
 <p>Roads and Transportation Services Flooding, Shoreline and Harbour Team Bankhead Central Bankhead Park Glenrothes KY7 6GH</p>	 <h1>HARBOUR FACT SHEET</h1>
<p>Web Site: www.fife.gov.uk</p> <p>Email: Harbours@Fife.gov.uk</p> <p>Telephone: 03451 555555 Ext 461541</p> <p>Out of Hours: 03451 55 00 99</p>	<h2>North Queensferry Town Pier</h2> <p>Harbour Office, Shore Street, Anstruther, KY10 3AQ</p> <p>Lead Harbour Master Allan Anderson (Ad-hoc)</p> <p>Harbour Master</p>

Description	A single pier running in a north south direction.				
Location	Northern shore of the Firth of Forth		Imray chart No	C27	
Limits	The harbour limits, are outlined in the Schedule to the Fife Council Harbours Byelaws 1996, broadly extend as follows: <ul style="list-style-type: none">Approximately from the Forth Road Bridge to the west of the pier275m south of the pier head, and east as far as the Forth Road Bridge				
Approach	The approach to the pier is relatively open from the southeast through to the southwest. There are no official navigation marks on the pier.				
Usage	Limited. Commercial - small boats Local commercial operator (Calypso Marine)				
Latitude (Entrance)	56.008093N	Longitude (Entrance)	3.394831W	Grid Reference	326546,686098
Tidal Range	0.1 to 5.9 m (Chart Datum)	Neap Tide	2.5 m	Spring Tide	5.0 m
Navigational Access	No	Tide Gauge	No	Berths	N/A
Tugs	No	Anchorage	No	Pilotage	No
Cargo Handling	No	Repair facilities	No	ISPS Compliant	N/A
Maximum Draft	N/A	Maximum Length	N/A	Maximum Beam	N/A

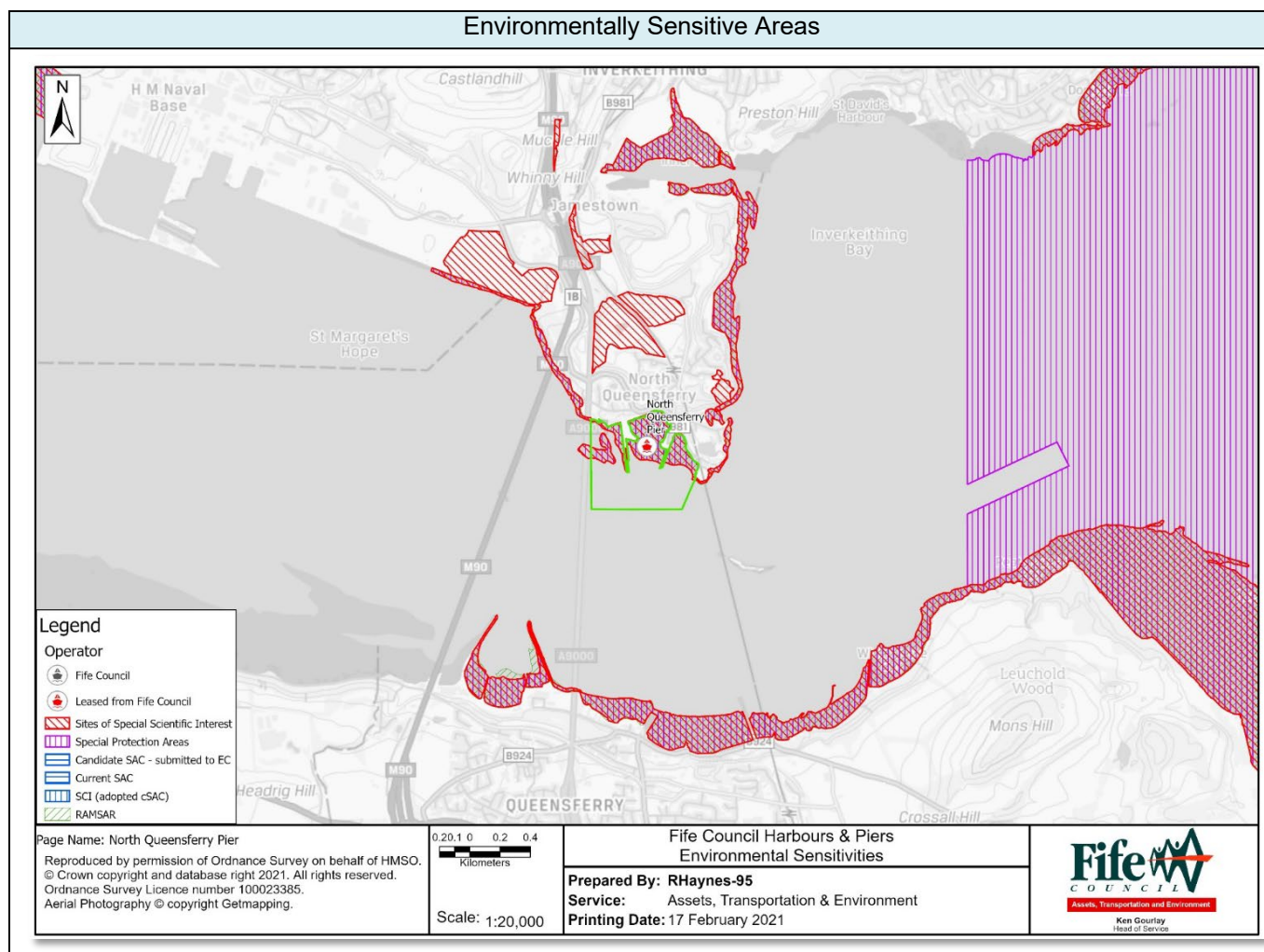
Control Depths/Drafts	Location	Bed Material	Bed Level	Keel Clearance	Note
	Northern Section	Rocks/Stones	Non-Available	Min 1 m	Take extreme care or avoid
	Southern Section	Sand/Silt	Non-Available	Min 1 m	See below
	The approach to the pier is relatively deep and then shoals sharply just off the pier head. The whole length of the pier dries out on very low spring tides. Hence access to the pier is controlled by the height of tide plus a minimum keel clearance.				

