

Campbeltown Harbour

Navigational Safety Guidelines

Guidance for Mariners Navigating within Campbeltown Harbour Limits



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DOCUMENT RECORD

<u>Revision No.</u>	<u>Amendment Date</u>	<u>By</u>	<u>Revision History</u>
DRAFT	19/09/24	JW	Reviewed HM, MOM & DP
01	14/11/24	SS	First published

1.0 Application & Definitions

1.1 This Guidance applies to all vessels and craft navigating within Campbeltown Harbour Limits, and to those vessels bound for Campbeltown or departing Campbeltown when navigating within the approaches to Harbour Limits, and should be read in conjunction with, Argyll & Bute Marine Management System, Marine Policies, Campbeltown Harbour Pilotage Directions, Campbeltown Harbour Notice to Mariners as appropriate.

1.2 For the purposes of these guidelines:

"Harbour Limits" The limits of the Port of Campbeltown are defined firstly in section 38 (limits of the Harbour of Campbeltown) of the Campbeltown Harbour and Burgh Act 1846, and secondly on Admiralty Chart No. 1864. It generally includes all the navigable waters to the West of the line (shown on chart 1864) from the High Lighthouse on Island Davaar (in the South) to Macgringan's Point (in the North) extending westwards to include all the jetties and berths contained within the boundaries of the shores of Campbeltown Loch.

"SHA" means Statutory Harbour Authority. Argyll & Bute Council are the Statutory Harbour Authority for Campbeltown Harbour, of which the day to day marine safety and operational responsibility rests with the Harbour Master on behalf of the Harbour Authority.

"Harbour Premises" means and includes the harbour, landing slips, roadways and other works and conveniences and the lands, buildings and heritages and property of whatever nature of, or at any time belonging to Argyll & Bute Council.

"Harbour Master" means the Harbour Master appointed by Argyll & Bute Council, and includes their authorised deputies and assistants.

"Technical Officer" means a person for the time appointed by Argyll & Bute Council as a Technical Officer and includes their authorised deputies and assistants:

"Harbour Craft" means any Pilot Launch, workboat, line boat or other boats based in Campbeltown Harbour either permanently or temporarily, when engaged in the normal business of the Harbour.

"Navigational Channel" means the channel at the entrance to Campbeltown Loch, indicated by the leading line approach bearing (240.3°T) inbound and its reciprocal course outbound (60.3°T) the Millbeg Bank bouy and bouy 'A' mark either side of the channel.

"Inner Harbour" means the area in-between the old and new quaysides.

"ETA" means Estimated Time of Arrival

"Recreational Craft" means any craft used solely for recreational purposes and not for commercial gain, hire or reward.

"Vessel" means every description of commercial vessel, however propelled or moved, and includes a hovercraft, hydro-foil vessel and anything (whether in or under water) constructed or used to carry persons or goods by water, and a seaplane on or in the water.

"Reporting Vessel" means all vessels which are required to report under the regulations laid down in the

Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004, as amended.

"Large Vessel" As per Campbeltown Harbour Pilotage Directions is a vessel which exceeds 80m in length and/or has a draft in excess of 8 metres.

"Owner" in relation to a vessel includes the owner, Master, charterer or other person in charge of the vessel and in relation to goods includes the owner, consignor or other person in charge of holding title to the goods.

"Goods" includes cargo, wares, merchandise, any container, receptacle, pallet, any vehicle handled as cargo, and fish, livestock and animals, and oils, liquids, and gases and any other materials, property or thing whatsoever and any part thereof, saving only the hull of any vessel calling or docked or laid up at the harbour.

1.3 Nothing in these guidelines shall be construed as a reason to prevent any Master / Skipper of a vessel navigating within Campbeltown Harbour Limits from taking such action as may be necessary in order to protect life, prevent pollution, and protect property or infrastructure.

