

Harbour Information

St Peter Port has been a popular destination for cruise liners for many years and the port is capable of handling at least two large cruise liners at any one time and has a high turnover of between 60 and 70 cruise liners per year, which either come to anchor or an alongside berth depending on size and availability.

Approaches to Pilotage Area

Pilot boarding position is 1.5 miles south east of St Martins Point. Generally there is a strong north east setting tide and Masters of vessels are advised not to close the lower heads buoy by less than 0.75 of a mile.

Cruise ships entering St Peter Port

It is not possible to give an exact maximum size of vessel which can enter the port, but as a general rule 131m overall length is considered the maximum. However, it is possible to berth handy larger ships. Equally some ships which are smaller would not be viable if, for example, they had no bow thruster or were fitted with a single rudder. Generally speaking ships over 80m length overall need to be able to hold their position against a beam wind of up to about 20 knots and be able to swing in their own length, ie must have both adequate bow thrust and twin screws with rudders in line, or single screw and becker rudder so that they can alter their heading without having to move forward or aft over the ground by more than a few metres. As ships get larger this capability obviously becomes more critical. Ships of over 6m draught need to enter and leave the harbour within three hours of high water and their length of stay may be limited, as the nominal depth at the berth is 5.5m below charter datum.

The range of tide needs to be considered carefully with mean ranges of spring tides being 7.8m and neaps 3.4m, conditions at the berth vary dramatically and what is achievable on neap tides may not be at springs.

No. 1 berth, which is available for cruise vessels, is primarily a ro-ro berth and because of the large tidal ranges, there are tall pile fenders to hold ships off. For ships to berth safely at all states of the tide, they need to be flush-sided with no overhanging obstructions. It is possible to berth ships with overhangs, provided that they can fit between these piles which are either 17.27m or 23.36m apart and stand 13m above chart datum.

A plan of the berth is available upon request and if there are any doubts it would be advisable to provide plans of the ship to the pilots before confirming that the ship would wish to come alongside.

The port has a number of fast ferries operating between the UK and the French coast and also ro-ro freight, all of which provide essential commodities for the Island and

unfortunately the use of the ro-ro berths is always subject to availability with the ferries and ro-ro freight taking priority. But the harbour authorities will always do their best to try and make a berth available, if at all possible.

Cruise ships anchoring

The roadsteads off St Peter Port Harbour offer some particularly beautiful and sheltered anchorages within a short distance of the pierheads. The roadsteads are however exposed to the south east and generally speaking conditions become marginal for boat work above force 5, when the wind is from an easterly or southerly direction. The pilots are always happy to assess the conditions of the day and advise Masters and agents on the suitability of going to anchor.

The landing facilities in the port are excellent and there is the option of using the inter-island quay and/or No. 1 ro-ro ramp subject, of course to availability. Both landing sites are a short walk into Town and the Harbour Authority provides a reception facility on the quay for use of passengers. There is ample parking nearby for taxis and coaches.

Ships are very welcome to use their own tenders, however there are some excellent local passenger vessels available to assist if required.

The control of commercial vessels over 15m entering and leaving the port is carried out by Port Control on Channel 12 and red lights shine from the pierheads and the New Jetty to indicate that commercial vessels are manoeuvring into or out of the port.

Tenders under 15m can proceed with caution, however they must remain clear of the fairways and give way to commercial vessels manoeuvring in the port. It is a requirement that tenders should be in continuous communication with the parent ship and the port authorities would ask that either the ship or the tenders maintain a watch on channel 12 in the event that there are any traffic conflicts or emergencies. Similarly, the tenders need to inform their parent ship of the number of people on each tender in each direction.

The regular fast ferry services can cause wash, which might be dangerous when operating tenders alongside and the Pilots will provide agents and Masters with the ferry movements on the day of your visit in order that they can be deconflicted with your tender operations.

We do hope that the passengers and crew enjoy their stay in St Peter Port and we would welcome any feedback on the facilities that we have on offer. This can be given to the Pilot by the Master when he leaves and will be looked into by the Harbour Master.

Harbour

Opening times: 24hrs

Maximum ship dimensions for berth

Length: 140m

Width: No restrictions

Draught: 5m

Air draught: No restrictions

Anchorage

Available: Yes

Anchorage depth 10m+

Shuttle service: Yes

Ships tenders allowed: Yes

Pilotage compulsory: Yes

Tugs available: No

Tidal movement/range: 9m

Services

Bunkering: No

Garbage disposal: Yes (dry only)

Water: Yes

Provisions: Yes

Banking at terminal: No

Accommodation

Ship stay

Minimum: No limitation

Maximum: No limitation

Preferred: n/a

Number of quays: 1

Total quay length: 140m

Quay depth: 5.5m minimum

Distances

City centre: 600m

Airport: 6km

Pier/Pier area facilities

Tourist information office: Yes (500m)

Bank/exchange facilities: Yes

Public telephones: Yes

Shops: Yes (500m)

Restaurant/bar: Yes (500m)

Shuttle service: Yes

Taxis: Yes

Public toilets: Yes

Post Office: Yes (500m)