 |
| F 1552         | 3.5 | SA 1615        | 3.7 |
| 2130           | 1.3 | 2157           | 1.0 |
| <b>10</b> 0357 | 3.6 | <b>25</b> 0421 | 4.0 |
| 0959           | 1.1 | 1034           | 0.9 |
| SA 1629        | 3.4 | SU 1703        | 3.5 |
| 2205           | 1.4 | 2248           | 1.3 |
| <b>11</b> 0436 | 3.5 | <b>26</b> 0517 | 3.7 |
| 1036           | 1.3 | 1128           | 1.3 |
| SU 1711        | 3.3 | M 1759         | 3.3 |
| 2246           | 1.6 | 2351           | 1.5 |
| <b>12</b> 0522 | 3.3 | <b>27</b> 0625 | 3.4 |
| 1120           | 1.5 | 1236           | 1.6 |
| M 1759         | 3.2 | TU 1909        | 3.2 |
| 2336           | 1.8 |                |     |
| <b>13</b> 0617 | 3.2 | <b>28</b> 0115 | 1.7 |
| 1213           | 1.7 | 0753           | 3.2 |
| TU 1855        | 3.1 | W 1403         | 1.8 |
|                |     | 2034           | 3.2 |
| <b>14</b> 0042 | 1.9 | <b>29</b> 0259 | 1.7 |
| 0723           | 3.1 | 0930           | 3.2 |
| W 1323         | 1.8 | TH 1542        | 1.9 |
| 2000           | 3.1 | 2154           | 3.3 |
| <b>15</b> 0209 | 1.9 | <b>30</b> 0423 | 1.5 |
| 0839           | 3.1 | 1044           | 3.3 |
| TH 1454        | 1.8 | F 1647         | 1.7 |
| 2112           | 3.2 | 2253           | 3.5 |
| <b>31</b> 0517 | 1.2 |                |     |
| 1135           | 3.5 |                |     |
| SA 1730        | 1.6 |                |     |
| 2338           | 3.6 |                |     |

