

# Fishnish Commercial Pier & Terminal Information Booklet



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## **THE MARINERS' GUIDE TO FISHNISH COMMERCIAL PIER – PIER INFORMATION**

Welcome to Fishnish Pier. The following information is intended to help ensure that all activities carried out here are done safely, and with a regard to the environment. Please read the following information and take note of those sections that apply to you. If you have any questions regarding any aspect of the Fishnish operation, please do not hesitate to contact me.

Neil MacKinnon  
Pier Manager, Fishnish Commercial Pier

### **Pier Operator**

TSL Contractors Limited  
Craignure  
Isle of Mull  
PA65 6AY

Tel: 01680 812475, Option 1  
Fax: 01680 812393

Email: [transport@tslcontractors.co.uk](mailto:transport@tslcontractors.co.uk)

### **Pier Manager and PFSO:**

Neil MacKinnon  
TSL Contractors Limited  
Craignure  
Isle of Mull  
PA65 6AY

Tel: 01680 812475, select option 1  
Fax: 01680 812393  
Mobile: 07775 854352

Email: [N.MacKinnon@tslcontractors.co.uk](mailto:N.MacKinnon@tslcontractors.co.uk)

Opening hours for Loading: Monday to Friday, 7am to 8pm.  
Outwith these times strictly only by prior agreement from the Pier Manager.

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### **Fishnish Ship Loading Pier**

One berth only. Pier 60m in length fitted with 4 Trelleborg MV500 high impact rubber fenders with face panels positioned at 15m centres along the berthing line.

6 bollards; 4 at equal spacing on the front of the pier, and 1 each on either side.

### **Purpose**

Primarily to serve the loading and export of timber from Mull. Other bulk cargos will be accommodated in addition.

### **Location**

In 56° 31.17' N 005° 51.01' W

At Western entrance to Fishnish Bay on the Southern shore of the Sound of Mull.

### **Access**

By sea via the Sound of Mull.

On land, the Isle of Mull, by the A849, Craignure to Salen road. All visitors by road must first report to Reception at TSL Contractors' Head Office, Craignure, Isle of Mull.

### **Facilities**

No fuel, no fresh water, no stores, no workshops, no repairs – the only commodity is the cargo. Emergency procedures, first aid kit, fire extinguisher and air horn are available on site. Otherwise medical services are available at the Mull and Iona Community Hospital in Craignure. Dental and legal services are available in Tobermory.

### **Arrival at Fishnish Commercial Pier**

Vessels calling to load or unload at Fishnish Pier must submit by email or by fax, at least 24 hours in advance of their ETA, the Fishnish Commercial Pier Pre-Arrival Notification form, completed at Section A.

Send completed Pre-Arrival Information Forms to:

E-mail: [transport@tslcontractors.co.uk](mailto:transport@tslcontractors.co.uk)

Fax: 01680 812492

Vessels with mobile phones should make contact with the Pier Manager prior to leaving previous port. The Pier Manager will give them full details about procedures for arrival and loading at Fishnish Pier.

**The Fishnish Commercial Pier Pre-Arrival Information Form is reproduced at Appendix 1.**

### **Delayed Arrivals and Cancellations**

Ships which are not going to arrive at the agreed time must give at least 12 hours notice to the Pier Manager, and Fishnish Pier reserves the right to charge any vessels that have not done so and are late arriving at the Pier a Late Arrival Fee, to cover the reasonable cost of outlays and expenses, where those have been incurred. Please refer to our Terms and Conditions.

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### **Security**

Fishnish Pier will comply with Chapter xi-2 of the SOLAS convention and Part A of the International Ship and Port Facility Security Code (ISPS Code) and is currently preparing a Port Facility Security Plan (PFSP) for approval.

Declarations of Security will not be routinely issued; they are required only in certain specific circumstances. Should the SSO request that a Declaration of Security be issued, this should be discussed with the Port Facility Security Officer (PFSO).