Communication	VHF	Calling and Distress/Safety	16	Harbour Operations	11
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Operating Constraints	The pier head is subsiding slightly along its eastern edge and is being monitored. The main constraint is the water depth, which varies with the tide and dries out during low spring tides. The seabed shoals gradually from the pier head to the end. There are no formal mooring provisions, and the pier surface is not maintained, with heavy seaweed growth.
	The main shipping lane in the Forth runs a few hundred metres off the pier head. Vessels entering or exiting the area covered by the FC Harbour Byelaws must proceed with extreme caution and keep a lookout for ships. Large vessels are restricted in their ability to manoeuvre and must stay within the shipping lane. Recreational vessels should not loiter in the lane and must cross it at right angles when safe.
	Due to the relatively shallow nature of the approaches to the pier, high winds and large waves can make the area difficult to navigate.
	When visibility is severely restricted vessels should consider whether it's safe to approach / leave the pier based on the equipment they have on their vessel and the local knowledge of the skipper.

Aids to Navigation	None

Environmental Sensitivity	Special Area of Conservation (SAC), Special Site of Scientific Interest (SSSI), Special Protection Area (SPA), and a Regionally Important Geological Site (RIGS)
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Oil Pollution Hazard	Responsibility	Control	
General Oil Spillage	Fife Council	Provision of signage stating the organisations to be contacted in the event of an oil spillage when the Harbour Master is not on duty – maximum response time 90 minutes	
		Competent trained operatives including accredited to MCA1 and or MCA4 Oil spill response	
		Provision and storage of Tier 1 oil pollution clean-up and containment materials	
		Equipment	Number
		3m x 13cm Spaghetti Water Boom	0
		50cm x 40cm Absorbent Pads	0
		Protective Chemical Suit	0
	Provision for Tier 2 Specialist Contractor		
Oil Pollution Action	Contact Fife Council immediately Fife Council will implement the Oil Pollution Response Procedure to effectively manage and mitigate the impact of oil pollution incidents.		

