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# Gibraltar Port Authority Handbook 2015-17

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[www.gibraltarport.com](http://www.gibraltarport.com)



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### **Welcome to Gibraltar!**

It gives me enormous pleasure to introduce the Gibraltar Port Handbook for 2015-2017.

I took up the privileged role of CEO of the Gibraltar Port Authority (GPA) in May 2014, returning to my birthplace after a 30-year career in the Royal Navy.

On arrival, I was struck by the scale, breadth and dynamic nature of our wonderful Port.

Of the many reasons why it has enjoyed, over the years, a reputation as a centre of maritime excellence, not just in the region but across the global shipping community, two stand out. Firstly, Gibraltar is blessed with an outstanding location and a relatively sheltered bay within half an hour's steaming of some of the world's busiest shipping lanes. Secondly, it is our very close-knit and focused port community – the product of a unique blend of culture, history and politics, and a rich maritime heritage. I would challenge anyone to find this powerful combination anywhere else.

The Port continues to evolve and adapt to meet the challenges of tomorrow. In close consultation with shipping agents, bunker suppliers, chandlers and other service providers, we continuously review the way we do our business to ensure

that we retain our competitive edge over neighbouring ports, whilst enhancing our enviable track record of delivering a comprehensive package to ships calling at Gibraltar. We rightly place safety of navigation and protection of the environment at the forefront of everything we do, and we continue investing in our people and our capabilities in order to maintain the highest standards.

I very much look forward to the exciting times ahead. Enjoying the full support of the Government of Gibraltar, a highly motivated and committed team at the GPA, and a focused and professional port community, I am confident that we will provide you with a first class service, whatever your needs, when you call in at Gibraltar.

A very warm welcome indeed to Gibraltar!

**Bob Sanguinetti**

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**“Gibraltar is blessed  
with an outstanding  
location and a  
relatively sheltered bay  
within half an hour’s  
steaming of some of the  
world’s busiest  
shipping lanes”**

*Bob Sanguinetti,  
CEO and Captain of the Port, Gibraltar Port Authority*



*Aerial view of the harbour.*

## **Gibraltar has long been recognised as a maritime gateway between the Atlantic and the Med**

Anyone taking in the extraordinary view from the Rock can immediately grasp what has made Gibraltar such a strategic hub through centuries of history.

Gibraltar has long been recognised for its status as a maritime gateway between the Atlantic and the Mediterranean Sea, at the crossroads of global trade, a vital staging post for shipping, a maritime 'service station' offering the full range of support to the international shipping community.

The unique qualities that define the Rock's strengths remain the same today as they always were. And yet, in the fast-moving world of shipping and trade, there are constantly new opportunities to make the most of those qualities, to

'reinvent' what Gibraltar can offer, to build on existing business and relationships, and to invest in new and upgraded facilities.

This is a territory with a strong European identity – but it is also a territory within sight of Africa. Gibraltar combines the advantages of English common law, membership of the European Union and an efficient, compact financial centre with an enviable Mediterranean climate, ease of access and a reputation for friendliness that makes all visitors – whether business or leisure – feel welcome.

More than 70,000 ships sail through the Strait of Gibraltar every year. It's no surprise, then, that Gibraltar is home to a wealth of shipping expertise and to many specialist companies offering a comprehensive range of support services.

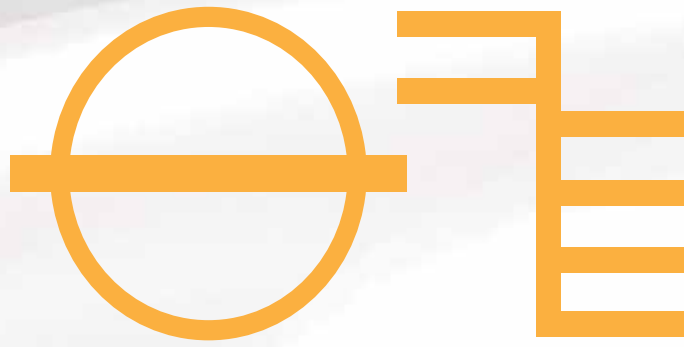
Gibraltar plays a critical role as a hub for bunkering, ship repair, crew changes,



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the supply of equipment and provisions, and the whole range of ship and port services.

