

QUEEN'S HARBOUR MASTER EAST COVE PORT

PORT GENERAL, PILOTAGE AND TOWAGE DIRECTIONS

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QHM EAST COVE PORT: PORT GENERAL PILOTAGE AND TOWAGE DIRECTIONS

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QHM EAST COVE PORT
PART 1: PORT GENERAL GUIDANCE
PART 2: PILOTAGE AND TOWAGE DIRECTION

AMENDMENT RECORD SHEET

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Version 4	12 Jun 18	12 Jun 18	Lt Cdr Stevens RN
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Amend 2	March 19	March 19	Capt R. Harris.
Amends 3	July 19	July 19	Capt. R Harris.
Version 5	January 21	January 21	Cdr J R Childs RN
Version 6	October 21	October 21	Cdr J R Childs RN

REFERENCES:

- A. Naval Port Ordinance 1987 (NPO).
- B. East Cove Port Marine Safety Management System (MSMS) Version 6 dated Oct 21.
- C. East Cove Port Declaration and Definition Order 1989 (DDO).
- D. BRd 67 (Admiralty Manual of Seamanship) Chap 5, Annex 5.
- E. BRd 45 (Admiralty Manual of Navigation).

INTRODUCTION

1. This Port General Pilotage and Towage Direction document is issued by QHM East Cove Port pursuant to the NPO (Ref A) as part of the East Cove Marine Safety Management System (Ref B). Part 1 of this document provides guidance and direction related to navigation and seamanship in the Naval Port of East Cove Port; Part 2 gives Pilotage and Towage Directions. It is intended to be a live document and will be re-issued periodically as required. All amendments and questions regarding these Directions should be directed to QHM.

- a. **Issue of Directions.** Temporary Directions will be issued by QHM and formally disseminated in a FINAVWARN. All regular users of ECP will be informed of these new/amended directions at the weekly FINWOP meeting or directly from QHM via email or telephone call. Some Directions such as Special Direction may be given by a verbal order by QHM. In QHM's absence DQHM may issue Directions.

PART 1: PORT GENERAL GUIDANCE

2. Port Limits and QHM Jurisdiction

- a. **Port Limits.** The naval port of East Cove Port comprises East Cove Port and East Cove; the limits of the Port, defined at Reference C, are essentially the main shorelines of East Cove and East Cove Port North of line drawn from Pandora point (51° 55'.26 S 058° 27'.71W) to Sniper Island (51° 55'.01 S 058° 29'.91W). Hecate Channel joins East Cove to East Cove Port.
- b. **QHM Jurisdiction.** East Cove Port is a Naval Port under the Falkland Islands Naval Port Ordinance of 1987. The appointment of QHM East Cove Port is also the de facto CO of the Port, comprising 460 Port Troop Royal Logistics Corps (RLC) and Naval Engineering Falkland Islands (NEFI). SO2 J3 Maritime is also the Deputy Queen's Harbour Master (DQHM) and is entitled to issue special directions.
- c. **Pilots.** A local pilot is available and will travel from Stanley for major ship movements; pilotage is mandatory unless a Pilotage Exemption Certificate (PEC) has been awarded. Typically this will normally only apply to the Falkland Islands Patrol Vessel (FIPV).

