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Yearbook



2019



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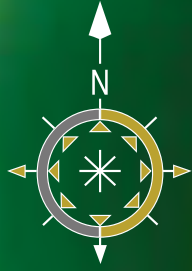
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group**

**Ardersier Port
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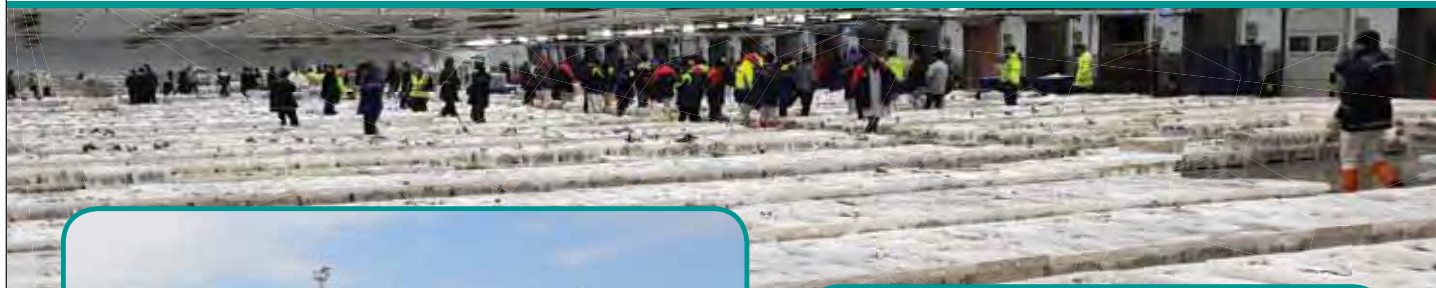


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Peterhead



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West Pier
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AB42 1DW

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Fax: 01779 475715
Email: info@peterheadport.co.uk
Web: www.peterheadport.co.uk

PRINCIPAL OFFICIALS

Chief Executive: Mr Simon Brebner
Deputy Chief Executive
& Chief Financial Officer: Mr Stephen Paterson
Harbour Master: Capt John Forman
Harbour Engineer: Mr David Buchan
Health & Safety Officer: Mr Richard Baird

Location: Latitude 57° 30'N
Longitude 01° 47'W

Peterhead Port is the UK's largest white and pelagic fish port and a leading base for servicing the offshore oil and gas industry. The port handles a range of agricultural products and has developed a growing business supporting the offshore renewables and decommissioning markets. Its strategic location, deep water berthing and continual investment in excellent modern facilities are key factors in its success – with record levels of activity in recent years.

A £51m redevelopment and upgrade programme was completed in 2018. This included a new state-of-the-art fish market with 80% more floor space to accommodate the greater quantities of high-quality fish being landed at Peterhead. Access to the inner harbours was dredged to 6.5m and over 600m of deepwater berthing created in the inner harbour basins. Additional facilities for handling commercial traffic at the sheltered Merchants Quay have also been provided – 180m of berthing with a 7.5m water depth.

Peterhead Port is the UK's largest white and pelagic fish port and a leading base for the servicing of the offshore oil & gas industry



In 2017 over 172,000 tonnes of fish valued at a record £195m was handled through Peterhead and the port retained its position as the top fishing port in the UK. This included the highest ever value of white fish species at £124m.

The new 10,000 box capacity refrigerated market, which opened in June 2018 has already facilitated an increase in landings. This in turn has encouraged more buyers to Peterhead, confident in accessing on a daily basis a consistent supply of top quality fish. Consistently good prices achieved for the catch has encouraged more skippers who do not land at the port to consign their fish for sale at the Peterhead market.

The new development also provides covered areas for vessels which land their fish privately, rather than for sale in the auction.

Aerial view of Peterhead Port and ASCO South Base





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Fishing boats alongside at Peterhead Port

Peterhead Bay Harbour is a deep water natural inlet protected from the sea by two breakwaters. With the advent of the North Sea oil industry, its strategic location made the harbour an ideal centre for servicing this activity. Infrastructure development and the provision of a comprehensive range of supporting facilities have attracted the custom of many major oil clients.

Peterhead handles around 2,600 vessels per annum from this sector with the main focus being on supply and subsea vessels. Peterhead has over 40 years' experience successfully handling the complete needs of the offshore oil industry's activities, from exploration through construction and hook-up to production and finally to decommissioning.