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# PETERHEAD

GMT

Datum : Chart Datum

Year : 2024

| SEPTEMBER          |   |                    |   |  |
|--------------------|---|--------------------|---|--|
| Time               | m | Time               | m |  |
| <b>1</b> 0558 1.0  |   | <b>16</b> 0516 0.9 |   |  |
| 1215 3.5           |   | 1141 3.7           |   |  |
| SU 1802 1.4        |   | M 1729 1.2         |   |  |
|                    |   | 2337 3.9           |   |  |
| <b>2</b> 0015 3.7  |   | <b>17</b> 0557 0.6 |   |  |
| 0632 0.9           |   | 1222 3.9           |   |  |
| M 1248 3.6         |   | TU 1808 1.0        |   |  |
| 1830 1.3           |   |                    |   |  |
| <b>3</b> 0049 3.8  |   | <b>18</b> 0018 4.2 |   |  |
| 0700 0.8           |   | 0637 0.3           |   |  |
| TU 1320 3.6        |   | W 1301 4.0         |   |  |
| ● 1859 1.2         |   | O 1847 0.8         |   |  |
| <b>4</b> 0120 3.9  |   | <b>19</b> 0059 4.3 |   |  |
| 0726 0.8           |   | 0716 0.2           |   |  |
| W 1349 3.7         |   | TH 1340 4.1        |   |  |
| 1928 1.1           |   | 1925 0.7           |   |  |
| <b>5</b> 0150 3.9  |   | <b>20</b> 0141 4.4 |   |  |
| 0753 0.8           |   | 0755 0.3           |   |  |
| TH 1416 3.7        |   | F 1420 4.1         |   |  |
| 1957 1.1           |   | 2004 0.7           |   |  |
| <b>6</b> 0220 3.8  |   | <b>21</b> 0224 4.4 |   |  |
| 0819 0.9           |   | 0835 0.4           |   |  |
| F 1444 3.6         |   | SA 1500 3.9        |   |  |
| 2025 1.1           |   | 2046 0.8           |   |  |
| <b>7</b> 0250 3.8  |   | <b>22</b> 0309 4.2 |   |  |
| 0847 1.0           |   | 0917 0.8           |   |  |
| SA 1514 3.6        |   | SU 1543 3.8        |   |  |
| 2056 1.2           |   | 2131 1.0           |   |  |
| <b>8</b> 0322 3.7  |   | <b>23</b> 0359 3.9 |   |  |
| 0918 1.1           |   | 1003 1.2           |   |  |
| SU 1547 3.5        |   | M 1630 3.6         |   |  |
| 2129 1.4           |   | 2224 1.3           |   |  |
| <b>9</b> 0357 3.5  |   | <b>24</b> 0459 3.6 |   |  |
| 0953 1.3           |   | 1058 1.6           |   |  |
| M 1626 3.4         |   | TU 1728 3.3        |   |  |
| 2206 1.6           |   | € 2333 1.6         |   |  |
| <b>10</b> 0439 3.4 |   | <b>25</b> 0617 3.3 |   |  |
| 1033 1.6           |   | 1213 2.0           |   |  |
| TU 1714 3.2        |   | W 1846 3.2         |   |  |
| 2252 1.8           |   |                    |   |  |
| <b>11</b> 0537 3.2 |   | <b>26</b> 0111 1.7 |   |  |
| 1125 1.8           |   | 0756 3.1           |   |  |
| W 1814 3.1         |   | TH 1356 2.1        |   |  |
| Ƨ 2359 1.9         |   | 2018 3.2           |   |  |
| <b>12</b> 0651 3.0 |   | <b>27</b> 0259 1.7 |   |  |
| 1240 2.0           |   | 0931 3.2           |   |  |
| TH 1924 3.0        |   | F 1538 2.0         |   |  |
|                    |   | 2135 3.3           |   |  |
| <b>13</b> 0142 1.9 |   | <b>28</b> 0410 1.4 |   |  |
| 0817 3.0           |   | 1034 3.4           |   |  |
| F 1440 2.0         |   | SA 1633 1.8        |   |  |
| 2043 3.1           |   | 2231 3.5           |   |  |
| <b>14</b> 0333 1.7 |   | <b>29</b> 0457 1.2 |   |  |
| 0951 3.2           |   | 1117 3.5           |   |  |
| SA 1558 1.8        |   | SU 1709 1.7        |   |  |
| 2157 3.3           |   | 2313 3.6           |   |  |
| <b>15</b> 0431 1.3 |   | <b>30</b> 0533 1.1 |   |  |
| 1055 3.5           |   | 1150 3.6           |   |  |
| SU 1648 1.5        |   | M 1737 1.5         |   |  |
| 2252 3.6           |   | 2349 3.8           |   |  |

