

These passage plans are for guidance only.

Masters are advised to consult the relevant section of the **Admiralty Sailing Directions, North Sea (West) Pilot NP54** and **Admiralty List of Radio Signals Vol 6 (1)**

Arrival

The call identifier for Aberdeen Harbour is "Aberdeen VTS". Participation in the VTS scheme is mandatory for all Vessels operating in the VTS area and operate on VHF Ch 12. Vessels should give 1hrs notice to Aberdeen VTS with deepest draught and any known deficiencies to ships equipment and request for a pilot. Pilotage is required for all vessels calling at Aberdeen South Harbour. After this the following reporting points are as follows:

- Reporting Point "India", 3 miles from the Fairway Buoy to request permission to enter the VTS control area.
- Reporting point "Bravo" in the vicinity of the fairway buoy or as instructed by VTS.

Prior to entering, the vessel should receive traffic clearance from VTS. In addition, she should have both anchors ready for use and fenders prepared for deployment if required. Fendering is currently provided in the form of Yokohama Fenders. Aberdeen VTS or the Pilot will inform the vessel of places to swing and the requested side alongside. Tug(s) if required will be secured prior to entry. The tidal current across the entrance is Southerly during the flood tide and Northerly for the ebb.

Vessels less than 32m beam must maintain 1m UKC at all times when transiting the navigation channel. Vessels greater than 32m beam must maintain 1.5m UKC at all times. Before an approach can be made, the Vessel must have received Traffic Clearance from VTS.

The latest Bathymetry data for Aberdeen South Harbour is available on the Port website. The XYZ file can be made available to vessels to upload onto their Navigation Systems.

<https://www.portofaberdeen.co.uk/harbour-information/marine-information/port-information-restrictions/>

Approach to the entrance is made in transit of the leading lights at 232° True, Masters are advised to make allowance for the prevailing conditions and to ensure they have no-go areas clearly marked on their charts for the shallow areas off Girdleness, on the north side of the approaches. Approach speed should be in accordance with Rule 6 of COLREGS, taking into account set and drift, steerage and power redundancy. The speed limit inside the green buoy (NA01) is 5kts.

In restricted visibility VTS will provide an assessment of visibility to the vessel.

Vessels should remain afloat whilst alongside and have a minimum of 0.5m under keel clearance when shifting from berth to berth within the Harbour, or in line with company requirements.

Departure

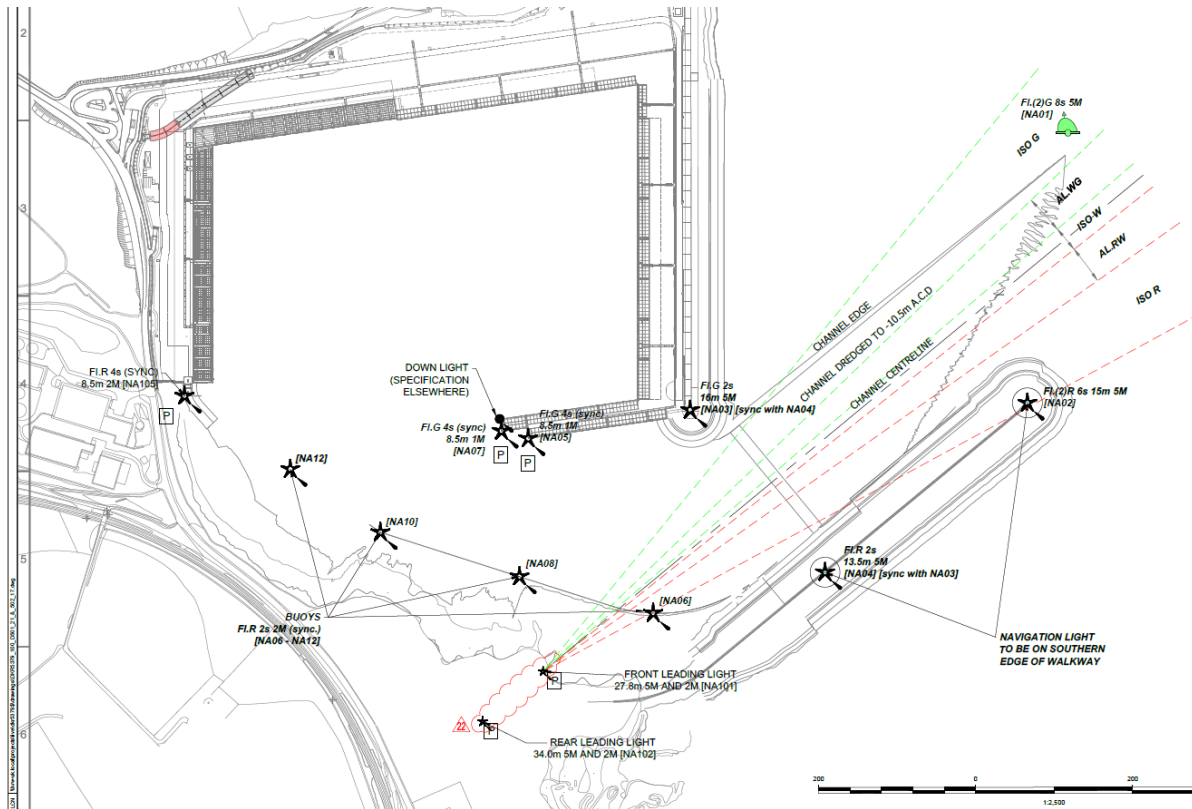
Vessels planning to depart should contact Aberdeen VTS 1hr prior to their planned departure time on VHF Channel 12, and a pilot shall be requested. Tug(s) if required should be arranged through the agent. Permission is to be obtained from Aberdeen VTS before letting go any mooring lines, and traffic clearance before moving off the berth.