ASCO's investment in the port in 1974 developed the North Sea's first dedicated oil service base, with the port playing a leading role in the search for oil. The company remains the port's largest client, handling logistical support for many offshore installations.

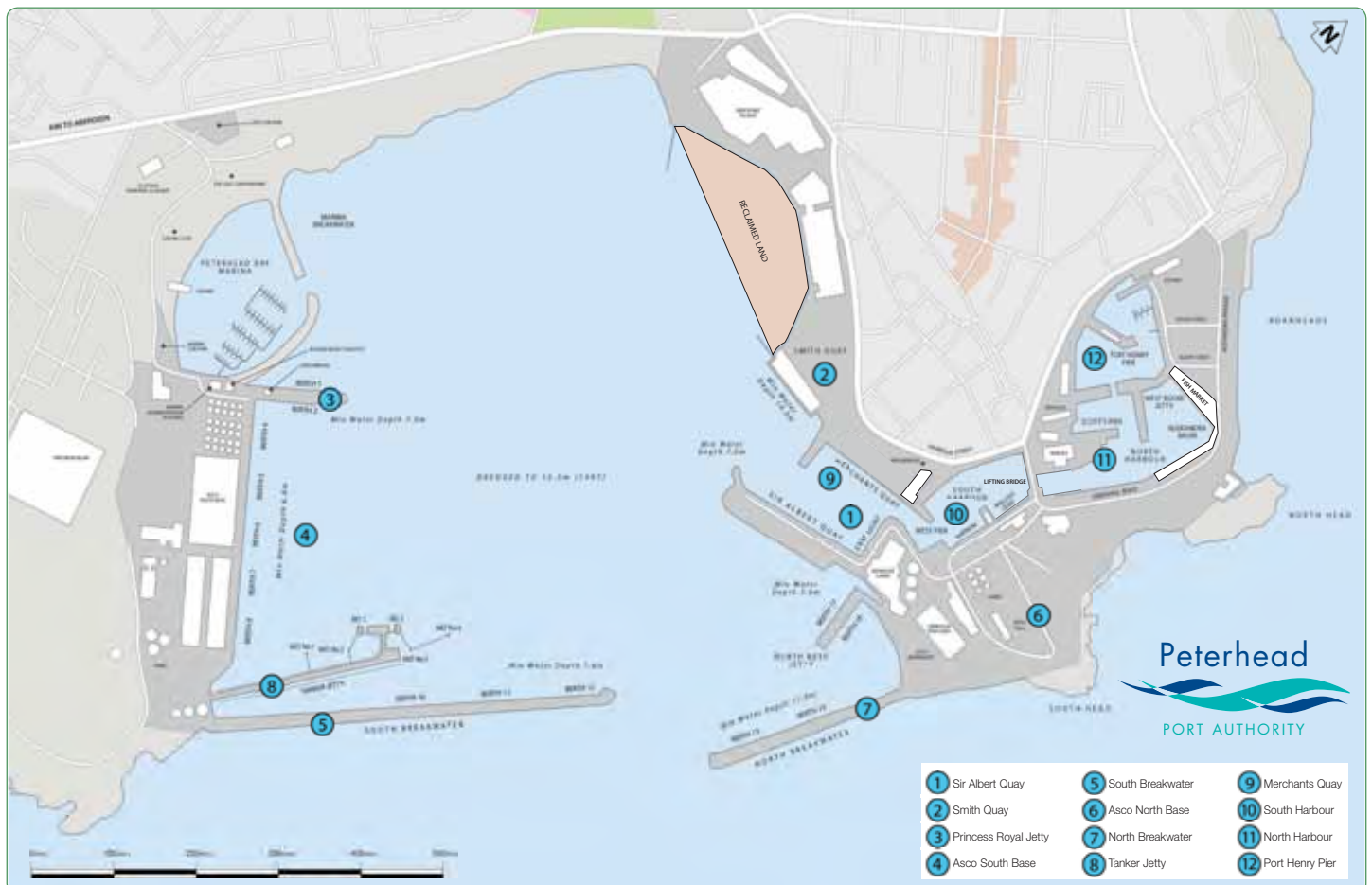
Offering a combination of marine expertise, strong local supply chain, proven track record, modern and efficient facilities and a strong customer ethic, Peterhead provides an ideal base for marine operations. Talk to us to see what we can do together for your business.

