

CRUISE SHIP BERTHING POLICY

KIRKWALL & STROMNESS, ORKNEY

1. All cruise ship bookings are processed on a first come first served basis and smaller cruise ships will not be made to vacate a berth in favour of a larger cruise ship.
2. A minimum of 35 metres (but subject to individual risk assessment) between ships is required on berths 1A and 1B at Hatston Pier. The risk assessment will be carried out a minimum of 7 days in advance of the port call.
3. A minimum of 24 hours' notice is required for tug assistance for berthing/unberthing. All tug requests require email confirmation. Once a tug request is accepted by the agent or ship, the tug will be charged for whether used or not on the basis that tug(s) will have been despatched from Scapa Flow
4. Towage availability is dependent upon other pre booked or current towage operations.
5. Hatston Ro-Ro berth is subject to a risk assessment for each port call request. This risk assessment will be updated with regards to forecast conditions no later than three days in advance of the port call
6. If towage assistance is requested/required for the Hatston Ro-Ro berth, then unless this can be achieved through pushing assistance from a 10 tonne bollard pull vessel, the berthing will be deemed by the Harbour Master as non-viable as a berth due to insufficient water space/depth for the larger tugs.
7. Anchorage of cruise ships, other than small vessels, at Cairston Roads Stromness is not encouraged due to water depth restrictions and limited passenger landing facilities at Stromness Pier.
8. Due to restrictions of passenger landing facilities at Kirkwall Basin anchorage is restricted in Kirkwall Bay to the equivalent of one large ship.
9. The use of an anchor to assist berthing is at the discretion of the Master in consultation with the pilot.
10. In order to ensure good passenger experience, all bookings will be subject to an overall passenger maximum figure ashore set by the local authority. This will be reviewed annually but is currently 4500 passengers ashore for multiple port calls per day. Some flexibility is possible in specific cases and for ships berthing away from Kirkwall (Stromness and the outer islands).
11. ISPS (International Ship and Port Security) facilities are currently required at the outer isles piers. This is under discussion with the Chamber of Shipping.

Signed



B R Archibald
Head of Marine Services, Engineering and Transport, and Harbour Master
Orkney Islands Council

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