ABERDEEN SOUTH HARBOUR PASSAGE PLAN

Vessels proceeding outwards from South Harbour must keep a safe distance both Crathes Quay and the South Shore, until safely in Navigation Channel.
 Outgoing traffic should stay mid-channel on a heading of 052° T, with the Leading Lights in transit astern and the green buoy (NA01) to port, until well clear of the breakwater, making due allowance for tidal set and weather conditions at entrance. In adverse weather conditions.

Navigational Marks

- | | | |
|-----------------|------------|----------------------|
| • Fairway Buoy | Mo (A) 5s | Racon T |
| • Girdle Ness | Fl (2) 20s | Racon G |
| • NA01 | Fl (2)G 8s | Green Buoy |
| • NA02 | Fl (2)R 6s | South Breakwater |
| • NA03 | Fl G 2s | End of North Wall |
| • NA04 | FL R 2s | Mid South Breakwater |
| • NA06/08/10/12 | Fl R 2s | South Shore Buoys |



Leading Lights

The aft leading light is a white tower with a fixed white light.
 The forward leading light is a white tower with a Sector Light (R-RW-W-WG-G)

Traffic Clearance from Aberdeen VTS

ABERDEEN SOUTH HARBOUR PASSAGE PLAN

Traffic Clearance should be obtained for the following situations:

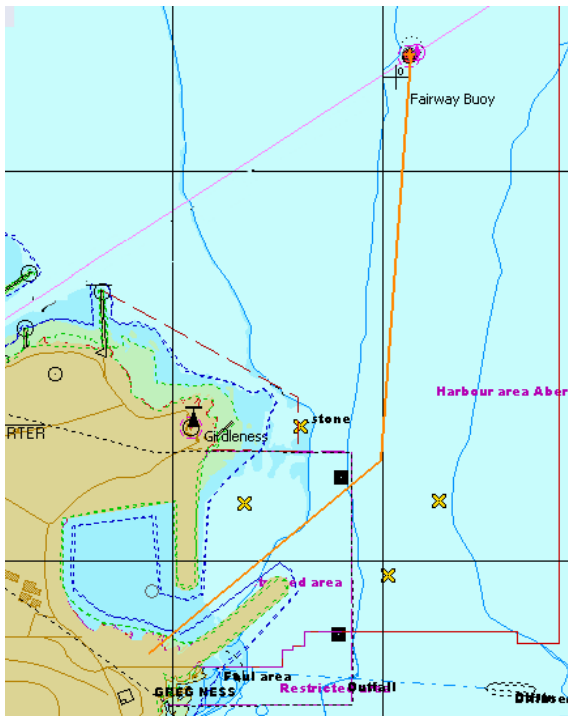
- Entry to the harbour.
- Letting go lines.
- Shifting Inside the harbour.
- Departing the harbour.

Restrictions

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Restricted Visibility

The minimum restricted visibility is 0.75nm. For reference a vessel approximately 1 nm South of the Fairway buoy should be able to see the front leading light.



Berths

Depths below are the charted depths and are liable to change between maintenance dredges. VTS should be contacted for the most up-to-date soundings.

Balmoral Quay (WEST)

Currently still under construction. Heading 000/180T

300m at 9.0m

Castlegate Quay (NORTH)

Western side of quay still under construction, Eastern side is operational. Heading 082/262T

ABERDEEN SOUTH HARBOUR PASSAGE PLAN



300 m at 9.0m

Dunnottar Quay (EAST)

Whole quay operational. Heading 000/180T

400m at 10.5m

Crathes Quay (EAST)

Whole quay operational. Heading 082/262T

175m at 9.0m

VHS Channels

Aberdeen VTS – VHF Ch 12

Port of Aberdeen Boatmen (South Harbour Boatmen) – VHF Ch 12

Boatmen

This harbour is serviced by The Port of Aberdeen's own Boatmen.