



Berth Holder Application Pack 2017-18



St Andrews Harbour

©: St Andrews Harbour Trust.

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1. Geographical & Historical Background

St Andrews Harbour is a pier harbour constructed at the tidal mouth of the Kinness Burn which runs from south to north. It is flanked to the east by tidal sands (East Sands), and tidal dunes (The Bents), and in the west by the town. At the mouth of the narrow harbour entrance there is a large area of rocks that dry out known as the Burn Stools.

In its earliest form, the harbour consisted of the unimproved shores of the Kinness Burn, whose waters were deflected towards the east (from an original northwards direction of flow) by the natural rock skerries on the shore of St. Andrews Bay. Vessels using the harbour in the mediaeval period presumably beached themselves in the estuary for loading and unloading purposes.

By the later 16th century it is clear that built quays and piers were in existence at the harbour. The line of the present North Pier at its shoreward end relates to these 16th century structures, although the present form of the pier is largely the product of 18th and 19th century rebuilding.

This North Pier is a classic example of Scottish vernacular harbour work. It comprises a pier of rubble construction, with a substantial bulwark on its seaward face, to protect the wide quay from overtopping seas in heavy weather. The course of the pier is somewhat crooked, reflecting the strategy of the builders to construct it from strong point to strong point along the natural rock skerry which forms its foundation. The dry-stone, rubble construction of this pier gives it great character and the surfaces reveal many examples of repairs to the pier, using a variety of different strategies for placing the stones. The outer, seaward face of this pier contains in places re-used stone with rolled moulded margins, presumably coming from the ruined castle or cathedral in the 18th and 19th centuries. The North Pier has a number of important features along its length, including cyclopean stone mooring pawls, stone stairs leading to the bulwark and a stone slipway in the harbour where the pier joins the Shorehead quay. There is also a stone-built ramp at the root of the pier leading down onto the shore. The outer, seaward end of the North Pier is of 19th and 20th century date, reflecting efforts to improve the access to the harbour in heavy weather. It is of typical Victorian and later cement construction, much more rectilinear than the earlier work at the shoreward end. This later extension is fitted with cast-iron mooring pawls.

At its western end, the North Pier turns through a right-angle where it joins the Shorehead quay. This quay face is of coursed masonry with wooden bandering at intervals along its length. It is backed by a wide quay, extensively used by local fishers for their gear, and a roadway.

At the southern end, this Shorehead quay connects with a short transverse pier that extends into the harbour and forms the seating of the leaf gates separating the inner and outer harbour. This short cross pier is of considerable age, appearing in the Geddy plan of c.1580, where it separates the outer from the inner harbour. The end of this cross pier has been extended at a more recent date to accommodate the sluice gates, which are first mentioned in the early 18th century but which have been replaced on a number of occasions since. In 1902 the gates were washed away and replaced with a pair, reputedly from a site on the Caledonian Canal. They have winches



associated with them for opening the gates. In October 2012 following a flash flood in the Kinness Burn these very old gates were washed away after over 100 years of service. Work to replace the gates was completed in 2013 and they now incorporate hydraulic mechanisms for opening and operation of the sluices. The main function of these gates today is to flush sediment from the outer harbour but closing the gates also serves to provide a quieter lie for vessels in the inner harbour during heavy weather.

Upstream from the sluice gates the face of the quay opposite The Shore is of well-coursed masonry, backed by a narrow quay and roadway. The Priory Precinct wall opposite this quay shows the remains of the 19th century Harbour Master's office, built as a lean-to structure south of the Mill Port leading into the Priory precinct.



J Geddy's plan of St Andrews, from around 1580

© National Library of Scotland.

The right bank of the Kinness Burn is flanked at the inner harbour by links and in the outer harbour by a stone cross pier, having a later concrete groyne on its outer, seaward, face. At the seaward end, the links have been revetted with a stone wall and a number of wooden huts are located there. The stonework of the cross pier is more homogeneous than that of the North Pier and is of a different, distinctive pattern. It is of 18th century date. The cement groyne dates from 1900 and was built to protect the harbour mouth from the surge reflected from the beach at the East Bents during heavy weather. One interesting feature in the harbour close to the inner face of the cross pier is the remains of several wooden posts socketed into the natural rock. These may



be the remains of the timber and stone pier shown in the Geddy plan at this location and are worthy of more detailed research.