3. Port Facilities

- a. **Diving Support.** There is no diving team formally available to the Port. Diving Ops must be planned at least 4 weeks in advance in conjunction with the QHM and PSM, as divers will need to be sought from the UK in order to comply with MoD Regulations.
- b. **Cargo Handling.** There are no fixed shoreside cranes available. Mobile cranes are provided through Port Ops (Ext 7003) or DIO using an Electronic Statement of requirement (ESOR) form and lifts of up to 55T can be achieved, although this is considerably reduced with increasing reach. The cranes are heavily utilized and to achieve best use as much notice as possible is required. The use of cranes is often restricted in windy weather, if winds are in excess of 35 kts, approval for Crane Ops should be sought from Port Ops. Under no circumstances are diesel fuels or flammable liquids to be loaded/offloaded at the same time as Explosives. During Cargo handling operations correct full PPE is to be worn by all personnel involved in the operation (minimum Hi Vis jacket and Hard Hat) iaw the extant Risk Assessment. No adjacent activity (operational or leisure) is to take place on the Jetty when craning, fuelling, or cargo handling operations are in progress, and personnel movements should be restricted and under the control of the ECPOC¹ within Port Ops and the event commander on the Jetty. Past Near Misses have highlighted a lack of consideration for the dangers involved in Jetty operations as a key causal factor.
- c. **Port Services.** All port services including skips, Warwick pumps, sullage bowzers, 'Cherry Pickers' etc are arranged through the Port Services Manager & Naval Support Cell at NEFI. A minimum of 10 working days' notice is required.
- d. **Storage.** An ISO container can be allocated to ships for long-term storage; upkeep then becomes the ship's responsibility. On no account are containers to be used for the storage of materials that contravene Health and Safety / COSHH regulations.
- e. **Gash/Waste Disposal.** Skips for gash are provided on all jetties. Wooden crates/pallet bases should not be disposed of in skips; Port Ops should be contacted to arrange burning/disposal. All gash must be placed in black plastic bags which should then be sealed before removal from the ship. On no account should unsealed bags, loose gash, or gash in paper bags be landed as this creates a health/ Foreign Object Debris hazard. Lids to the skips are to remain closed and secured other than when disposing of gash due to high winds and the threat to wildlife. In order to make the most use of each skip gash should, wherever possible, be compacted before disposal. Yellow Hazardous Bags are not accepted in MPC or Stanley, therefore Ships are to use the local clear Hazardous Bags which can be delivered on request.
- f. **Fire/ Emergency.** 2 x Ready Use fire barrows are positioned on Main Jetty. The fire main pumps will start automatically on use of a Hydrant (drop of main pressure), but must be stopped on completion in Port Ops. The Duty Operations Controller (DOC) in the Joint Operations Centre (JOC) should be informed of any fire, however small, on the Emergency phone Ext 2222. The ECPOC must also be contacted asap on Ext 7003. No emergency hydrants/fireman systems are to be used to *in any circumstances*, except in an emergency, without first contact Port Ops ECPOC.
- g. **Small Craft.** No small boat operations (service RHIB, dive RHIB, RRC, ORC, SMB, ROTORK, leisure or other visiting craft) are to take place within the defined ECP area if the actual or forecast wind conditions exceed 20kts, equivalent to a Beaufort Force 5 (fresh Breeze – 17-21 Kts), Sea State 4 (Moderate) and a likely Mean Wave Height of up to 2 metres. This is assessed to be a reasonable operating limit for the port area given the remote

¹ East Cove Port Operations Controller

location, changeable weather, average water temperature and paucity of available rescue assets. For service AT diving it also exceeds the BSAC recommended safe limit of Force 4. If there is an operational necessity to operate a boat on the water in weather conditions in excess of this, then it must be personally authorised by QHM following direct consultation with the Cox'n of the boat. This authorisation will only be delegated in writing to DQHM if QHM is absent from the port on leave or detached duty. The order does not include sailing craft (wind surfers and kite surfers) which are separately authorised. Visiting Ships in harbour planning to use their own boats are to inform Port Ops on VHF Ch 12. Boat crews are to be properly dressed and briefed. Parent units are responsible for the safety of their boats at all times. SURFEX (FIAC) exercises can be arranged with NEFI. Early liaison with SO2 Maritime is essential to discuss requirements and to be programmed into the FINWOP².

h. **Jetty Cleanliness.** 460 Port Troop RLC is responsible for the cleanliness of the Main and RO - RO jetties, but ships are responsible for the area adjacent to their berth. NEFI is responsible for Western Jetty except when a ship is berthed there, when it becomes the ship's responsibility. Port users can expect their berth to be clean and tidy when they arrive and should leave it in the same state when they depart.

i. **Parking.** Parking on jetties is not allowed. All drivers of vehicles who require to take their vehicle up to a ship (to drop off stores, for example), are to call at Port Ops (or NEFI for West Jetty) for permission to proceed onto the jetty. However, vehicles should normally be parked outside the Port Ops building. When an ammunition ship is being worked all transport movement/ parking will be strictly controlled.

j. **Vehicle Movements.** Speed limit within ECP is 10mph. Vehicles should be cautious to Manual Handling Equipment (MHE) operations and give way at all times. The limit on the Jetty and causeway is 5mph and vehicles should stop and not proceed onto the Jetty if fuelling/craning/any other dangerous activity is taking place.

k. **Fresh Water.** Stand pipes are available, covers are very similar to the sea water fire pumps and as such ships should take care not to cross contaminate. Ships are to provide their own hoses as water is entirely self-service. Water pressure at the Port is affected by operations elsewhere on the Base and ships should aim to top up water tanks overnight if possible.

l. **Ammunition.** All ammunition moves are to be notified to PSM 10 days in advance even when below the threshold. PSM will arrange for GAER³ cover when applicable and inform of the procedure.

4. Engineering

a. **Fuel.** PSM is responsible for co-ordinating the issue of fuel to ships. Fuelling can be arranged from the Barge or road tanker. Due to the lack of fuel stripping and separating capabilities it is essential that receiving ships closely monitor fuel quality:

(1) The only source of F44 for onboard replenishment is from F&L Flight. Stock of anti-icing additive is also carried. Petrol for outboard motors can be arranged from Mount Pleasant Complex (MPC) but has to be sourced from Stanley and short notice demands will not be met. Unleaded petrol is only available in very small quantities. Port Services Manager will field requests in the first instance.