| OCTOBER            |   |                    |   |  |
|--------------------|---|--------------------|---|--|
| Time               | m | Time               | m |  |
| <b>1</b> 0602 1.0  |   | <b>16</b> 0529 0.6 |   |  |
| 1221 3.6           |   | 1155 4.0           |   |  |
| TU 1803 1.3        |   | W 1741 1.0         |   |  |
|                    |   | 2352 4.2           |   |  |
| <b>2</b> 0021 3.8  |   | <b>17</b> 0609 0.5 |   |  |
| 0628 0.9           |   | 1234 4.1           |   |  |
| W 1250 3.7         |   | TH 1821 0.8        |   |  |
| ● 1832 1.2         |   | O                  |   |  |
| <b>3</b> 0053 3.9  |   | <b>18</b> 0036 4.4 |   |  |
| 0653 0.9           |   | 0649 0.4           |   |  |
| TH 1317 3.7        |   | F 1313 4.2         |   |  |
| 1900 1.1           |   | 1901 0.7           |   |  |
| <b>4</b> 0123 3.9  |   | <b>19</b> 0120 4.4 |   |  |
| 0719 0.9           |   | 0728 0.5           |   |  |
| F 1343 3.8         |   | SA 1352 4.1        |   |  |
| 1928 1.1           |   | 1942 0.8           |   |  |
| <b>5</b> 0152 3.8  |   | <b>20</b> 0205 4.3 |   |  |
| 0745 1.0           |   | 0808 0.8           |   |  |
| SA 1410 3.8        |   | SU 1433 4.0        |   |  |
| 1956 1.2           |   | 2025 0.9           |   |  |
| <b>6</b> 0223 3.8  |   | <b>21</b> 0253 4.1 |   |  |
| 0813 1.1           |   | 0851 1.1           |   |  |
| SU 1440 3.7        |   | M 1515 3.9         |   |  |
| 2027 1.3           |   | 2113 1.1           |   |  |
| <b>7</b> 0254 3.7  |   | <b>22</b> 0346 3.8 |   |  |
| 0845 1.2           |   | 0938 1.5           |   |  |
| M 1512 3.6         |   | TU 1601 3.7        |   |  |
| 2101 1.4           |   | 2209 1.3           |   |  |
| <b>8</b> 0328 3.5  |   | <b>23</b> 0449 3.5 |   |  |
| 0919 1.4           |   | 1033 1.8           |   |  |
| TU 1548 3.4        |   | W 1659 3.5         |   |  |
| 2138 1.6           |   | 2321 1.6           |   |  |
| <b>9</b> 0413 3.4  |   | <b>24</b> 0608 3.3 |   |  |
| 0959 1.7           |   | 1148 2.1           |   |  |
| W 1634 3.3         |   | TH 1817 3.3        |   |  |
| 2225 1.7           |   | €                  |   |  |
| <b>10</b> 0516 3.2 |   | <b>25</b> 0051 1.7 |   |  |
| 1050 1.9           |   | 0738 3.2           |   |  |
| TH 1738 3.1        |   | F 1322 2.2         |   |  |
| Ƨ 2338 1.9         |   | 1943 3.3           |   |  |
| <b>11</b> 0634 3.1 |   | <b>26</b> 0222 1.6 |   |  |
| 1214 2.1           |   | 0901 3.2           |   |  |
| F 1855 3.1         |   | SA 1452 2.1        |   |  |
|                    |   | 2056 3.4           |   |  |
| <b>12</b> 0129 1.9 |   | <b>27</b> 0330 1.5 |   |  |
| 0803 3.1           |   | 0959 3.4           |   |  |
| SA 1421 2.1        |   | SU 1551 2.0        |   |  |
| 2014 3.2           |   | 2152 3.5           |   |  |
| <b>13</b> 0304 1.6 |   | <b>28</b> 0417 1.4 |   |  |
| 0832 3.3           |   | 1040 3.5           |   |  |
| SU 1532 1.8        |   | M 1630 1.8         |   |  |
| 2125 3.4           |   | 2236 3.6           |   |  |
| <b>14</b> 0401 1.2 |   | <b>29</b> 0452 1.2 |   |  |
| 1030 3.5           |   | 1114 3.6           |   |  |
| M 1620 1.6         |   | TU 1702 1.6        |   |  |
| 2221 3.7           |   | 2315 3.7           |   |  |
| <b>15</b> 0447 0.9 |   | <b>30</b> 0522 1.2 |   |  |
| 1115 3.8           |   | 1147 3.7           |   |  |
| TU 1702 1.3        |   | W 1733 1.4         |   |  |
| 2308 4.0           |   | 2351 3.8           |   |  |
| <b>31</b> 0551 1.1 |   |                    |   |  |
| 1218 3.8           |   |                    |   |  |
| TH 1803 1.3        |   |                    |   |  |

