

## **NOTICE TO MARINERS No. 1 - 2020**

### **SAFE NAVIGATION**

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

**1. The International Regulations for Preventing Collision at Sea**

The International Regulations for Preventing Collision at Sea 1972 (COLREGs) apply in full to all vessels navigating in the Cromarty Firth and its approaches.

**2. Use of VHF**

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

**3. VHF Reporting Procedures**

VHF reporting to Port Radio should be as outlined on the Port passage plans available at [www.pocf.co.uk](http://www.pocf.co.uk). Under no circumstances should any commercial vessel arrive into the port, move within the port or leave a berth within the port, without previously informing Cromarty Firth Port Radio and having this information acknowledged by them.

**4. Pilotage**

A copy of the Pilotage Regulations in force, outlining the compulsory pilotage, those vessels subject to compulsory pilotage and the issue of Pilotage Exemption Certificates (PEC). is available at [www.pocf.co.uk](http://www.pocf.co.uk)

**5. Navigation in the Firth**

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

Copies of port passage plans from the Fairway Buoy to the Highland Deephaven in the east and all facilities in between, are available at [www.pocf.co.uk](http://www.pocf.co.uk)

**6. Anchoring in the Firth**

Anchoring within the Cromarty Firth port limits, shall only take place after consultation and agreement the Port Manager, deputies or assistants.

**7. Reporting of Defects, Marine Casualties and Marine Incidents**

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

The master of any vessel shall ensure their obligation and compliance with the requirements of The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, as amended and their potential need to notify the Marine Accident Investigation Branch (MAIB) of any marine accidents or marine incidents involving their vessel.

**8. Special Operations**

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

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

1 January 2020