Equally, it offers options and excursions quite unlike any others for cruise ships and their passengers – many of whom will return, either on another cruise or as independent tourists for a longer stay on the Rock.

Gibraltar Port Authority plays a pivotal role not only in the Rock's shipping activities but also in its wider economic, business and tourism success. As well as its responsibility for the overall running of the Port of Gibraltar – ensuring safe, efficient and environmentally sound operations – Gibraltar Port Authority has the task of promoting the Rock as one of the world's principal maritime hubs, coordinating and working with the entire port and shipping community to deliver top class services across the board.

### **Gibraltar: the geography**

Gibraltar may be small but, thanks to its unique location and 'can-do' spirit, it punches way above its weight across the shipping, finance, tourism and business sectors.

Situated at 36°07'N and longitude 05°21'W, Gibraltar runs a length of almost three miles from north to south, and is three quarters of a mile wide. Its total area is two-and-a-quarter square miles, not including ongoing land reclamation.

Gibraltar is connected to Spain by an isthmus a mile long and half a mile wide.

The coast of Morocco is just 11 miles across the Strait. The distance by sea from Gibraltar to the UK is approximately 1,400 miles.

Gibraltar benefits from a temperate climate. Winters are mild, with frost extremely rare, while the summer months see average maximum temperatures of 30 degrees centigrade.

The territory is dominated by the Rock, which reaches a height of 1,396 feet and extends for about one and a half miles from its dramatic and all but inaccessible north escarpment to its southern extremity at Europa Point. The upper half of the Rock is designated as a nature reserve.

More than 600 species of plants, excluding ferns, mosses and lichens, are known to grow on the Rock. Six of these are found nowhere else in Europe.

Meanwhile, the Rock is also famous as the home of Gibraltar's Barbary Macaques, a species of semi-wild, tail-less monkeys.

### **Gibraltar: the history**

For the ancient Greeks, Gibraltar marked the limit to the known world. To pass beyond it – through the Pillars of Hercules – was to sail to certain destruction over the bottomless waterfall at the edge of the world.

Indeed, the Bay of Gibraltar has provided shelter and support for ships and sailors for centuries, thanks to its unique location.

Gibraltar can trace its history as a port back hundreds of years. The Phoenicians, Carthaginians and Romans all used the Rock as a place of shelter.

However, there were no large settlements here until the Arab leader Tarik Ibn Zeyad conquered the Rock in 711 AD and named it Jebel Tarik (Tarik's Mountain).

As an important military and naval base, the Rock remained under Moorish rule until 1462 – finally becoming Spanish when it was captured by the Duke of Medina Sidonia.

In 1704, during the War of the Spanish Succession, Gibraltar was occupied by Anglo-Dutch forces. It was ceded to the British Crown in the Treaty of Utrecht of 1713 and Great Britain has maintained control over the territory ever since.

Gibraltar has played a part in some of the most famous episodes of British history, and is still home to a strategic British naval base.