In summary, the harbour at St. Andrews developed from a mediaeval creek-mouth haven without built harbour works. By the 16th century the creek mouth was protected by an extensive pier and bulwark to seaward, and had linear masonry quays within to accommodate shipping. The separation of the inner and outer harbours was present at this date and was later, in the 18th century, reinforced by the introduction of gates between the two basins. There has been an intimate relationship between the harbour and the Priory since the 14th century and the Priory Precinct wall has had an influence upon the development and widening of the quays, particularly at The Shore in the inner harbour. The protective North Pier and bulwark were extended in the 19th century and other improvements were made in the attempt to make the harbour safer but it remains today a tidal harbour, dry at low-water (unless the gates are used to retain water in the inner harbour). It is in all respects a good example of the vernacular tradition in Scottish harbour works.

2. Management & Governance

St Andrews Harbour is managed by the St Andrews Harbour Trust, which draws its authority from the Scottish Statutory Instrument 'The St Andrews Harbour revision Order 2010', which amended and updated the 'St Andrews Harbour order 1897'. The two orders are collectively referred to as 'The St Andrews Harbour Orders 1897 to 2010.'

SCOTTISH STATUTORY INSTRUMENTS

2010 No. 403

HARBOURS, DOCKS, PIERS AND FERRIES

The St. Andrews Harbour Revision (Constitution) Order 2010

Made - - - - *17th November 2010*

Coming into force - - *18th November 2010*

Amongst other things these statutory instruments specify the harbour to be managed by a trust consisting 10 appointed trustees and two representatives from Fife Council. One of the trustees must be involved in the operational management of the harbour. Trust meetings occur regularly and minutes of the meetings are available for inspection at St Andrews Library.



Routine matters of administration are carried out on behalf of the Trust by:

The Clerk to St Andrews Harbour Trust, c/o Thorntons Law LLP, Kinburn Castle, St Andrews KY16 9DR

tel 01334 477107; fax 01334 476862; email admin@standrewsharbourtrust.org

Operational management of St Andrews Harbour is the responsibility of the Harbour Master, who can be contacted on 07506 409792

Harbour information can be found online at <http://www.standrewsharbourtrust.org> and on Facebook at <https://www.facebook.com/pages/St-Andrews-Harbour/132208043538647>

3. Rules and Regulations governing the use of St Andrews Harbour

The Rules and Regulations governing the use of St Andrews Harbour and laid down by the St Andrews Harbour Trust must be adhered to at all times by persons using or visiting the Harbour.

General

- All persons using any part of the Harbour for whatever purpose do so at their own risk
- The master of a vessel shall be responsible for the conduct of his crew and passengers
- The master of any vessel shall, when required by the Harbour Master, provide particulars of the vessel and owner
- No persons shall launch a vessel within the Harbour area, or haul a vessel on to any pier or other harbour premises, without the permission of the Harbour Master
- No rubbish, stones, bait or waste oil may be dumped in the Harbour or over the pier
- Any person leaving rubbish in the Harbour area will be charged for the removal of it
- Dogs must be kept under control at all times and where in the opinion of the Harbour Master the presence of dogs is not desirable then he may direct that dogs be excluded

Health and Safety

- All vessels are to be maintained in a seaworthy condition
- Swimming is not permitted within the Harbour
- No items of boats, gear, fittings or equipment, supplies or stores or the like shall be left upon the quayside, walkways, or slipways, but excluding commercial fishing gear, unless approved by the Harbour Master. If approved, they shall not be left in a manner that may cause obstruction, and shall be clearly marked with the vessel's name
- No items of gear, fittings or equipment, supplies or stores or the like shall be left upon the pontoons