### **The Fishnish Commercial Pier Declaration of Security Form is reproduced at Appendix 2.**

Failure to comply with security requirements may result in berthing / loading being delayed at owner's expense.

### **Health & Safety**

Any crewmember coming ashore must comply with minimum protective clothing requirements; hard hat, lace up safety boots, safety glasses, hi-vis long sleeve jacket, life belt, hi-vis trousers, gloves and life jacket. These should be worn at all times whether on the pier or ashore to ensure personal safety.

A copy of the Fishnish Pier Health and Safety Management System & Operational Procedures is available at the pier.

### **Life Saving Equipment**

Buoyancy equipment is located at either corner of the pier.

### **Pier Waste Facilities**

None available at Fishnish Pier.

### **Prevention of Pollution in the Sound of Mull**

As there is a fish farm located in very close proximity to the Fishnish Pier, and the Sound of Mull also contains salmon farms and is worked by commercial fishermen, it is imperative that visiting vessels cause absolutely no pollution of any nature to these waters.

The following instructions must be strictly adhered to whilst in the Sound of Mull, whether on berth or at anchor waiting to load:-

1. Vessels must arrive with clean ballast water on board. The discharge of any dirty ballast water is strictly prohibited.
2. All cleaning of vessels holds, decks and self-unloading systems must be completed before vessels arrive in the Sound of Mull. Under no circumstances must any previous cargo residues be washed or dumped into the Sound of Mull.
3. The pumping out of any bilges is strictly prohibited whilst vessels are in the vicinity of the Fishnish Pier.

To sum up, this means that the Masters of all vessels must instruct their crews to take great care not to cause any pollution to the waters of the Sound of Mull by any substance.

### **Environmental issues**

Residue timber bark on the Pier will be collected by the Fishnish Pier Operator and returned to the forest. Therefore, to avoid the spread of disease, all diseased material must leave Fishnish Pier with the ship as contaminated residues must not be mixed with other residue and returned to the forest.

Fishnish Pier will not accept residue from any cargo not originating at this Pier.

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### **Communications**

Messages for vessels en route will be passed via Mobile Phone, e-mail or by fax.

As vessels approach, please telephone to speak to the Pier Manager. Whilst in port, communication can be made with the Pier Manager by phone, or email at any time.

### **Approaches**

Fishnish Pier is located approximately mid way along the Southerly shore of the Sound of Mull, therefore approaches from both North and South are undertaken along this restricted waterway.

No vessels are permitted to approach Fishnish Pier or to come alongside without the express permission of the Pier Manager, and all vessels must stand off from the pier until the Pier Manager arrives and gives his permission to approach the pier.

### **Vessels Transiting the Sound of Mull**

Should be aware of restricted manoeuvring space and several hazards including rocks and shallow areas to both North and South of Fishnish Commercial Pier.

### **Anchorage**

Vessels can anchor in Fishnish Bay, a safe distance from the Fishnish Commercial Pier and the Salmon Farm.

### **Pier Lighting**

Two Vega VLB67 type solar powered fixed lights are located on a mast on the North West extremity of the pier. The lowest is at a height of 2 metres above the deck of the pier (4.5metres above MHWS), with the higher one 2 metres above the lower one.

### **Berthing**

Vessels must not approach the pier until authorisation has been expressly given by the Pier Manager or his appointed representative and should anchor off until this has been received. The Pier Manger or his appointed representative must be on site at the pier to receive vessels prior to berthing.

### **Attendance at Vessels**

Vessels may not be left unattended when berthed at the pier. Neither may vessels be berthed overnight without the express prior permission of the Pier Manager.

### **Weather**

Invariably mild, though subject to changeable weather conditions. The berth is sheltered from the prevailing South Westerly wind. The berthing face is open to the Sound of Mull and in strong north / north westerly winds there will be significant wave action alongside the berth. Storms and severe gales are not unknown and Masters are cautioned to be prepared for sudden changes in weather. Vessels must keep their machinery in a state of readiness unless the Pier Manager gives his specific authority for any immobilisation.