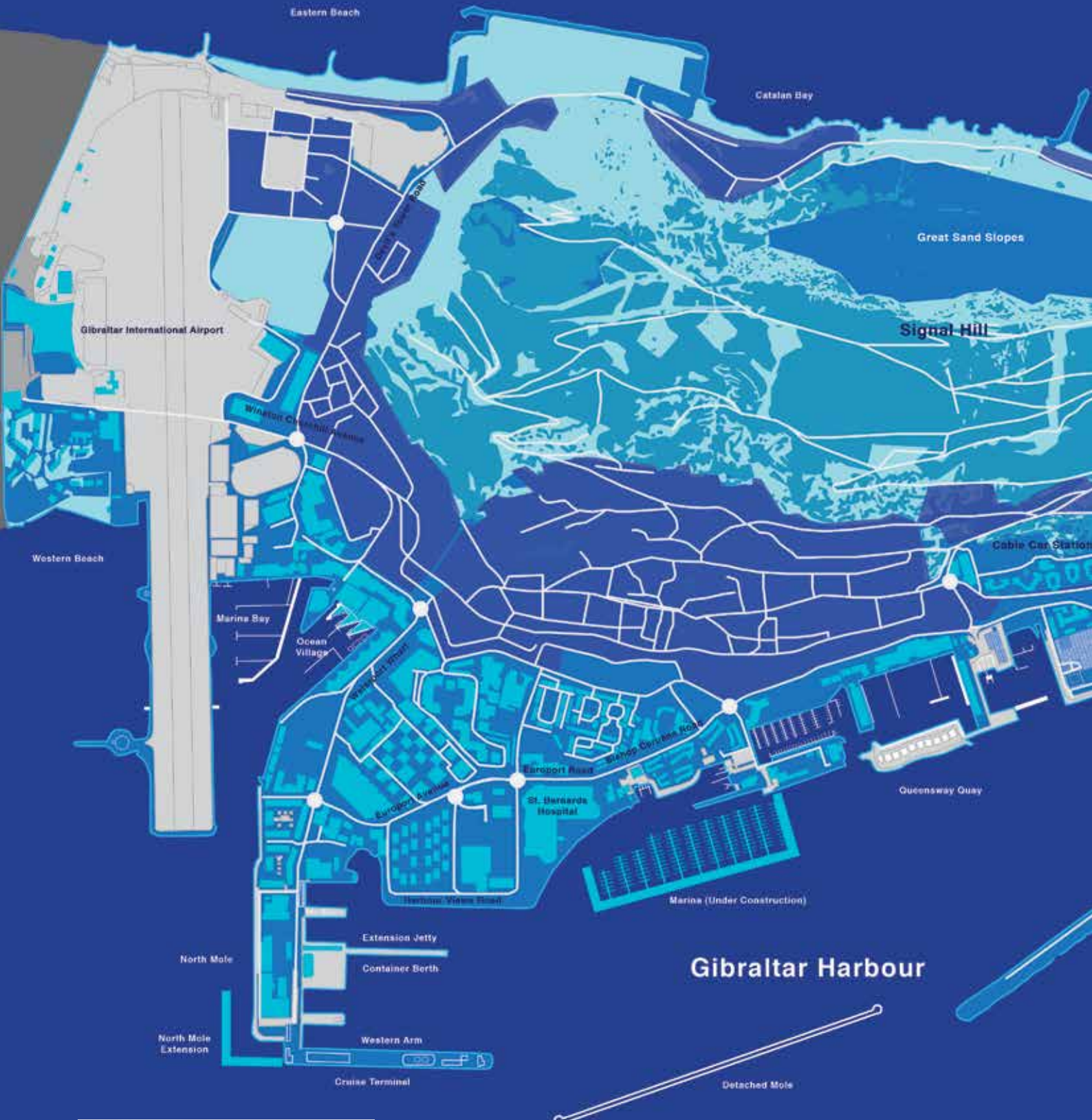
- During the American War of Independence, the combined forces of France and Spain besieged Gibraltar for four-and-a-half years.

- The body of Nelson, preserved in a barrel of rum, was brought to Gibraltar on board HMS Victory after the Battle of Trafalgar.