2.0 Reporting of Vessel movements

2.1 Reporting vessels bound for Campbeltown Harbour are required to declare their arrival no later than 24hrs prior, or prior to departing their previous port, whichever is the sooner. Such report should contain:

- (a)** ETA at Campbeltown/ Campbeltown Pilot Boarding position
- (b)** Particulars of Vessel, including Draught, Gross Tonnage, and details of tow if applicable
- (c)** Master's Name
- (d)** Last Port, next Port
- (e)** Appointment of Agent (as applicable)
- (f)** ISPS pre arrival information (as applicable)
- (g)** UK Port Waste Notification (as applicable)
- (h)** Declaration of defects (see section 9)

2.2 Recreational Craft

(a) Campbeltown Harbour strongly recommend all vessels navigating within Harbour Limits to carry a VHF radio and operational AIS equipment. Where carried, VHF radio watch is to be maintained on Ch 13 when within the harbour limits.

(b) Where no VHF is carried, a mobile telephone should be used in cases of emergency to contact the Coastguard in the first instance and then also Campbeltown Harbour Office.

(c) Callsign “Campbeltown Harbour”, maintains a listening watch during office hours on VHF channel 13. Campbeltown Harbour Office is also contactable by telephone on – 01586552552.

(d) Any emergencies within the harbour limit should be communicated firstly to Belfast Coastguard on VHF Ch 16, and then to Campbeltown Harbour.

(e) Vessels should avoid excessive use of VHF Ch 13 wherever possible.

2.3 Dangerous Goods/Hazardous Cargo

Unless prior arrangements are in place, anyone bringing dangerous goods into the Campbeltown Harbour limit must pre-notify the Harbour Master. Normally, this is required 24 hours before entering the harbour. Further Guidance can be obtained in the Dangerous Goods Notification Procedures, along with the notification form on the Argyll & Bute Councils website. Links below:

[Dangerous Goods Notification Procedures](#)

[Dangerous Goods Notification Form](#)

3. Use of VHF Radio

3.1 Campbeltown Harbour maintains a VHF listening watch on VHF Ch.13/16 during office hours only.

3.2 All vessels and craft are requested to maintain a listening watch on VHF Channel 13 when navigating within Campbeltown Harbour limits.

3.3 All Bridge to Bridge communications relating to navigation and traffic movements are to be made on VHF Channel 13.

4. Conduct of Vessels within Harbour Limits

4.1 Masters are requested at all times to navigate their vessels at a speed commensurate with local circumstances and conditions so as not to endanger lives or cause injury; interfere with the navigation, manoeuvring, loading or discharging of vessels; cause damage to moorings, quays, or other property.

4.2 Due care should be taken when passing vessels moored on berths.

4.3 The Harbour Master may determine the order in which vessels may enter or leave the harbour and their berth in the Harbour. No person should attempt to take any vessel into the inner harbour within the port, or shift between berths, without the permission of the Harbour Master.

4.4 Large Vessels subject to Pilotage, as prescribed by Campbeltown Harbour Pilotage Directions, shall not pass the Pilot Boarding Position until they have embarked their Pilot, unless permitted to do so by the Harbour Master.

4.5 The Master of every vessel within Harbour Limits should moor and keep moored his vessel as directed by the Harbour Master, and should move that vessel to or from any berth within the Harbour in accordance with any directions that the Harbour Master may give from time to time.

4.7 The Harbour Master may give directions for regulating:

- (a)** The movement of vessels
- (b)** The loading unloading or transfer of goods,
- (c)** The embarkation or disembarkation of passengers,
- (d)** The loading, removal and disposal of ballast,
- (e)** Any other matter affecting safety within the port, including "*Directions to Dangerous Vessels*".

5. Navigation in Campbeltown Harbour limit and Inner Harbour

5.1 The International Rules for Prevention of Collision at Sea apply to All Vessels within Campbeltown Harbour Limits. In particular, Rule 9 – Narrow Channels applies throughout the Navigational Channel and Inner Harbour.

5.2 Overtaking may only to be conducted when safe to do so and with the agreement of the vessel being overtaken.

5.3 On occasions whereby visibility is restricted due to fog, mist, snow or any other cause, the following will apply:

(a) Mariners are reminded that COLREGS Rule 19 applies to vessels operating in or near an area of restricted visibility, not in sight of one another.