The port is particularly suited to handling diving support and subsea vessels and is able to accommodate the new generation of larger vessels. Deep water berths and adjacent quayside space for mobilisation, storage or fabrication all benefit this industry. These sectors traditionally use large vessels and gain significant advantages from working out of Peterhead.

Deep water access and berths allow vessels to arrive and sail at any time without having to wait for high water. Close proximity to offshore locations saves time and reduces steaming costs. Berths are conveniently located near major trunk roads which are free of city centre congestion, thus allowing cargo and equipment to be readily carried to its intended destination.

Other cargoes which are handled within the port include wind turbines, agricultural products such as grain, fertilizer and timber, aggregates, peat, palletised cargoes as well as consigned and frozen fish.

The harbour is an established port of call for cruise vessels. The North East of Scotland boasts a wide variety of quality visitor attractions suitable for a shore excursion commencing from Peterhead. The port also operates a 150-berth marina for leisure vessels and a 50-berth facility for inshore fisheries.





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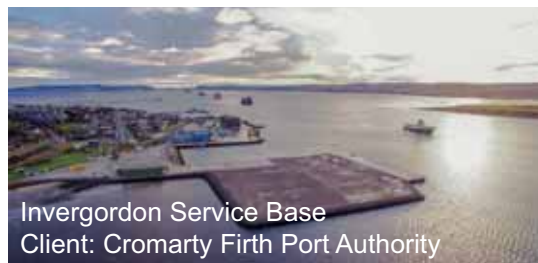
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Peterhead Harbour Deepening
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NORTH EAST



In 2018 over 170,000 tonnes of fish valued at a record £195m was handled through Peterhead



Smith Quay

This facility is operated by NorSea Group who during 2018 completed an investment in MGO bunkering storage and distribution to the quayside.

Smith Quay provides 160 metres of deep water, sheltered berthing and has proven to be a catalyst for bringing much new business to Peterhead.

The quay incorporates a 500-tonne capacity heavy lift pad and capability of skidding items up to 2,500 tonnes which makes it ideal for handling project cargo and decommissioning activity. Clients get a significant advantage from the 16,000m² adjacent secure storage space.

The site is popular for quayside fabrication with companies using the space for completing large spool pieces, building cable lay systems and refurbishing reels and tensioners. Large or heavy items can also be stored close to the berth for the duration of a project, thus avoiding high costs for double handling and the delays of arranging road transport off the port. During recent years there has been increasing use for decommissioning, particularly of subsea infrastructure.

Peterhead has been recognised as one of the best locations in Scotland for offshore renewables development and this new investment demonstrates the port's commitment and opportunity.

NorSea Group has completed the installation of a fuel bunkering system at Smith Quay, which will be extended to the adjacent Merchants Quay in 2019. Plans are being finalised to provide ancillary services, warehousing and additional reinforced concrete laydown areas.

NorSea Group also operate an additional 180m long berth at the adjacent Merchants Quay and have access to a total of over 60,000m² quayside working area.

Merchants Quay

Merchants Quay has a total length of 180 metres and was dredged in 2018 to provide a depth of 7.5m. The fish market building has been removed and the site levelled for use by commercial vessels.

The new fish market can handle 10,000 boxes of fish at each sale





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Sir Albert Quay

Sir Albert Quay has a total of 340 metres of deep water berthing with a minimum water depth of 8.5 metres and is located at the northern side of the port. The 30-metre-wide quay provides ample space for handling a wide range of commodities including fresh and frozen pelagic fish, agricultural products, timber, project cargo and heavy lifts. The berth is also used by the oil industry for the subsea sector. It is the most sheltered location in the port and has never been closed due to weather conditions. This facility is operated directly by Peterhead Port Authority on a common user basis.

Tanker Jetty

The Tanker Jetty was designed to accommodate oil tankers of up to 50,000 tonnes deadweight, delivering fuel oil to the nearby Peterhead Power Station. The berth can accommodate vessels up to 280 metres in length with a maximum draft of 10.5 metres. The jetty is also used by cruise ships, for crew changes, layby and for servicing oil-related traffic. Fresh water is available at the jetty at a maximum loading rate of 30 tonnes per hour. Road tankers can deliver fuel.