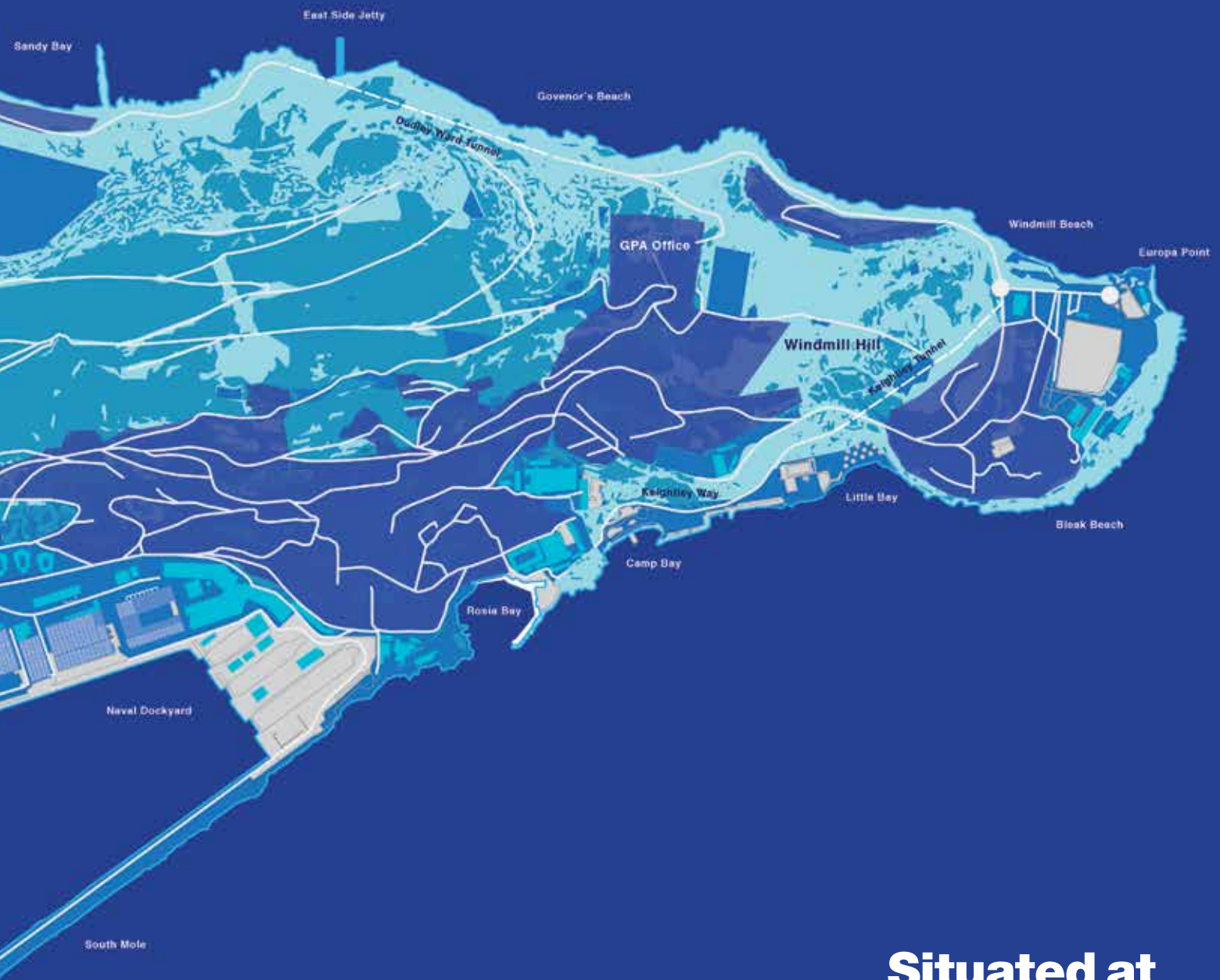
- In the Second World War, the Rock was a key factor in British victories in the Mediterranean.

- Gibraltar played an important role in the Falklands War and, more recently, the intervention in Libya.





KEY	
	BUILT-UP AREAS
	ROADS
	TUNNELS



**Situated at  
36°07'N and  
longitude 05°21'W,  
Gibraltar runs a length  
of almost three miles  
from north to south,  
and is three quarters  
of a mile wide**

# Gibraltar map



# One-stop expertise

**Gibraltar Port Authority is responsible for the overall running of the Port, ensuring safe and efficient operations on land and at sea.**





**View at sea level  
from Gibraltar.**

Gibraltar Port Authority will move into a new, purpose-built office development towards the end of 2015. It will be in a very prominent position on the southern end of the Rock, with commanding views over the Strait of Gibraltar and the busy entrance into the Bay of Gibraltar.

“The position and design of our new office reflect the importance we attach to navigational safety in our busy waters,”

says Commodore Bob Sanguinetti, CEO and Captain of the Port.

Among the staff moving from the old offices at the port to the Rock will be the Vessel Traffic Services (VTS) team, who will take up their duties from a state-of-the-art new operations room on the top floor of the new building.