(b) A one way system may be implemented by the Harbour Master during periods of restricted visibility, during such times Passenger Vessels, scheduled services and ships tidally restricted will be given priority over other movements.

(c) Vessels not fitted with operational radar should not navigate within the harbour when due to any cause, visibility is less than 0.5 nautical miles.

(d) Vessels carrying hazardous cargoes in bulk or marine pollutants in bulk are not normally permitted to navigate within Harbour Limits when visibility is less than 0.5 miles. Such vessels will be individually risk assessed at the discretion of the Harbour Master.

(e) Vessels requiring the aid of towage are not normally permitted to navigate within Harbour Limits when visibility is less than 0.5 miles. No act of Pilotage requiring tugs is to be undertaken in reduced visibility.

6. Anchoring

6.1 Anchoring inside Harbour Limits should only take place within the designated safe anchorage areas, where the anchoring of a vessel will not affect or constrain the ability of any other vessels to safely transit the harbour inbound or outbound from any harbour berths or jetties.

6.2 Whilst underway within Harbour Limits, vessels should have their anchors cleared ready for immediate use to assist with manoeuvring, in an emergency, or on instruction of the Harbour Master.

7. Minimum Composition of Bridge Team whilst Navigating inside Harbour Limits & Use of Autopilots (as applicable)

7.1 The Master of a vessel should, at all times, be on the Bridge when navigating inside the Harbour Limits.

7.2 A 2nd person capable of taking over in the event of the Master becoming incapacitated (normally the Chief Mate), should be contactable and readily available to take over if not already on the Bridge.

7.3 The minimum composition of the Bridge Team whilst navigating within Harbour Limits should be:

- a)** During daylight hours: The Master & 1 other person, who may be the Pilot when one is embarked.
- b)** During hours of darkness: The Master, a lookout, and a Pilot if one is embarked.
- c)** The Bridge of Passenger vessels and vessels carrying hazardous substances in bulk should be manned by the Master and a competent Deck Officer, one of whom may be the PEC Holder, and a helmsman/lookout at all times.
- d)** On other vessels, when a PEC holder forms part of the Bridge Team, they should be accompanied by another Officer capable of undertaking the conduct of the vessel, and additionally during hours of darkness, a lookout.

7.4 Automatic Steering Devices may only be used within Harbour Limits provided:

- a)** Such equipment is capable of instantaneous changeover.
- b)** The use of Automatic Steering Devices does not relieve the Master of his obligation to have a competent helmsman on the Bridge during times such devices are in use.

8. Reporting of Defects, Collisions, and Fires etc.

8.1 The Master of a vessel arriving at Campbeltown Harbour having any defect or having been involved in a reportable occurrence, must notify the Harbour Master at earliest opportunity, and should not enter Harbour Limits without approval from the Harbour Master.

8.2 The Master of a vessel that suffers a defect or other reportable occurrence whilst within Harbour Limits should report such defect to the Harbour Master at the earliest opportunity.

8.3 Reportable Defects to Navigation equipment include but are not limited to:

- Radar
- Compass or Gyro Compass
- ECDIS (except if the latest edition of chart 1864 is carried and are fully corrected).
- Log

- Autopilot
- GPS
- Echo Sounder
- AIS

8.4 Reportable Defects to Manoeuvring equipment include but are not limited to:

- Steering
- Main propulsion
- Thrusters

8.5 Reportable Defects to Mooring equipment include but are not limited to:

- Anchors
- Windlasses
- Mooring winches

8.6 Reportable Occurrences include but are not limited to:

- Collision
- Allision
- Grounding or Stranding
- A vessel or tow which obstructs a Fairway or Channel
- Discharges of noxious substances or pollutants
- Jettisons or loses any object which could obstruct a berth or fairway
- Fire on board

8.7 The occurrence of a “Near Miss” relating to any of the above, or any other observation that for the safe and efficient running of the Harbour that the Harbour Master ought to be made aware of, should be considered as reportable.

9. Fire on board.

9.1 On discovering a fire on board, whilst in the Campbeltown harbour limit the Master should:

- Take immediate action to extinguish the fire using all available equipment and any other actions as required by the vessels ISM Safety Management System (as applicable).
- Ensure Emergency services and Campbeltown Harbour are immediately notified.
- Cease all cargo operations.