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# PETERHEAD

GMT

Datum : Chart Datum

Year : 2024

| NOVEMBER           |   |                    |   |  |  |
|--------------------|---|--------------------|---|--|--|
| Time               | m | Time               | m |  |  |
| <b>1</b> 0024 3.8  |   | <b>16</b> 0017 4.3 |   |  |  |
| 0519 1.1           |   | 0624 0.6           |   |  |  |
| F 1246 3.8         |   | SA 1249 4.1        |   |  |  |
| ● 1833 1.2         |   | 1842 0.9           |   |  |  |
| <b>2</b> 0057 3.8  |   | <b>17</b> 0106 4.3 |   |  |  |
| 0646 1.1           |   | 0706 0.9           |   |  |  |
| SA 1314 3.9        |   | SU 1331 4.1        |   |  |  |
| 1902 1.2           |   | 1926 0.9           |   |  |  |
| <b>3</b> 0129 3.8  |   | <b>18</b> 0154 4.2 |   |  |  |
| 0715 1.1           |   | 0748 1.1           |   |  |  |
| SU 1342 3.8        |   | M 1412 4.1         |   |  |  |
| 1934 1.2           |   | 2013 0.9           |   |  |  |
| <b>4</b> 0202 3.8  |   | <b>19</b> 0245 4.0 |   |  |  |
| 0747 1.2           |   | 0832 1.3           |   |  |  |
| M 1412 3.8         |   | TU 1455 4.0        |   |  |  |
| 2008 1.3           |   | 2103 1.1           |   |  |  |
| <b>5</b> 0236 3.7  |   | <b>20</b> 0338 3.8 |   |  |  |
| 0821 1.4           |   | 0919 1.6           |   |  |  |
| TU 1446 3.7        |   | W 1540 3.8         |   |  |  |
| 2045 1.4           |   | 2157 1.2           |   |  |  |
| <b>6</b> 0316 3.6  |   | <b>21</b> 0436 3.6 |   |  |  |
| 0858 1.5           |   | 1012 1.9           |   |  |  |
| W 1524 3.6         |   | TH 1632 3.6        |   |  |  |
| 2127 1.5           |   | 2300 1.4           |   |  |  |
| <b>7</b> 0406 3.4  |   | <b>22</b> 0541 3.4 |   |  |  |
| 0941 1.7           |   | 1113 2.1           |   |  |  |
| TH 1611 3.4        |   | F 1736 3.5         |   |  |  |
| 2220 1.6           |   |                    |   |  |  |
| <b>8</b> 0508 3.3  |   | <b>23</b> 0009 1.6 |   |  |  |
| 1037 2.0           |   | 0651 3.3           |   |  |  |
| F 1713 3.3         |   | SA 1227 2.2        |   |  |  |
| 2334 1.7           |   | ☾ 1849 3.4         |   |  |  |
| <b>9</b> 0620 3.2  |   | <b>24</b> 0121 1.6 |   |  |  |
| 1201 2.1           |   | 0800 3.2           |   |  |  |
| SA 1826 3.3        |   | SU 1342 2.1        |   |  |  |
| ☽ 1958 3.4         |   |                    |   |  |  |
| <b>10</b> 0102 1.6 |   | <b>25</b> 0226 1.6 |   |  |  |
| 0737 3.3           |   | 0900 3.3           |   |  |  |
| SU 1337 2.0        |   | M 1448 2.0         |   |  |  |
| 1939 3.4           |   | 2059 3.4           |   |  |  |
| <b>11</b> 0220 1.4 |   | <b>26</b> 0320 1.5 |   |  |  |
| 0851 3.4           |   | 0949 3.4           |   |  |  |
| M 1448 1.8         |   | TU 1540 1.9        |   |  |  |
| 2046 3.6           |   | 2152 3.5           |   |  |  |
| <b>12</b> 0321 1.2 |   | <b>27</b> 0403 1.5 |   |  |  |
| 0952 3.6           |   | 1031 3.5           |   |  |  |
| TU 1542 1.6        |   | W 1623 1.7         |   |  |  |
| 2146 3.8           |   | 2237 3.6           |   |  |  |
| <b>13</b> 0412 1.0 |   | <b>28</b> 0441 1.4 |   |  |  |
| 1041 3.8           |   | 1109 3.7           |   |  |  |
| W 1630 1.4         |   | TH 1701 1.6        |   |  |  |
| 2239 4.0           |   | 2319 3.7           |   |  |  |
| <b>14</b> 0458 0.8 |   | <b>29</b> 0516 1.3 |   |  |  |
| 1126 4.0           |   | 1144 3.8           |   |  |  |
| TH 1714 1.1        |   | F 1736 1.4         |   |  |  |
| 2329 4.2           |   | 2357 3.7           |   |  |  |
| <b>15</b> 0541 0.7 |   | <b>30</b> 0548 1.3 |   |  |  |
| 1208 4.1           |   | 1217 3.8           |   |  |  |
| F 1757 1.0         |   | SA 1809 1.3        |   |  |  |
| ☉                  |   |                    |   |  |  |