- No vehicle may be parked on the quayside. No vehicle may be parked in such a way as to obstruct access to the Harbour area, in particular in front of the café, slip or North (Long) Pier, as emergency access is required at all times
- Only persons over sixteen years of age may operate the bridge and gates. All persons wishing to operate the bridge and gates must first undergo instruction from the Harbour Master
- Persons in charge of a dog fouling any part of the harbour area must remove the faeces immediately

Navigation

- The speed limit in the harbour extending as far as the seaward end of the Long Pier is 4 knots.
- All vessels shall proceed with caution entering or leaving the Harbour.
- A vessel entering the Harbour shall have right of way over all others moving within the Harbour
- No commercial or private fisherman shall lay lines, nets, pots or floating gear attached in areas that are used as fairways or in a position that is likely to cause obstruction to other harbour users
- No person shall fish in the Harbour area in such a way as to interfere with navigation

Quayside Berthing and Mooring

- The Harbour Master has full authority to determine berths and moorings. He may instruct a boat owner to move their boat or reposition their moorings
- At all times quayside berthed vessels shall be secured with two or more lines of suitable size and in good condition, made fast to the harbour wall or, in the case of moored vessels, made fast to fore and aft mooring points. The Harbour Master must sanction any securing line other than to the Harbour wall
- The heavier vessels shall always take the inside berth, while the outside boat shall be responsible for fenders between it and the inside vessel
- All berths and moorings, including pontoon berths, are leased to the person and not the vessel.

Pontoon Berthing

- The allocation of pontoon berths will be determined annually. In the first instance pontoon berth-holders will retain that berth previously allocated, but may for operational reasons be instructed to move their boat to another pontoon berth
- At all times vessels shall be secured with three or more lines of suitable size and in good condition made fast to the pontoon cleats; these lines comprising at least one each bow and stern line and a spring line arranged to prevent collision with the quayside pontoon walkway
- Mooring lines shall be made fast to only the cleats provided on pontoons and not to pontoon decking or frames



ST ANDREWS HARBOUR TRUST

A TRUST PORT AUTHORITY

- No vessel shall be berthed in a vacant pontoon berth, without the permission of the berth-holder

Insurance

All vessels making use of the Harbour must be covered by third party insurance of not less than £3 million.

Commercial Fishing Vessels

- Only fishing gear may be stored on the Harbour Quayside and then at the discretion of the Harbour Master. No gear is to be stored on any slipways.

These Rules and Regulations may be altered from time to time by St Andrews Harbour Trust.
Latest date of amendment: March, 2016

Full terms and conditions relating to the berthing of a vessel in St Andrews Harbour can be found in the document "Terms and Conditions : Annual Lease of Berth at St Andrews Harbour", a copy of which will be supplied with your invoice on offer of a berth, on request to the Office of the Clerk or online at www.standrewsharbourtrust.com



4. Navigation

St Andrews, Fife ($56^{\circ}20'.35N$ $02^{\circ}46'.77W$) is a small drying harbour located in the SW corner of St Andrews Bay some 7 miles south of the Tay Estuary and 8 miles north west of Fife Ness.

Charts: Admiralty Chart 190 Montrose to Fife Ness including the Isle of May; Admiralty Leisure Folios SC 5615 & 5617 Scotland East Coast; Imray C23 Fife Ness to Moray Firth; Imray C27 Firth of Forth.

NB Please see Notice to Mariners 5699/2012 or Imray correction notices ILNW 541/12 for the latest information on St Andrews sector approach lights.

Lights:

St Andrews Approach Sector Light, Isophase WRG 2 seconds (277.5 degrees T), 9 Miles

St Andrews North Pier, Flashing Green, 3 Miles; $56^{\circ}20'.36N$ $02^{\circ}46'.77W$

St Andrews Cross Pier, Flashing Red 2 seconds, 2 Miles; $56^{\circ}20'.37N$ $2^{\circ}46'.95W$

Tides: [Standard Port Leith]

St Andrews HW-15 minutes on Leith; Mean tidal range [at Leith] Springs 4.8m, Neaps 2.4m

Directions - *In strong onshore winds the entrance to St Andrews is impossible due to breaking seas.*

If making passage from the Firth of Forth - Fife Ness is fringed by rocky ledges, and a reef extends 1 mile NE to North Carr Rock, which dries 1.4 metres and is marked by a beacon. In strong onshore winds keep to seaward of N Carr East Cardinal Mark light buoy. From here keep 5 cables offshore to clear dangers entering St Andrews Bay.