### **Eddy**

An eddy exists on the berthing face, heading in the opposite direction to the tidal stream, which has been measured at maximum 1.5 knots.

### **Tide**

The extreme tidal range is a little over 4.0 metres.

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### **Depths in the Berth**

At chart datum (-)5.4metres to (-)5.6metres plus the rise of tide from 0.6metre to 4.6metres. The Pier Manager requires an underkeel clearance of at least 60cms whilst ships are at the berth.

### **Density**

Generally between 1023 and 1025.

### **Swell**

While the berth is subject to wave action in strong Northerly winds oceanic swell is not anticipated.

### **Wash**

There is frequent ferry wash due to passage of large Cal-Mac ferries transiting the Sound of Mull at relatively high speed.

### **Sea**

A short chopping sea quickly arises in windy conditions making boat work awkward but of no consequence to large vessels.

### **Working Weather**

Gale force winds may prevent the operation of the materials handling machine.  
Heavy rain does not interrupt loading.

### **Mooring Arrangements**

As per the attached plan, showing normal moorings for a coastal bulk carrier up to 3000 tonnes DWT.

**The Fishnish Commercial Pier Mooring Plan is reproduced at [Appendix 3](#).**

### **Cargo**

Primarily timber. Some other OBC.

### **Loading**

Cargo is loaded by a single arm material handling machine. This machine has a maximum span of 22 metres, lifting a maximum of 6.9 tonnes at a height of 8 metres. Loading operations must be discussed and agreed with the Pier Manager prior to commencement. Standard slinger / signaller hand signals should be used throughout loading operations. Should further communications be required loading operations should cease and contact can be made by mobile telephone.

It is solely the responsibility of the vessel Master as to volumes and weights of cargo to be loaded. Fishnish Commercial Pier will operate in this regard under the direct instruction of the vessel Master and accepts no liability for volumes and weights of cargo howsoever loaded or any consequences arising therefrom.

### **Working Hours**

7am to 8pm Monday to Friday including Public Holidays with the only exception being a two-week shutdown over the Christmas and New Year period, with exact dates to be confirmed annually with the Pier Manager.

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### **Hatches**

It is the responsibility of all ship owners / crews to comply with the relevant regulations in relation to hatches. Fishnish Pier accepts no responsibility or liability for vessels that fail to do so.

### **Stevedore Damage**

Any damage caused to vessels during ship-loading operations must be reported to the Pier Manager immediately. The Pier Manager will request the person in charge at the time the damage occurred to complete a Ship's Damage/Incident Report, as shown at Appendix 4.

**The Fishnish Commercial Pier Ship's Damage / Incident Report Form is reproduced at Appendix 4.**

### **HMRC Customs & Excise**

Documentation requirements same as at other UK ports. Separate arrival and departure declarations are required if arriving from/sailing for outside UK.

### **Marine Emergency**

In the event of an emergency, follow the Fishnish Emergency Procedures, dial **999** for assistance from the relevant emergency services, and then contact Fishnish Pier Manager on Mobile Telephone Number **07775 854 352** or at the TSL Contractors Head Office on telephone **01680 812 475, option 1** and he will activate the Fishnish Marine Emergency Plan.

### **Emergency Services**

Clyde Coast Guard keeps watch on VHF Channel 16 and will co-ordinate all available services throughout any crisis.

### **Access to and from Vessels**

All vessels must provide and tend access from the vessel to and from the pier. Any crew member going ashore at Fishnish must comply with the Company's Safety requirements and wear suitable PPE, including hard hats, safety footwear, high visibility vests, life belt, gloves, etc., and comply with all rules and instructions when on the pier.

### **Agreement to Rules within this guide**

All ship owners / crew / corporate bodies / individuals using the Fishnish Pier agree to abide by the rules laid down in this guide and are deemed to have read, understood and agree to abide by them at all times.

Please also refer to our Terms and Conditions.

Any queries must be directed to the Pier Manager for clarification.