It is their responsibility to ensure the safe and efficient arrival and departure

# Port Agency



Under our 'Seven Ports One Team' concept, the MH Bland Port Agency is the market leader in all ports in the Strait of Gibraltar region and the Canary Islands. The team is particularly proud of the expertise it has gained in the handling of **cruise liners** and **bunker** only calls.

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Ports in mainland Spain and Morocco are also served through [hub@mhbland.com](mailto:hub@mhbland.com)



of vessels in British Gibraltar Territorial Waters – an area extending out to three miles around the Rock. While Gibraltar may be compact in size, the shipping activities in and around its port are incredibly busy – and getting busier. VTS is like air traffic control, with the added challenges of tides, currents and waves.

Gibraltar Port Authority is responsible for the overall running of the Port, ensuring safe and efficient operations on land and at sea. It licenses all port operations, and is responsible for security, pollution control, and search and rescue. Pilotage – compulsory on arrival and for berthing, leaving berth and shifting anchorage – is conducted by Gibraltar Pilots.

A port to most people means a facility where imports come in and exports go out. But the Port of Gibraltar offers much, much more. The level of expertise and breadth of services on offer at this one-stop-shop means that vessels with no cargo connection to the port will nevertheless make Gibraltar a priority call.

As Captain of the Port, Bob Sanguinetti is proud of Gibraltar's achievements so far but is certainly not

sitting back. He is enthusiastic about expansion, and confident in Gibraltar's potential to become even busier as a strategic maritime hub.

**Bunkering:** "We want to consolidate our position as the Mediterranean's leading bunker port and place Gibraltar on an even firmer footing. Through bunkering, we want to make sure we continue to provide the full range of marine services as a centre of maritime excellence," he says.

Among the future plans, the Port Authority is actively considering the need for greater storage capacity for marine fuels, and it is in discussions with current bunker suppliers to increase levels of activity.

**Cruising:** A total of 205 cruise ships are booked to call at Gibraltar in 2015, carrying nearly 304,000 passengers. "We continue to work closely with the Tourist Board to make sure the whole

process runs smoothly, from the cruise ship company berthing its ship and the logistics of the ship arrival through to the passengers disembarking and the tourist industry taking them seamlessly away on their excursions," says Bob Sanguinetti.

The Port Authority is working closely with all those involved to build upon Gibraltar's remarkable success in the cruise sector.

**Superyachts:** In 2014, about 300 superyachts came into Gibraltar. Most come in for fuel alone, but the Port Authority is keen to build on this and the wider services available, from logistics support to crew changes.

"It is very clear that Gibraltar, with its very competitive pricing on fuel, is a great attraction to superyacht owners," he says. "We want to encourage them to stay over for several days at a time and make use of the full range of marine services that Gibraltar can offer – including provisions, spares, minor repair work, maintenance, crew changes, training and tourism."

# Marine Services



**MHBland** established 1810  
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MH Bland Marine Services is both Gibraltar's principal stevedoring company as well as the leading provider and operator of supply vessels, **workboats** and **barges** in this busy port. As the port of Gibraltar's principal marine service provider, we have the ability to receive, **store** and **deliver** supplies, **spare parts** and **lubricants** to vessels in the Bay and Strait of Gibraltar.

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## Facts and figures

The Port of Gibraltar benefits from natural protection provided by the Rock, complemented by a system of sea defences:

- The Western Arm of the North Mole (500 metres)
- The Detached Mole (800 metres)
- The South Mole (1,100 metres)

The port can be divided into three sectors:

- The commercial port, in the northern sector, with nearly 2,300 metres of quay on the North Mole and Western Arm for cruise, cargo handling and bunkering operations.
- A complex of yachting facilities in the central sector.
- Gibdock shipyard and Royal Naval base, in the southern sector.

The port also has two anchorage zones – one in the Bay of Gibraltar, the other on the eastern side of the Rock.