North Harbour / Alexandria Basin

This area is entered from the South Harbour through a cut known as the Junction Canal, which is spanned by a lifting bridge (Queenie Brig). The cut has been widened to 16.5m to allow larger vessels to enter the inner harbour basins, which now host the new fish market and ship repair facilities. These basins now provide a hub to serve the complete needs of the fishing boat fleet whilst making a port call – from areas for landing fish, sorting nets, collecting supplies, loading boxes and ice and making repairs.



Floating crane, Asian Hercules III, transporting
wind turbine jackets at Peterhead Port

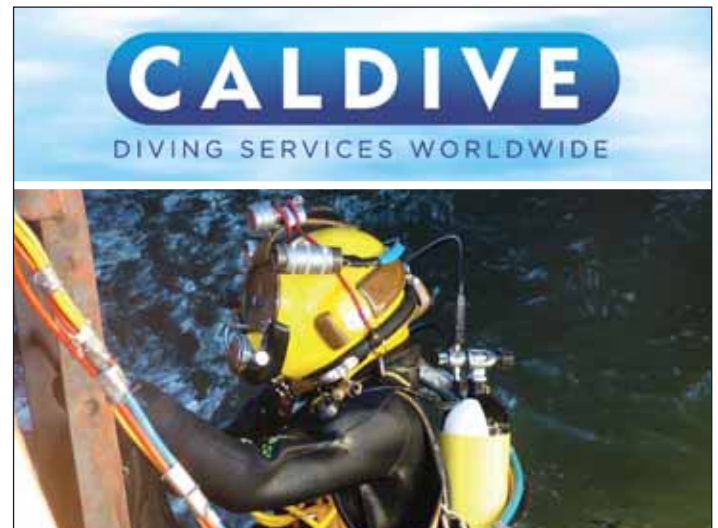
South Base

The South Base is operated by ASCO and was designed to facilitate the prompt and efficient turnaround of vessels involved in supplying and servicing the offshore oil industry's needs. It is used extensively by platform support and anchor handling vessels, oil tankers and bulk carriers.

The base has five fully serviced berths with a minimum alongside water depth of up to 6.8 metres. These are supported by a further four berths at the South Breakwater with water depths of up to 7.8 metres. This ensures that the harbour has the capacity to handle the demands of the offshore oil industry, 24-hours a day, every day of the year. The base also provides warehousing, open storage, a full range of quayside services and office accommodation.

Useful Contacts:

See Peterhead Useful Contacts Page 151



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North Base

The North Base provides a wide range of services to the subsea sector of the oil industry. The North Breakwater offers 240 metres of alongside berthing with a minimum alongside water depth of up to 14 metres. The North Breakwater is regularly used for heavy lift operations. The combination of deep water berthing, access to large capacity mobile cranes, adjacent open storage as well as engineering and fabrication services make it ideally suited for this type of operation. The base also has a fully serviced jetty with a minimum alongside water depth of up to 10 metres. Plans are being progressed for a purpose built decommissioning pad at the site to facilitate handling of subsea equipment and smaller modules.

Princess Royal Jetty

The Princess Royal Jetty, which is located in the South West corner of the harbour adjoining the ASCO South Base, provides three berths. The two berths on the Eastern side of the jetty, numbered 2 and 3, are operated by ASCO to complement its facilities at the South Base. The third berth is operated jointly with Peterhead Port Authority. Along with 3,200m² of concrete surfaced storage area, it is available for the handling of bulk and

general cargoes such as grain, fertiliser, peat and frozen fish.

Facilities include a border inspection post which is situated at the Southern end of the jetty; it allows the import of frozen fish from outside the European Union. There is also a weighbridge and grain sampling gantry for handling agricultural products.

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. There is a newly expanded marina for use by inshore fishing and creel boats.

South Harbour

The South Harbour comprises 350 metres of working quay, the minimum depth alongside being 3 metres at low water, although parts were dredged to 6.5 metres in 2017. The maximum length which can be accommodated is 92 metres overall.

The Vessel Traffic Services and Harbour Office are located on the West Pier at the South Harbour entrance. The loading and unloading of commercial cargoes such as grain, fertilizers, frozen fish and animal feed was traditionally carried out in this basin. These trades now tend to use Sir Albert Quay.