| DECEMBER           |   |                    |   |  |  |
|--------------------|---|--------------------|---|--|--|
| Time               | m | Time               | m |  |  |
| <b>1</b> 0034 3.8  |   | <b>16</b> 0100 4.1 |   |  |  |
| 0620 1.3           |   | 0652 1.2           |   |  |  |
| SU 1248 3.9        |   | M 1317 4.1         |   |  |  |
| ● 1842 1.3         |   | 1920 0.9           |   |  |  |
| <b>2</b> 0110 3.8  |   | <b>17</b> 0149 4.0 |   |  |  |
| 0654 1.3           |   | 0735 1.2           |   |  |  |
| M 1320 3.9         |   | TU 1359 4.1        |   |  |  |
| 1918 1.2           |   | 2006 0.9           |   |  |  |
| <b>3</b> 0147 3.8  |   | <b>18</b> 0237 3.9 |   |  |  |
| 0730 1.3           |   | 0818 1.4           |   |  |  |
| TU 1354 3.8        |   | W 1440 4.0         |   |  |  |
| 1957 1.2           |   | 2052 0.9           |   |  |  |
| <b>4</b> 0227 3.7  |   | <b>19</b> 0324 3.8 |   |  |  |
| 0809 1.4           |   | 0902 1.5           |   |  |  |
| W 1430 3.8         |   | TH 1522 3.9        |   |  |  |
| 2039 1.2           |   | 2139 1.0           |   |  |  |
| <b>5</b> 0311 3.6  |   | <b>20</b> 0411 3.6 |   |  |  |
| 0850 1.5           |   | 0946 1.6           |   |  |  |
| TH 1511 3.7        |   | F 1605 3.8         |   |  |  |
| 2125 1.2           |   | 2227 1.2           |   |  |  |
| <b>6</b> 0400 3.5  |   | <b>21</b> 0500 3.5 |   |  |  |
| 0937 1.6           |   | 1032 1.8           |   |  |  |
| F 1558 3.7         |   | SA 1653 3.7        |   |  |  |
| 2218 1.3           |   | 2318 1.4           |   |  |  |
| <b>7</b> 0456 3.5  |   | <b>22</b> 0551 3.3 |   |  |  |
| 1031 1.7           |   | 1125 1.9           |   |  |  |
| SA 1653 3.6        |   | SU 1747 3.5        |   |  |  |
| 2319 1.3           |   | ☾                  |   |  |  |
| <b>8</b> 0557 3.4  |   | <b>23</b> 0014 1.5 |   |  |  |
| 1137 1.8           |   | 0647 3.2           |   |  |  |
| SU 1756 3.6        |   | M 1227 2.0         |   |  |  |
| ☽ 1847 3.4         |   |                    |   |  |  |
| <b>9</b> 0026 1.3  |   | <b>24</b> 0115 1.7 |   |  |  |
| 0701 3.4           |   | 0745 3.2           |   |  |  |
| M 1249 1.8         |   | TU 1338 2.0        |   |  |  |
| 1901 3.6           |   | 1951 3.4           |   |  |  |
| <b>10</b> 0133 1.3 |   | <b>25</b> 0217 1.7 |   |  |  |
| 0805 3.5           |   | 0843 3.3           |   |  |  |
| TU 1358 1.8        |   | W 1445 2.0         |   |  |  |
| 2007 3.7           |   | 2054 3.4           |   |  |  |
| <b>11</b> 0237 1.2 |   | <b>26</b> 0312 1.7 |   |  |  |
| 0908 3.6           |   | 0939 3.4           |   |  |  |
| W 1501 1.6         |   | TH 1543 1.9        |   |  |  |
| 2112 3.8           |   | 2153 3.4           |   |  |  |
| <b>12</b> 0336 1.2 |   | <b>27</b> 0401 1.6 |   |  |  |
| 1006 3.7           |   | 1027 3.5           |   |  |  |
| TH 1559 1.5        |   | F 1631 1.7         |   |  |  |
| 2214 3.9           |   | 2246 3.5           |   |  |  |
| <b>13</b> 0430 1.1 |   | <b>28</b> 0444 1.5 |   |  |  |
| 1059 3.8           |   | 1111 3.6           |   |  |  |
| F 1652 1.3         |   | SA 1712 1.6        |   |  |  |
| 2313 4.0           |   | 2332 3.6           |   |  |  |
| <b>14</b> 0520 1.1 |   | <b>29</b> 0523 1.4 |   |  |  |
| 1148 4.0           |   | 1151 3.7           |   |  |  |
| SA 1743 1.1        |   | SU 1750 1.4        |   |  |  |
| <b>15</b> 0008 4.1 |   | <b>30</b> 0015 3.7 |   |  |  |
| 0607 1.1           |   | 0601 1.3           |   |  |  |
| SU 1233 4.0        |   | M 1227 3.8         |   |  |  |
| ☉ 1832 1.0         |   | ● 1829 1.2         |   |  |  |
| <b>31</b> 0056 3.7 |   |                    |   |  |  |
| 0640 1.3           |   |                    |   |  |  |
| TU 1304 3.9        |   |                    |   |  |  |
| 1908 1.1           |   |                    |   |  |  |