² Falkland Islands Naval Weekly Operational Programme

³ Government Authorised Explosive Representative.

b. **Water.**

(1) All requests for water are to be passed to Port Ops. The tank at East Cove Port only holds 100 tons and takes approx 18 hours to refill, so some measure of rationing is inevitable when many ships are in. Potable water is available to all jetties. The quality of fresh water is good although can be slightly discoloured by peat. 20 cubes is the maximum transfer during the day.

(2) All ships should come into East Cove with as much fresh water as possible. Fresh water can be safely distilled close inshore around the islands with the exception of Stanley Inner Harbour and East Cove Port.

c. **Shore Power.** Shore power is only available to the FIPV on West Jetty through a bespoke system.

d. **Lubricants.** Limited stocks of lubricants are held at MPC on behalf of ships in theatre. Requirements should be channelled through OC NEFI. Care should be taken to request no more than is necessary to meet the need. A requirement for large quantities of oils, or for oils peculiar to type, should be requested well in advance of arrival in theatre.

e. **Engineering Support.** Engineering support is provided by NEFI. NEFI orders and contacts are available on request (military vessels see also SAINOs⁴).

f. **Icing.** During the Austral winter months in the Falkland Islands and throughout the year in South Georgia, appreciable icing may occur. Ships must be prepared to use steam heating, fit de-icing covers to exposed equipment and to carry adequate stocks of low temperature greases including Kilfrost. Deck antifreeze is also essential and sufficient stocks should be carried. Every effort is made to 'grit' the Port berths, jetties and compounds but may not always happen in a timely fashion. Care must be taken by all users to minimise risk or injury.

g. **Krill/Kelp Contamination.** Blocked strainers and condensers are a particular hazard in the area. No overall pattern or location of contamination has yet been determined other than Port Egmont which seems particularly prone. Krill contamination has occurred in Mare Harbour / East Cove Port. Continuous monitoring of sea suction pressures is the only safeguard, although switching off upper deck/jetty lighting can also assist.

h. **Sullage.** May be disembarked to a road tanker at all berths and must be arranged 48 hours prior to discharge via Naval Support Cell through LOGREQ.

4. Stores

a. **Liaison.** A Chief Petty Officer Supply Chain (CPO SC) is based ashore in the Naval Support Cell within NEFI and is responsible for all Naval Logistic support tasks. They may be contacted on ext 7082. Early liaison with the NSC on BFS AI-FLK-PORT-NEFI-NSCCPO <BFS AI-FLK-PORT-NEFI-NSCCPO@mod.uk> will pay dividends in pulling stores through the, sometimes tortuous, supply chain. When they arrive stores are quickly and efficiently delivered.

b. **LOGREQs.** Should be signalled to HQ BFS AI at least two working days before arrival (for SO2 J3 Maritime and PSM) Info the following:

- (1) NAVENGER Falklands
- (2) 460 Port Troop RLC BFS AI

⁴ South Atlantic Islands Naval Orders

- (3) PCTP Falklands
- (4) LOGU FALKLAND (For R & D Navy Freight)

An emailed LOGREG is acceptable. PSM will co-ordinate requirements and email a reply.

5. **Incident Reporting.** ECP operates under a Marine Safety Management System (MSMS), a copy of which can be provided upon request and is available on the ECP website:

<https://www.gov.uk/government/groups/qhm-east-cove-port>

All Incidents and near misses occurring within ECP should be reported to QHM and PSM. All major incidents occurring within a visiting vessel should be reported to the Duty ECPOC on VHF Ch 12, or by phone to QHM/ PSM Ext 7026 / PSM Ext 7008, or to the JOC Watchkeeper on 4030 (out of hours).

6. Jetty Fire Precautions

- a. During ammunition loading operations, Port movements will be restricted. No vehicles will be permitted to enter. Smoking will not be permitted. Fires and Naked lights are only permitted via written approval from Port HQ. Approval will only be given in exceptional operational conditions. Oil spill prevention and vigilance is to be exercised by all personnel at all times.
- b. In the event of a Fire:
 - (1) Sound Alarm.
 - (2) Inform ECPOC (VHF Ch 12 or phone).
 - (3) Inform MPC Duty Ops Controller on Ex 2222 (Emergency phone).
 - (4) Attempt Fire first aid / commence Ship Firefighting procedures.
 - (5) Evacuate all personnel to a location deemed safe by the QF (East Jetty) / OC NEFI (West Jetty).
- c. In the event of an Oil Spill:
 - (1) Commence vessel oil spill response plan.
 - (2) Inform ECPOC (VHF Ch 12 or phone).
 - (3) Pass the following information:
 - (a) DTG
 - (b) Name/source of leak
 - (c) Positions
 - (d) Location
 - (e) Quantity
 - (f) Type
 - (g) Wind Speed and Direction
 - (h) Sea State
 - (i) Actions taken so far
 - (j) Any other relevant detail

Port Ops will inform the Joint Operations Centre on Ext4030 who will initiate land based spillage response SOPs.