10. Navigation while affected by drink or drugs

10.1 No person should have the command, charge or management of a vessel underway or otherwise navigate or have the charge of or undertake any activity which is or may be material to the safe conduct of a vessel underway when unfit by reason of drink or drugs to do so or to have that charge.

The master of a vessel should not cause or permit any person to navigate or otherwise have charge of or undertake any activity which is or may be material to the safe conduct of a vessel underway if that person is unfit by reason of drink or drugs to do so, have that charge or undertake that activity.

The master of any vessel should not move the vessel within Harbour Limits if his ability to do so is impaired by drink or drugs or if the proportion of alcohol in his breath, blood or urine exceeds the limits prescribed in section 81 of the Railways and Transport Act 2003, at the time of writing, set out as below:

- i)** In the case of breath, 25 micrograms of alcohol in 100 ml.
- ii)** In the case of blood, 50 milligrams of alcohol in 100 ml, and
- iii)** In the case of urine, 67 milligrams of alcohol in 100 millilitres.

11. Pilotage, Towage and Mooring Operations.

11.1 The Master of every Reporting Vessel should ensure that, where required, he has made provision for a Pilot and sufficient number of Tugs to allow his vessel to be berthed alongside safely. Reporting Vessels requiring tugs are not permitted to enter the harbour limit until such time as tugs have confirmed they are available for manoeuvres and Pilot has boarded.

11.2 Campbeltown Harbour Minimum Pilotage and Towage Requirements apply to all vessels, as set out in the Campbeltown Harbour Pilotage Directions at the time of writing, prescribed as below:

- Compulsory Pilotage for vessels 80m and more in length.
- Vessels 80m to 120m Pilot will be engaged for arrival and departure.
- Vessels 120m to 150m Pilot & tug will be engaged for arrival and departure.
- Vessels 150m or more Pilot & 2 tugs will be engaged for arrival and departure.

Additionally, all vessels carrying 10,000T or more of hazardous or polluting cargo in bulk, and vessels with draught 8m or greater require a minimum of 1 tug in attendance.

11.3 Restrictions on Towage in Restricted Visibility

- a)** Towage is only to be undertaken when visibility is greater than 0.5 miles, and it is not decreasing.
- b)** If visibility reduces below 0.5 miles after the operation has been started:
 - i.** The vessel must be slowed to minimum safe speed,
 - ii.** Other vessel movements are to be suspended
 - iii.** Towage must be re-assessed between the Master, Pilot and Tug Master.
 - iv.** Harbour Master must be advised of proposed towage plan and intended actions.
- c)** No act of Pilotage requiring tugs is to be undertaken in restricted visibility.

A contingency plan should be discussed between Master and Pilot prior to entering the port during the Master/Pilot exchange.

11.4 Unless the Pilot and / or Master deem otherwise, Tugs in attendance should be made fast. In any event, vessels swinging with the aid of tugs in the vicinity of berths handling hazardous cargoes should have the tugs made fast.

11.5 The Master of every Reporting Vessel should ensure that they provide for the attendance of a sufficient number of competent persons to handle, by boat or ashore, the vessel's ropes, wires, lines or other moorings to any pier, quay or dolphin as may be necessary to moor or unmoor the vessel (Boatmen/Linesmen).

11.6 The Master/Pilot of an inbound reporting vessel shall ensure in good time prior to approaching the berth that they make contact with the Boatmen/Linesmen to establish mooring arrangements and vessel position are agreed and understood.

11.7 The Master of a Reporting Vessel which is berthed within Harbour Limits should ensure that such vessel is securely made fast and that the moorings are adjusted as necessary to allow for the rise and fall of the tide and for the loading and unloading of cargo. Vessels should have adequate and secure moorings at all times. Masters should ensure that their vessel is laid as close as possible alongside the berth or premises at which the vessel is berthed and that neither the vessel nor the vessel's moorings obstruct other vessels, or hamper the use of a pier, quayside or jetty.