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## NOTES

## **USEFUL TELEPHONE NUMBERS**

### **EMERGENCY NUMBERS**

In the event of an emergency the alarm should be raised as follows:

1. Call Peterhead Harbours on VHF Channels 14 or 16
2. Telephone Peterhead Harbours on 01779 483630

### **MARINE NUMBERS**

|   |              |
|---|--------------|
| Peterhead Port Authority                    | 01779 483600 |
| ASCO North Base                             | 01779 481269 |
| ASCO South Base Switchboard                 | 01779 873000 |
| ASCO South Base Operations                  | 01779 873036 |
| Peterhead Bay Marina                        | 01779 477868 |
| Peterhead Pilots                            | 01779 483635 |
| Vessel Traffic Service - Port Control Tower | 01779 483630 |
| NSG Smith Quay & Merchants Quay             | 01779 403555 |

### **GENERAL NUMBERS**

|  |              |
|--|--------------|
| Grampian Fire Service                        | 01224 633768 |
| Grampian Police, Peterhead                   | 0845 6005700 |
| HM Customs & Excise                          | 0845 0109000 |
| MCA (Maritime Coastguard Agency)             | 01224 592334 |
| MCA (Regional and Local Marine Office)       | 01224 597900 |
| Meteorological Office                        | 01224 407560 |
| Peterhead Community Hospital                 | 01779 478234 |
| Peterhead Health Centre                      | 0345 0130710 |
| Peterhead Power Station                      | 01779 483000 |
| RNMDSF                                       | 01779 472940 |
| RNLI   | 01779 473331 |
| Fishery Office                               | 01779 472254 |
| Aberdeenshire Council - Environmental Health | 01779 477363 |