7. Navigation

- a. **Under Keel Clearance (UKC) whilst underway.** The minimum UKC required within the Port is 1.5m; for single hull tankers the minimum is 2.0m. In the final stages of berthing and when alongside or at anchor this may be reduced to 1.0m.

b. **Tidal Constraints.**

(1) **East Cove Port.** Vessels are considered to be tidally constrained when their draught exceeds 7.0m.

(2) **East Cove.** Vessels with draught of 7.6m or less may enter at any state of the tide for berthing. However, the tidal range and depth at the berths in East Cove are such that the maximum draught that can be accommodated alongside is 7.2m at Main Jetty or 7.6m at the Ro-Ro Terminal; both allow for 1.0m UKC.

(3) West Jetty can accept vessels up to 6.8m again to allow for UKC of 1.0m. However if larger Yokohama fenders are put in place to give vessels 5.0 metres or more distance off the jetty the draught can be increased to 7.5 allowing for 1.0m UKC. Vessels of deeper draught will need to anchor outside East Cove as EC3 buoy has been removed (as of Feb 2019).

Tidal streams do not normally exceed 1Kn in the Port and are not considered significant in constraining navigation.

c. **Movements Planning.** DQHM (SO2 J3 Maritime) conducts the planning for the coordination of berthing and movements of all RN, RFA, commercial vessels on MoD charter and other vessels berthing or mooring in in East Cove Port.

d. **Movements Signal.** The authoritative document for the control of movements in East Cove Port is the FINWOP⁵, released by email by 1600 each Friday. Minor changes to the FINWOP are promulgated by email amendments, major changes by a complete re-issue of the programme. Times given in the FINWOP are as follows:

(1) **Arrival.** The time given is that for passing due west of Pandora Point. For vessels at anchor/ buoy in East Cove Port and proceeding to a Naval Base berth, the time given is that at which the vessel departs the anchorage or slips from the buoy.

(2) **Departure.** The time given is the time of slipping from the berth or buoy or departing an anchorage.

(3) RN / RFA vessels intending to conduct coordinated first entry and departures are to be aware of pilotage requirements in accordance with Part 2 Para 2a (mandatory pilotage). Although two pilots may be available tug resources for berthing preclude these manoeuvres on approaching Pandora Point and inside East Cove Port. A minimum of one hour between arrival / sailing times will normally be programmed for vessels requiring pilots.

(4) When RN / RFA vessels arrive together the vessel programmed for the Ro-Ro berth, normally the RFA, will be berthed first to provide additional sea room to the south of the Main Jetty for the final approach to the Ro-Ro berth. For departures the vessel on the Ro-Ro will be sailed first.

e. **Navigation and Seamanship Exercises.** Navigation and seamanship exercises within the limits of East Cove Port require approval from QHM's.

8. **Port radio service.**

⁵ Falkland Islands Naval Weekly Operational Programme

- a. **Description.** East Cove Port provides only a limited Information Service from Port Operations.
- b. **VHF.** The primary VTS channel is IMM Channel 12. A proper listening watch is to be maintained on this channel by all vessels when underway, anchored or secured to a buoy within East Cove Port limits, irrespective of other communications requirements.
- c. **Reporting Points.** Reporting points are as follows:
 - (1) Fox Point (51° 56'.50S 058°23'.80W)
 - (2) Pandora Point (51° 55'.30S 058° 28'.70W)
 - (3) Centre Island (51° 57'.30S 058°33'.20W)
- d. **East Cove Port Sitreps.** Information on environmental conditions, ship movements, anchorages and buoys within East Cove Port should be requested one hour before ETA / ETD from Port Ops (IMM Ch 12) by vessels arriving or departing.
- e. **Local Notices to Mariners.** QHM publishes FINAVWARNS via emailed signal message.
- f.

9. **Speed Limits.** The speed limit within East Cove Port is 10Kn N of a line drawn W from Pandora point, latitude 51° 55'.27S for vessels over 10m in length overall. When essential to maintain steerage way in strong winds, particularly in Hecate Channel, ships may temporarily exceed 10Kn, but only to the extent and duration necessary for navigational safety. QHM's written permission is required for any vessel otherwise to exceed the speed limit. All vessels⁶ should navigate in such a manner as not to create significant wash, particularly in the vicinity of marine services works afloat eg buoy maintenance.