Peterhead Bay Marina

Peterhead Bay Marina is a purpose built leisure facility catering for local and visiting boat owners. The marina provides sheltered pontoon berthing for 150 vessels. Vessels of up to 22 metres in length can be accommodated. The available depth of water at the entrance to the marina is 2.3 metres below Chart Datum although vessels up to 2.8 metres draft can lie afloat at the deepest berths.

Fresh water and electricity are available at most berths. Showers, toilets and laundry facilities are provided in the administration building. Fuel and gas are also available. Boat owners have access to free Wi-Fi. Within a short walking distance there is a cafe, information service for visitor attractions and a small chandlery store. Local businesses also provide a comprehensive range of supporting services as well as full repair facilities thus making Peterhead one of the best equipped leisure harbours on the east coast of Scotland.

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The £51 million investment in Peterhead Port ensures it remains at the forefront of the European fishing industry

Completed Development

Work is now complete on a £51 million investment in Peterhead Port to ensure it remains at the forefront of the fishing industry and to enhance and diversify the range of berths for commercial vessels.

The project has developed the harbour into a fully integrated, state-of-the-art fishing hub. The works included dredging much of the inner harbours to 6.5 metres water depth, with the material being used to reclaim additional space next to Smith Quay. A much larger fish market has been provided to cater for continued growth in the volume of fish being landed daily at Europe's premier fishing port. The fishmarket at Merchants Quay was removed to create a 180-metre-long deepwater and sheltered quay for use by commercial vessels.

The new fish market provides 80% more space than the previous building and can handle 10,000 boxes of fish at each sale thus catering for anticipated growth in this sector brought about by healthier stock levels of many key species. The new market also provides enhanced opportunities for the display and management of fish, helping fishermen to continue to



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secure top industry prices. A further element of the proposal involved the provision of a covered landing area for private users, a facility for the handling of discards and viewing area. The development brings together all of the facilities required to service and maintain the needs of the fishing fleet. The Junction Bridge has been lengthened, refurbished and the gap widened from 10.5 to 16.5 metres, thus allowing larger vessels to enter the inner harbours.

The repurposed Merchants Quay has been dredged to 7.5 metres, offering a 180-metre-long deep water and all weather sheltered quay, supported by 14,000m² adjacent working area. Merchants Quay is located adjacent to Smith Quay and they will complement each other to provide a centre of excellence for handling projects associated with the subsea, logistics, renewables and decommissioning markets. The development also included reclaiming a further 32,000m² at Smith Quay, creating more land for handling larger projects, laydown and storage options. An agreement to operate the berths was completed with NorSea Group, a significant provider of quayside facilities in the Norwegian oil and gas sector.

Peterhead Port operates as a service hub for the EOWDC



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Port Facilities:

ANCHORAGES

Peterhead Bay Harbour affords anchorage in depths of up to 11.5metres.

Outwith the breakwaters depths greater than 20 metres are available.

BORDER INSPECTION POST (BIP)

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

BUNKERING

Available by pipeline at all berths except the South Breakwater, Tanker Jetty and inner fishing harbour.

Bunkering by road tanker is possible at all locations.

CRANE HIRE

Numerous mobile cranes up to 500 tonne capacity are available locally.

Larger cranes up to 1,000 tonnes regularly operate at the quayside.

FENDERS

The Authority has 2 in number 3.5 metres long x 2.5 metres diameter pneumatic Yokohama fenders available for hire.

FRESH WATER

Fresh water is available at all berths within the harbour except the South Breakwater at loading rates of up to 100 tonnes per hour.

The inner fishing harbours have water points located at various positions around the quays.

GRAIN SAMPLING

Gantries to facilitate grain sampling from lorries are located at Sir Albert Quay and Princess Royal Jetty.

ICE

Two factories supply flake and crushed ice.

PILOTAGE

A 24-hour pilot service operates at Peterhead.

Pilotage is compulsory for vessels over 3,500 GT, all oil tankers and all vessels carrying dangerous substances in bulk, except vessels in all three categories in which the Master or Mate hold valid Pilotage Exemption Certificates for Peterhead in respect of that vessel.

Arriving 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.