If approaching from the north - The Abertay Sands, which extend nearly 4 miles east of Tentsmuir Point are very dangerous and should be avoided as charted depths there are unreliable. Vessels coming from the north and making for St Andrews should keep seaward of the Tay Fairway light buoy and then shape a course well clear of The Abertay Sands.

In settled conditions it is possible to anchor off St Andrews on sand north east of the pier in about 6 metres charted depth, to wait for the tide. Approach 2 hours either side of HW south of the pier on a course of 277.5 degrees true following the white sector of the isophase approach light. Once in the outer harbour tie up at the slipway in its NW corner. A shallow patch in the SE corner of the outer harbour should be avoided.



5. Safety

In an emergency contact UK Coastguard (telephone 999 and ask for Coastguard) or call 'Mayday' on VHF channel 16.

All-weather and inshore lifeboats are operated by the RNLI and are based at Broughty Ferry in the Tay Estuary, Arbroath in Angus and at Anstruther in Fife. For assistance from the RNLI contact UK Coastguard in the first instance.

For routine and non-urgent matters UK Coastguard can be contacted on 01224 592334 or VHF channel 16. HM Coastguard routinely broadcast Marine Safety Information including inshore weather forecasts at 07:30 then every 3 hours on VHF channel 16 (then listen for the best working channel, usually channel 84.)

Never go to sea without first checking the weather forecast

6. Berthing Charges

Commercial Fishing vessels normally operate from the Outer Harbour but can take refuge in the Inner Harbour when adverse weather conditions dictate. 2017-18 charges for commercial fishing vessels are for both Inner and Outer Harbours and are £27.08 + VAT per foot length of the vessel, per year.

Pleasure craft and commercial craft, other than fishing boats, use the Inner Harbour and can make use of the Outer Harbour slipway for temporary loading and unloading or whilst waiting for the tide. 2017-18 charges for the Inner Harbour quayside and mooring berths are £18.95 + VAT per foot length of the vessel per year. Pontoon berths in the Inner Harbour for 2017-18 are charged at £21.16 + VAT per foot length of the vessel per year.

All berthing charges are subject to VAT; Invoices are issued annually in February/March to be paid in full by 1st April; a surcharge may be applied to late payments.

Visiting vessel charges are £16.50 per night berthed alongside, regardless of vessel size and are inclusive of VAT. The normal berth for visiting vessels is alongside the slipway in the Outer Harbour or behind the Harbour Café in the Inner Harbour, unless instructed otherwise by the Harbour Master. If storm conditions are expected the Harbour Master will direct visiting vessels to berth in the Inner Harbour.



Application to Berth a Vessel at St Andrews Harbour

To: The Clerk to St Andrews Harbour Trust, Thorntons Law LLP, Kinburn Castle, St Andrews, KY16 9DR

Name and contact details of the applicant [normally to be the owner of the vessel]

Name.....

Address.....

.....

Postcode..... Email address.....

Telephone..... Mobile.....

Description of the Vessel:

Make/Model of the Vessel.....

Power / Sail / Other (circle as appropriate)

Name of the Vessel.....

Length overall Beam Width.....

Draught..... Air-draught

Purpose for which the vessel will be used (circle one only):

Commercial Fishing / Commercial Other / Leisure

Type of berth applied for (circle all that you would consider)

Mooring / Quayside / Pontoon (pontoon deposit required)

I enclose payment of £100 as a deposit to secure placement on the waiting list for a pontoon berth at St Andrews Harbour Inner Basin. I acknowledge that St Andrews Harbour Trust does not warrant the availability of pontoon berths at this time and, upon request to be removed from the waiting list, St Andrews Harbour Trust will refund the deposit without undue delay.

Please sign and date the application which confirms that the applicant has read and understood the information supplied as part of this application.

Sign: Date:.....