11.8 Except with the permission of the Harbour Master, the Master of a Reporting Vessel should at all times when his vessel is within the Harbour ensure that their vessel is capable of being safely moved and navigated and that there are sufficient crew or other competent persons readily available:

- a) to attend to their vessel's moorings;
- b) to comply with any directions given by the Harbour Master for the unmooring, mooring and moving of their vessel; and
- c) to deal, so far as reasonably practicable, with any emergency that may arise.

12. Condition and Use of Vessel's Propulsion Machinery

12.1 The Master of a vessel bound for or departing Campbeltown should ensure that all manoeuvring and propulsion systems have been tested immediately prior to arrival or departure.

12.2 The Master of a Reporting Vessel utilising the anchorage, should not take any steps to render their vessel incapable of movement without first obtaining permission to immobilise the vessel from the Harbour Master.

12.3 The Master of a Reporting Vessel should at all times keep their vessel so loaded and ballasted and in such condition that it is capable of being safely moved.

12.4 Where a Reporting Vessel is at any time not capable of being safely moved by means of its own propulsive machinery, the Master or Owner should as soon as reasonably practicable inform the Harbour Master.

12.5 The Master of a Reporting Vessel whilst berthed should not cause or permit the external means of propulsion of the vessel to be set in motion for trial other than as required by SOLAS or in connection with manoeuvre on or off the berth without the permission of the Harbour Master.

13. Repair Works, Lifeboats, and Diving

13.1 The master of a vessel in the Harbour should not permit any person to undertake from the quay or from the water any repairs to any part of his vessel, or any equipment or any other item from or for the vessel, except with the prior permission of the Harbour Master, and then only subject to such reasonable conditions as the Harbour Master may require.

Harbour Master should be consulted prior to any of the following:

- a) External Hot Work (Permit Required)
- b) Working over the side of a Vessel or on the Quay.
- c) Diving (Permit Required)
- d) Immobilisation

The Harbour Master is to be informed on start and finish of operations covered by Permits.

13.2 Where the harbour master has approved any diving, all persons taking part should comply with the Diving at Work Regulations 1997 (SI 1997/2776) and any instructions given by the Harbour Master.

13.3 Lowering of ship's lifeboats may be undertaken upon receipt of clearance from the Harbour Master, if lifeboats are to be manoeuvred, the Coxswain must be contactable by the Vessel and Campbeltown Harbour on VHF Channel 13.

13.4 Engine immobilisation for routine maintenance and minor repairs is not permitted whilst alongside in Campbeltown Harbour. This falls in line with good practice in other UK and EU ports and gives Campbeltown Harbour Marine Operations confidence that should the weather deteriorate or an incident occur in the port that shipping can be moved as required.

14. Bunkering, Tank Cleaning & Gas Freeing

14.1 All vessels conducting Bunkering Operations should inform Harbour Master of their intention to do so prior to arrival.

14.2 Tank cleaning is only permitted within Harbour Limits with prior permission from the Harbour Master

14.3 No gas freeing is permitted within Harbour Limits without prior permission from the Harbour Master

15. Passage Plans

15.1 Reporting vessels arriving to or departing from the Port, other than Harbour Craft normally employed within the Harbour, are required to have a Passage Plan under IMO regulations. This plan is to incorporate the entire movement within Harbour Limits to/from the berth, and should be based upon the standard Port Passage Plans.

15.2 The Master is requested to submit a copy of the Passage Plan to the Harbour Master.

15.3 The Passage Plan is to be agreed with the Master and Pilot as part of the Master/Pilot exchange, and declared to the Harbour Master.

16. Navigational Risk Assessment

16.1 Any specialised operation, project or vessel which falls outside the normal scope of the Navigational Risk Assessment will be subject to a Formal Risk Assessment. Should the Harbour Master deem it necessary this will need to be completed prior to the vessel entering Harbour Limits and / or commencing operations.

17. Change of Vessel's Details

17.1 Any vessel which intends to undergo change of Ownership, Name, Flag, or Manager (as per ISM DOC) while within harbour limits should immediately inform the Harbour Master in writing of such intention.