## Key developments

- Construction of a new small boats marina – a Government project – is well underway. Expected to be operational during 2015, the new marina will provide 700 berths, which will increase substantially the availability of berthing for local boat owners. Plans are also being considered for the use of the outer berth (400m length, depth 8m) by visiting superyachts.
- The Port Authority is preparing to upgrade its oil spill response equipment in 2015.
- Proposals for an LNG power station are moving forward. This facility could be built by 2017, and could pave the way for LNG bunkering – likely to be in high demand in the years to come.
- Ship-to-ship transfers: Gibraltar offers a sheltered, safe and well-regulated environment for ship-to-ship transfers of oil products. The Port Authority is in dialogue with major oil companies with a view to developing this side of the business, subject to strict procedures and conditions.

## Towage

Towage in the Port of Gibraltar is provided by TP Towage Company, a company formed through a management buyout of the former operator, Howard Smith.

TP Towage operates four Voith tugs – three with a bollard pull of 30 tons each, and one with 20 tons bp.

“Towage is down to the pilots’ discretion – we work through ship agents and we liaise closely with the pilots and VTS,” says Thomas Peñalver, Administration Director at TP Towage.

Towage support is also provided for ships going into drydock at the Gibdock yard, for ship-to-ship transfer operations, and for military and naval movements.

“Towage is a really specialised job – our crew have to really know the environment and understand and appreciate the currents,” says Thomas Peñalver. “Our crew also have to comply with flag requirements, with STCW 95 certification. We do all of our training in the UK, at Warsash, Plymouth or Gravesend.”

And there’s more to TP than towage. Tugs may be called out to support a salvage operation, and one tug is equipped for firefighting. In recent months, TP has also provided tugs to assist in the laying of the foundation of concrete blocks for the new power station, and in the construction of the new small boats marina.

*Tug operations in the inner harbour.*



**“Towage is a specialised job...our crew have to really know the environment and appreciate the currents”**

**Thomas Peñalver,  
Administration Director  
at TP Towage**



# Vital services at a major maritime ‘motorway junction’

**Location, location, location...  
Gibraltar is the largest bunkering  
port in the Mediterranean.**

**“The key to it  
all is flexibility”**

*Ian Penfold, Director, MH Bland*



In February 2015, the International Bunker Industry Association (IBIA) chose Gibraltar as the location for its Regional Forum. Announcing the event, IBIA Chief Executive Peter Hall said: "Gibraltar is one of Europe's key bunkering hubs."

The Forum, which took place on board the Sunborn superyacht hotel, gave the Port of Gibraltar the opportunity to showcase its bunkering and marine services; the programme included a workshop on bunkering, a session focusing on mega-yacht and leisure services, visits to bunkering barges and a reception on top of the Rock.

The conference was evidence of the hard work that Gibraltar Port Authority and its operators have put into the bunker industry, as well as reinforcing the prominence and high standards Gibraltar has in place within the bunkering sector.

- Gibraltar is the largest bunkering port in the Mediterranean.

- Two-thirds of the vessels that call into the Port of Gibraltar are supplied with bunkers.

Picture a large service station at a major motorway junction. Cars and trucks call in primarily to refuel – but while onsite, their drivers might also check the oil and tyre pressures, top up with water, get rid of any litter, grab a coffee and something to eat, and buy a few items in the shop.

Gibraltar is on a maritime motorway junction. Ship operators that call in to refuel can also take advantage of a wide range of other support services while alongside – taking on lubes, using ship repair and underwater cleaning services, bringing spare parts and supplies onboard, arranging cash deliveries, offloading waste, changing crew and perhaps even making medical appointments ashore.

With more than 70,000 vessels passing through the Strait of Gibraltar every year, the Rock is perfectly placed: vessels can stop to refuel with minimum deviation from the main north/south and east/west

shipping lanes, a vital priority in an industry where time is money, and time spent alongside must be minimised.

Gibraltar is home to numerous major bunker suppliers, which makes for healthy competition and greater choice for customers. Port dues are kept to a minimum and Gibraltar's VAT-free status within the European Union also helps to keep costs down.

### **Bunker deliveries**

Fuel is normally delivered by bunker tankers to vessels at anchor in the Bay of Gibraltar, although supply is also possible alongside in the harbour.

All grades of marine fuel are supplied by Gibraltar's bunkering companies – from 30 to 380 CST, as well as low-sulphur fuel, marine diesel and lubricants. Demand for low-sulphur fuel has



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increased since the European Union's introduction of Sulphur Emission Control Areas (SECAs) in the English Channel, North Sea and Baltic Sea.