10. **Buoyage.** East Cove Port is in IALA Region B. The navigation channels in the Port are marked by leading lights/ transits. The East Cove Port entry transit is not easy to identify, particularly in low ambient light. Not fit for purpose Navwarn in force.

11. **Boat Transfers.**

- a. Boat transfers are not normally conducted underway in East Cove Port. RN/RFA Vessels intending to transfer passengers by boat within Choiseul Sound are to conduct their own risk assessment as to the method to be used; guidance is at Reference D.
- b. Transfer from RN/RFA vessels of non-UK MoD sponsored or inexperienced personnel, or transfers from non-RN or RFA vessels, should normally be conducted at anchor or at a buoy.
- c. Transfer of suitably experienced MoD sponsored personnel may be conducted underway from RN/RFA vessels, subject to risk assessment, using East Cove Port marine services vessels (tugs).
- d. The transfer course and speed is to be agreed between the transferring vessels to account for prevailing circumstances and conditions. Underway transfers to / from a tug are not to be conducted when wave height exceeds 1.5m at the point of transfer.

⁶ "Vessel" includes every description of water craft used or capable of being used as a means of transport on water.

12. Anchorages and Buoys.

- a. **Anchorages.** There are no designated anchorages within the Naval Port. The holding ground is generally silty mud with a high proportion of peat making it comparatively poor holding ground. Requests to anchor in East Cove Port or East Cove, except in an emergency, must be made to QHM.
- b. **No Anchoring Areas.** No anchoring areas are designated as follows:
 - (1) In East Cove Port within 300m of the Single Point Mooring (SPM) and within 100m of the charted pipeline connecting the SPM to Boot Head.
 - (2) In Hecate Channel within 100m of the charted power cable in the vicinity of Arrow Head.
- c. **Single Point Mooring.** A Single Point Mooring (SPM) is sited to the west in East Cove Port. Due to the potential for damage to the mooring and associated pipelines, only vessels conducting product transfers may secure to the SPM. The SPM is not designed to offer additional berthing capability when all alongside berths are occupied. When the Ocean Tanker uses the berth, or when an exceptional permission is granted for another vessel to use the SPM, the limitations are:
 - (1) Forecast weather and wind strength will be taken into consideration before vessels are allowed to secure to the mooring. Sustained wind speeds exceeding 42Kts will preclude its use. The transfer of products will be stopped if the wind exceeds 35Kts as MARPOL equipment would either be ineffective or non-deployable.
 - (2) Where a vessel is secured to the SPM and a strong wind warning is received indicating that forecast winds will exceed 35Kts, provisions may be made to slip the vessel prior to the wind exceeding 30Kts. The decision to slip will be based on ship / infrastructure safety and will be subject to QHM / Ship's Commanding Officer discussion.
 - (3) During SPM fuelling operations one tug will embark Oil Spill Response Equipment (OSRE) and remain on immediate notice to deploy equipment. The second tug will be on standby to assist. Tugs are not to be tasked for duties outside of support to the fuelling operation unless authorised by QHM.

11. Environmental Factors

- a. **Tidal Streams.** Tidal streams do not normally exceed 1Kn in the Port.
- b. **Weather Effects.** East Cove Port is set in low lying countryside on the SE coast of East Falkland. Although relatively open to the South Atlantic to the SE, the approaches to the Port in Choiseul Sound are reasonably well sheltered; SE winds are generally not common. The geography of the Port and the contained nature of East Cove in particular mean that sea states within the Port are not normally of concern, although ascend may be experienced in East Cove Port in strong E'ly or SE'ly winds. The low lying nature of the surrounding land offers little direct protection from the wind which is thus the primary environmental factor affecting navigating or berthed vessels.
- c. **Wind.** Whilst no official meteorological observations are made at East Cove Port, hourly meteorological observations have been made continuously at Mount Pleasant Airfield (MPA - approximately 6 miles N) since June 1986, and local Meteorological monitoring equipment is fitted at Port Ops HQ, and can be taken as a confident guide to conditions at East Cove Port:

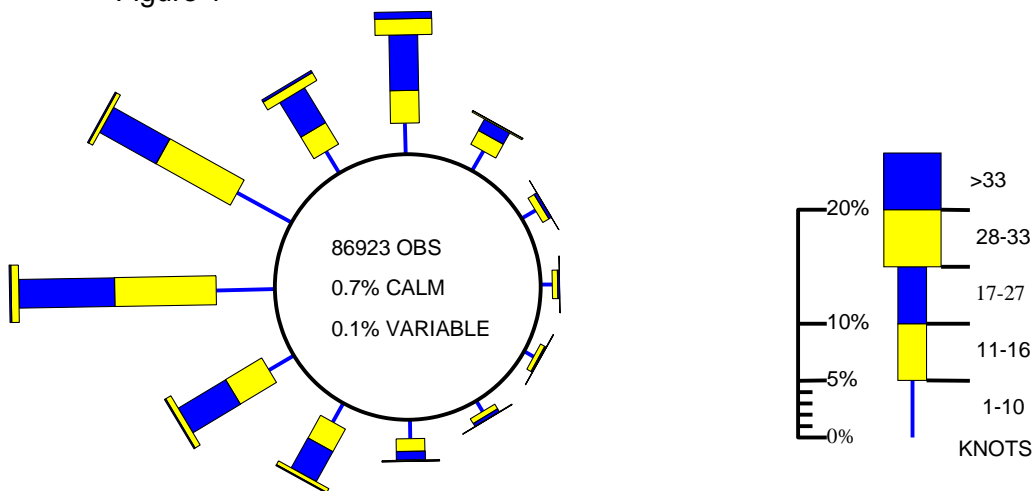
(1) The annual wind rose for MPA at Figure 1 shows a prevailing westerly wind; directions between 200° and 340° account for 70-80% of observed wind direction with 290° the prevailing direction at the airfield. A strong secondary 'spike' exists for Northerly winds, which are more likely to be stronger than Westerly.

(2) Northerly winds are often accompanied by extremely gusty and turbulent conditions caused by high ground to the north; these conditions will extend S to East Cove Port.

(3) Winds from broadly East and South Easterly directions are of relatively low frequency; Easterly winds, in particular, are often accompanied by quite poor weather conditions, low cloud and reduced visibility.

(4) In summer, lulls in the wind can be experienced around dawn and dusk. Strong winds (ie Force 6 or greater) occur approximately 25% of the time most months whilst gales occur around 2-4% of the time. There is a slight seasonal bias as to when stronger mean winds are most frequent, 1986 to 2010 averages indicating the summer half of the year as being slightly windier than the period April to August. Gusts exceeding 33 knots can be expected to occur on approximately 66% of days whilst gusts in excess of 47 knots occur, on average, 3 or 4, days per month. Gusts exceeding 60 knots can be expected, on average, about once a month and gusts exceeding 70 knots can, on average, be expected about once a year. The highest gust recorded at ECMP is 84 knots in January 2018.

Figure 1



d. **Weather Forecasts.** The Met Office at MPA provides a number of weather products for the maritime environment including surface analysis charts and a dedicated East Cove Port forecast. These products can be obtained on request from the Met Office by contacting the duty forecaster on Ext3575 or e-mail: BFS-AI-FLK-905EAW-Met-Group (Multiuser) who will include addressees in the automated release of data.

12. **Wind Limits for Manoeuvring.** It is difficult to define precise winds limits for any particular movement; each will be judged depending on prevailing circumstances and conditions by the CO or Master, the pilot and QHM. The following guidance should inform decisions; exceeding the guidance limits will require specific approval from QHM:

a. **Large ships.** In general, for large ships a steady wind of 25Kn or more, or a lower wind speed with gusts of 25-30Kn or more, will normally result in postponement of the movement. Lower limits apply for specific ships as follows:

(1) **FIRS.** Passage through Hecate Channel is the most sensitive manoeuvres. Wind above 25Kn from the North or South will preclude passage through Hecate Channel and a similar strength wind from any direction will normally preclude berthing. Stronger winds can be accepted for departure from the Ro-Ro terminal although winds above 35Kn will normally result in postponement. Two tugs will be at immediate notice. The tugs will provide support to shipping particularly in strong Northerly winds; forecast winds in excess of 45Kn during the visit are likely to result in postponement of entry.

(2) **MAERSK Class.** Precise control of the bow is required for safe mooring at the SPM. Winds exceeding 25Kn in the SW to North sector through West and 15Kn in the NNE to SSW sector through East will normally preclude securing. A tug will be at immediate notice whilst the ship is secured, to assist keeping the bow clear of the SPM in light wind conditions.

b. **Frigates/Destroyers/ RFA/FIPV.** Winds in excess of 30Kn will require QHM's approval to move but will normally result in postponement of moves. COs/ NOs should note that the East Cove Port tugs have twin fixed pitch propellers with Kort Nozzle propulsion and, although well handled, are generally less manoeuvrable and more susceptible to girding than tugs normally found in UK Dockyard Ports; berthing plans should be adjusted accordingly. COs/NOs new to the Port are to arrange a visit to a tug at an early stage to ensure familiarity with the vessels and will be required to do one sea ride in a tug as part of the PEC process.

13. **Restricted Visibility.** Restricted visibility occasionally affects operations in East Cove Port, primarily when winds are in the Easterly sector. When necessary, normally when visibility is reduced to 500m or less, QHM will suspend the movements plan informing ships by VHF. Specific approval from QHM is then required for ships to enter East Cove Port or depart their berth. Tidally constrained moves will not normally be conducted in such conditions.

