

Information used to compile the chart is shown in the Source Diagram. Depth in upright figures are from carrier aid smaller scale surveys. The topography is derived chiefly from Ordnance Survey maps.

**OIL AND GAS FIELDS**  
Production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines, generally exhibit MoCo lights, aircraft obstruction lights, and audible fog signals. Unaided navigation is prohibited within 500 metres of all such structures.

**TIDAL STREAMS - PENLAND FIRTH**  
Tidal streams, with eddies and whirlpools, are strongly through the Pentland Firth. Rates of flow have been reported. Flow west of Pentland Skerries. For further details see Admiralty Sailing Directions and Tidal Stream Atlas.

**RECOMMENDATION ON NAVIGATION**  
Masters intending to use the Pentland Firth should be aware of the very strong tidal streams and take suitable precautions. For further details, see larger scale charts, Admiralty Sailing Directions and Tidal Stream Atlas. Dredging can be encountered when transiting either with or against the tide. Masters should ensure that a close watch is kept at all times on the course, speed and position of their vessels.

**LADEN TANKERS**  
Laden tankers are bound to use from Florida and Scapa Flow should not use the Pentland Firth in restricted visibility or adverse weather. At other times there may be a case for transiting with the tide to reduce the time spent in the Firth, although Masters should take account of the general navigational warnings note.

**VEREL REPORTING**  
For details of the following vessel traffic services and visual reporting systems, see Admiralty List of Radio Signals - Cockney Islands VTS - Pentland Firth Reporting System.

**WETREP**  
Tankers of more than 4000 dwt carrying heavy crude oil, heavy fuel oil or bitumen and for which there are no other facilities to participate in the Western European Tanker Reporting System (WETREP). See Admiralty List of Radio Signals for further details.

**Tidal Streams referred to HW at ABERDEEN**

Hours	Geographical Position	57°40'W	57°44'W	57°48'W	57°52'W	57°56'W	58°00'W	58°04'W	58°08'W
High Water	57°40'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	57°40'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	57°44'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	57°44'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	57°48'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	57°48'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	57°52'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	57°52'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	57°56'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	57°56'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	58°00'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	58°00'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	58°04'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	58°04'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
High Water	58°08'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low Water	58°08'N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Tidal Levels referred to Datum of Soundings**

Place	Lat	Long	Mean	Spring	Neap	Low	Remarks
Frasburgh	57°41'	2°00'	3.8	3.0	1.5	0.7	2.0m below Ordnance Datum (Newlyn)
Whitehills	57°41'	2°35'	3.9	3.1	1.7	0.8	2.0m below Ordnance Datum (Newlyn)
Buckie	57°41'	2°57'	4.1	3.2	1.6	0.7	2.0m below Ordnance Datum (Newlyn)
Burghead	57°42'	3°30'	4.1	3.2	1.6	0.6	2.0m below Ordnance Datum (Newlyn)



**DEVELOPMENT AREAS**  
The limits of Development Areas are shown around certain oil or gas fields. Surface vessels, unless notified and allowed, may be engaged in unloading and servicing installations within these areas. Other vessels are strongly advised to keep outside the charted limits.

**SUBMARINE CABLES AND PIPELINES**  
Masters are advised not to anchor or trawl in the vicinity of submarine cables and pipelines. Pipelines are not always buried and their presence may significantly reduce the charted depths. They may also span seabed undulations and cause fishing gear to become irreversibly snagged, putting a vessel in severe danger.

**CHAINS AND ANCHORS**  
Within the areas indicated, chains, attached to anchors, radiate from the structures to positions outside the 500 metres safety zone.

**CAPTAIN OIL FIELD DEVELOPMENT AREA**  
The Captain Oil Field Development Area limits are shown on this chart. Two interconnecting pipelines, the area extends to include the mooring pile positions for the floating production facility. Supply boat and shuttle tanker traffic in the area will be frequent. Fishing vessels are strongly advised to keep outside the charted limits.

**MILITARY WRECK**  
The sites of military wrecks are posted from the structures to avoid interference.

**SPECIAL AREA OF CONSERVATION**  
For details of locally approved codes for the protection of Bottlenose Dolphins, see Admiralty Sailing Directions.

**FIRING PRACTICE AREAS**  
No restrictions are placed on the right to launch the firing practice areas at any time. The firing practice areas are operated during a clear range avoidance operation and firing only takes place when the areas are considered to be clear of all shipping.

**FORMER MINED AREA (SW95 ON 1°37'30'')**  
This area is a former mined area in which mines could still present a hazard for vessels anchoring, fishing or engaged in submarine or seabed operations. They are not considered hazardous to surface navigation.

**SCIENTIFIC INSTRUMENTS**  
(May-Nov)

**JACKY OIL FIELD**  
(see Note)

**BEATRICE OIL FIELD**  
(see Note)

**FIRING PRACTICE AREA (D703)**  
(see Note)