SECURITY

Much of the port area is covered by a port CCTV system which is recorded and live pictures fed back to the control tower.

The port is ISPS compliant and a joint security plan with ASCO and NorSea Group is in place.

SHIP REPAIRS

Most types of hull and machinery repairs can be carried out by skilled locally based engineering companies. In addition, carpenters, marine electricians, painters, net makers, radar and radio specialists, diving and salvage companies, among others are available locally.

The Syncrolift can lift vessels up to 2,000 tonnes. An adjacent covered repair shed will accommodate vessels up to 43 metres in length and 30 metres high. Larger vessels can use the adjacent repair berth which provides excellent access around the vessel.

These facilities are primarily used for fishing vessels, small ferries and oil industry safety and stand-by vessels. 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 4 berth slipway can accommodate vessels up to 300 tonnes and maximum keel length of 27.4 metres.



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Peterhead Syncrolift can lift vessels up to 2000 tonnes
Photograph courtesy of David Linkie



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Our team of specialist engineers, environmental scientists and planners manage port infrastructure developments from inception to completion producing industry leading design and cost effective solutions to meet specific client needs. Technical excellence and value engineering is delivered at all stages of the project using state of the art practices and techniques.

Key Contact:

Mark McConnell

Director - Maritime Infrastructure and Ocean Energy

E: mark.mcconnell@rpsgroup.com

rpsgroup.com



Decommissioned subsea equipment at Smith Quay



M.V. Deep Explorer undertaking decommissioning work at the Smith Quay

TIDAL REFERENCE

Spring range: 3.3 metres.

Neap range: 1.6 metres.

TOWAGE

Harbour towage can be arranged through shipping agents, provided sufficient notice is given.

A small harbour workboat is available to assist berthing.

The pilot vessel 'Blue Toon' has pushing capability and a harbour tug, the 'Ugie Runner' is also available.

This has a bollard pull of 9 tonnes and is suitable for assisting vessels up to 120 metres in length.

VESSEL TRAFFIC SERVICES

A vessel traffic advisory service is provided on a 24-hour basis as well as radar monitoring and recording of ship movements.

Vessels should establish contact on VHF Channel 14, call sign "Peterhead Harbour," prior to entering, leaving or manoeuvring within harbour limits.

Listening watch is maintained on VHF Channels 14 and 16.

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 "Peterhead Harbours" on VHF channel 14.

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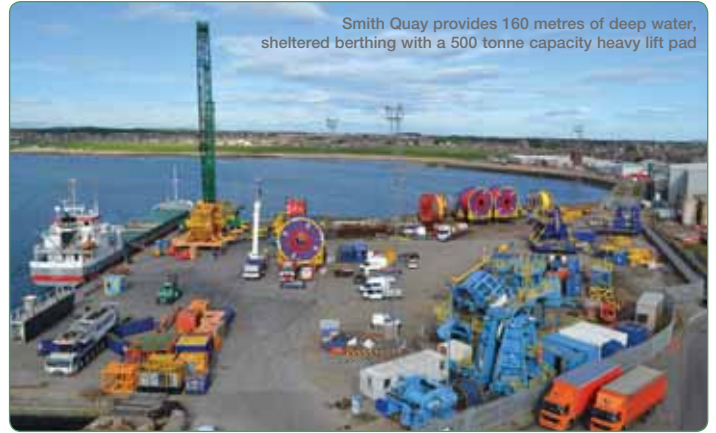


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Email: tom.gun@poseidonnavigation.com
Web: www.poseidonnavigation.com

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Email: sales@caley-fisheries.co.uk
Web: www.caley-fisheries.co.uk

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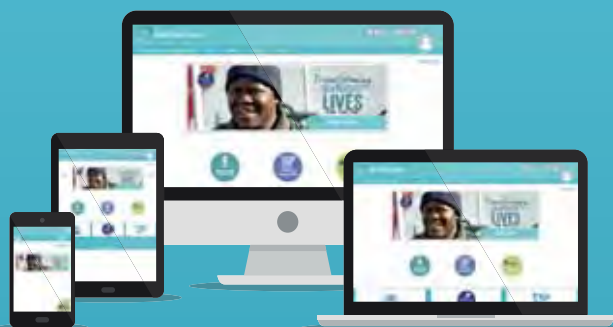
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