14. **Kelp.** Kelp proliferates throughout the Falkland Islands. It provides an excellent indicator of the presence of shoal water but its absence should not be taken to indicate deeper water. It is prudent to avoid kelp even where the chart indicates sufficient depth for navigation.

15. **Reporting of Defects.** Defects affecting the following equipment must be reported to QHM, by OPDEF or other means, so that any necessary adjustments to the Movements Programme can be made in good time:

- a. Defects to main engines, steering gear or other auxiliary machinery which may affect manoeuvring of the vessel.
- b. Inoperable equipment which may affect safe navigation of the vessel eg VHF radios, radar, compass, electronic charting systems, siren or rudder indicator.
- c. Inoperable capstans, mooring winches, or anchors which are not cleared and ready for use.
- d. A list over 5 degrees or excessively out of trim.
- e. Any cargo or any hull or machinery damage that may affect the safety of the vessel or containment or safety of the cargo or bunkers.

16. **Protection of the Environment.** East Cove Port, in common with the rest of the Falkland Islands is an environmentally sensitive site with a largely incompletely understood eco-system:

- a. The east end of East Cove immediately abuts the RAMSAR site of Bertha's Beach. All activity within East Cove Port must give due regard to environmental considerations and be undertaken in a manner that does not pose unnecessary environmental hazards. In

particular, fuelling and sullage operations must be conducted by suitably qualified and experienced personnel using approved procedures with full pollution prevention measures in place.

b. Any spill of fuel or other potential pollutant must be reported to the QHM or PSM (Port Services Manager) via the DOC in the JOC in order to activate the Oil Spill Contingency Plan (OSCP). East Cove Port is scaled to provide Tier 1 response. Tug crews are trained to MCA Level 2 (First Responder). The PSM is trained to MCA level 5 (Incident Commander).

PART 2: PILOTAGE AND TOWAGE DIRECTION

1. These Pilotage and Towage Directions are issued by QHM pursuant to the NPO 87 and DDO 89.

PILOTAGE DIRECTIONS

2. **Mandatory Pilotage.** Pilotage is mandatory North of Pandora Point. A risk assessment has been carried out with regard to navigation and due to prevailing weather conditions and the confined channel entering East Cove, pilotage is compulsory at East Cove and Mare Harbour. Due to poor shore leading lights navigation is restricted to daylight hours only.

This applies to;

- a. All vessels, except those under 40 metres.
 - (1) Vessels may apply for a PEC – see section 6 below.

QHM examines and authorises civilian pilots that provide a pilotage service for East Cove and Mare Harbour and they are subject to ongoing training and assessment.

3. **Tankers manoeuvring to the SPM** – are restricted to daylight hours.

4. **Pilot Embarkation/Disembarkation.** The preferred position for embarkation or disembarkation of Pilots is 1Nm ESE of Choiseul Sound Shoal buoy, but sea conditions may make this unsafe. Accordingly, pilots will seek to embark or disembark as far east as is practicable in prevailing circumstances and conditions. If this is not achievable, the pilot may direct boarding to occur in more sheltered water in Choiseul Sound to the west of East Cove Port. The plan for pilot disembarkation is to be specifically addressed and agreed as part of the pilotage passage plan discussion between CO/ Master and the pilot.

5. **Operation of Pilot Vessels.** Pilot transfers are conducted by the East Cove Port tugs. The tugs are to be operated in accordance with the MOD's Marine Services contractor's Shipboard Operations Manuals. These Manuals are to be produced and maintained in consultation with and agreed by QHM.

6. **Pilotage Exemption Certificates (PEC).** A PEC regime is now in operation in East Cove Port. Masters and Commanding Officers may apply for a PEC once they have undertaken two entries and exits from East Cove with a Pilot embarked. Applications must be made to the QHM for an oral examination on local knowledge and port regulations that will be conducted by the QHM and a senior Pilot. The exam will refer to Admiralty Chart 2506 and be set within the boundaries of Mare Harbour Naval Port. These Pilotage Directions may be amended if required by QHM in the light of operational circumstances. A PEC is valid for six months and is only applicable to the ship they are commanding at the time of the exam.

TOWAGE DIRECTIONS

7. These towage directions are subject to amendment when necessary by QHM to reflect adverse environmental or other conditions, or to account for vessel defects.

8. **Tugs.** Towage in East Cove Port is provided under MoD contract by the Netherlands Marine Services company Van Wijngaarden:

a. Two 45 tonne bollard pull tugs are available. These are conventionally propelled 30m Damen Shoalbuster tugs, with twin fixed propellers in Kort Nozzles and a 250Hp bow thruster. They are well handled but generally less manoeuvrable and more susceptible to girding than Voith Schneider or azimuth propulsion tugs.

b. Ships are to limit their speed to a minimum when securing or slipping tugs or manoeuvring with tugs secured and are to ensure intentions are properly communicated, aware that speeds of even 2Kn, can make it dangerous for the tugs to operate when secure. Other than towing ahead on a hawser or operating as a braking tug, the tugs will generally be unable to provide effective assistance when ship's speed is above 2-3Kn. The tugs can operate in push / pull mode but will not normally do so for frigates or destroyers or smaller ships due to the risk of damage to the towed vessel.

9. VHF Communications. To de conflict with port control and Harbour Traffic, IMM Channel 13 is to be used for tug control during towage and berthing/ unberthing operations.

10. Tug Power. Given the 45 tonne bollard pull capability, frigates/ destroyers and smaller vessels should consider the power requested from the tugs when berthing/slipping. A request for "dead slow" will equate to approx 6 tonnes pull, equivalent to that exerted by a small tug at full power; "half" will equate to that of a 25 tonne tug at full power, which is sufficient for handling a frigate or destroyer in higher winds. To remove the risk of confusion, instructions to the tugs should be phrased as a percentage. Ordering power in steps of 10% is appropriate; a frigate or destroyer should not normally need to request more than 50%.

11. Escort Towage. Escort Towage is mandatory for certain vessels north of Pandora Point as shown in Table 1:

- a. Due to the constraints of Hecate Channel and the nature of the tug propulsion, tugs will not normally be secured during passage into harbour but will escort passively ie deployed as agreed by the Pilot and CO/Master.
- b. For Ocean tanker Class SPM operations, one tug will secure as braking tug once the tanker passes Whaler Reef (D) buoy. Table 1 below shows the normal allocations.

Table 1: Tug Allocation for Mandatory Escort Towage.

Vessel Class	Tugs	Configuration	Remarks
FIRS	2	1 astern, 1 forward immediately inside Hecate Channel	2 tugs at immediate notice whilst FIRS alongside
Tanker	2	1 braking tug, 1 hose handling tug	1 tug at immediate notice whilst Tankers. secured to SPM 2 nd tug on Stand by with MARPOL equipment
T45	2	Immediately inside Hecate Channel	1 Astern if CO first entry/exit

Table 1: Tug Allocation for Mandatory Escort Towage

12. Harbour (Berthing/ Un berthing) Towage. Vessels subject to mandatory escort towage will be allocated the same tugs for berthing or un berthing, with additional tugs where considered necessary by QHM or Pilot or as indicated in Table 2 below:

- a. Vessels not subject to mandatory escort towage will be allocated tugs as indicated in Table 2.
- b. Vessels allocated a single tug for berthing may request an additional tug through QHM/ Ports Ops.

Table 2: Berthing/ Unberthing Tug Allocations.

Vessel Class	Tugs	Remarks
T45	2	
T23	1	2 if wind above 25Kn
SCOTT	2	
B1OPV / B2OPV	1	
PROTECTOR	1	To assist in case of significant defect arising during entry/departure

Table 2: Berthing/ Unberthing Tug Allocations.

- c. In addition to the mandatory towage requirements at Paragraphs 11 and 12 above, QHM may direct the allocation of tug(s) for any ship movement in order to protect the port.

13. Towing in Severely Restricted Visibility. Towing in severely restricted visibility (for guidance, when visibility is 500m or less) presents hazards to the tugs over and above those encountered in normal conditions, but can be achieved safely if proper precautions are taken:

- a. Circumstances, for example being operationally essential or an emergency may drive consideration of such movements in poor visibility.
- b. Specific risk assessments are required for moves involving towage in severely restricted visibility. QHM, the Pilot (if appropriate), Commanding Officer/ Master and the Tug Masters must be involved in the process. The risk assessment will consider:
 - (1) Whether the movement is Essential.
 - (2) Tidal and other environmental conditions.
 - (3) The capabilities of the vessel and tugs involved.
- c. Moves of vessels subject to Mandatory Escort Towage through Hecate Channel will not normally be conducted in severely restricted visibility, as securing to assist in an emergency in poor visibility is especially hazardous. For operationally essential movements in severely restricted visibility when tugs are used in berthing or unberthing, vessel speeds when tugs are secured are to be kept to the minimum determined in the specific risk assessment, which may include stopping the vessel before berthing or after slipping in order to secure or let tugs go safely.

14. Cold Moves. Cold Moves are not normally conducted in East Cove Port. If necessary, a specific risk assessment will be undertaken and the operation executed under the direction of QHM. In the event of a pilot not being available QHM may pilot a vessel, with approval of the duty holder.

15. Conduct of Operations by Tugs. Tugs are to be operated in accordance with the Marine Services contractor's Shipboard Operating Manuals. These Manuals are to be produced and maintained in consultation with and agreed by QHM.