Gibraltar's bunkering companies operate supply tankers that are able to deliver more than one type of fuel in a single operation, saving on costs and time; swift, efficient operations, combined with a real flexibility, are vital.

The fuel is sourced from floating storage (a tanker moored alongside the Detached Mole, and also from the CEPESA refinery and Vopak Terminal on the other side of Gibraltar Bay.

It goes without saying that safety and environmental protection are top priority for all involved in bunkering in Gibraltar. All operations are supervised by the Gibraltar Port Authority's Bunkering Superintendents, and strict procedures and regulations are in place.

The Port has a Bunkering Code of Practice, which was updated in 2015, and the renewal of bunkering licences is conditional on strict compliance with all of the recommendations laid out in this document.

Gibraltar is a signatory to IBIA's Port Charter scheme, which is designed to improve bunkering standards around the world. Signatories to the Charter are required to demonstrate that they have a licensing scheme for bunker suppliers in their port; that they are able to regulate and enforce their regulations covering

bunkering operations; that there are sufficient qualified personnel working in the bunker supply chain; and that they have effective testing regimes in place.

Peninsula Petroleum is one of the largest independent bunker suppliers and traders in the world – but its flagship operation remains in Gibraltar, where the company was founded in 1996.

Wholly owned by the Gibunco Group, Peninsula has 19 offices around the world and is a physical supplier in eight locations.

It is the largest supplier by volume in Gibraltar and delivers all grades of bunkers from its owned/operated, modern fleet of offshore tankers. It also sells marine and automotive gasoil (MGO/AGO) to the luxury yacht market.

Peninsula has recently ordered a new, state-of-the-art 5,000 DWT product tanker for fuel deliveries, adding to its Gibraltar fleet. "This new tanker will increase our capacity in Gibraltar by 50 per cent," says John Bassadone, Managing Director of Peninsula Petroleum.

As part of the Gibunco Group, Peninsula can provide a full range of marine services, including Gibunco Ship Agency, supported by a fleet of workboats, launches and other vessels, and underwater engineering and hull cleaning by Gibunco subsidiary SCAMP World-wide Network.

### Ship agency

Gibraltar has a large number of high-quality ship agents ready to meet all the needs of any type or size of vessel, whether berthed or at anchorage.

"The key to it all is flexibility," says Ian Penfold, Director of MH Bland. "You have to be proactive rather than reactive."

MH Bland was established as a ship agency in 1810; more than 200 years ago, the group is divided into two divisions, Marine and Tourism. In the Port of Gibraltar, MH Bland Marine Services provides the core stevedoring function, backed by a range of cranes and forklifts, and operates a bonded warehouse and a fleet of harbour craft, workboats and lube-oil barges. The company employs a team of qualified launch crews and stevedores.

Ian Penfold specialises in the ship agency side of the business. "Eighty per cent of our ship agency business involves bunkering," he says. "The remaining 20 per cent is services for yachts and cruise ships, supplies and provisions, medical supplies and cash, among others. And Gibraltar's non-Schengen status, strategic location and flight connections to the UK make it an ideal place for ships to make crew changes and take on spare parts."

**Bunkering operations.**



# One voice: Gibraltar Port Operators' Association

**The Gibraltar Port Operators' Association champions Gibraltar as an international maritime centre of excellence.**

The success of the Port of Gibraltar is critical to all those involved, from the Port Authority to stevedores, divers, ship agents, launch services, bunker suppliers and ship chandlers, as well as the wider maritime, legal and financial community.

And it is this common aim that lies behind the success of the Gibraltar Port Operators' Association (GPOA). Formed three years ago, the GPOA has gone from strength to strength, so that today it is recognised and established as a proactive, broadly based organisation dedicated to making the very most of Gibraltar's unique offering – and, indeed, improve upon it wherever possible.

In short, the GPOA offers 'one voice' for all port operators – lobbying on key issues where necessary, and pursuing 'best practice' by all, for the benefit of all.

"Our membership at the moment is over 30 and it is growing all the time," says GPOA Chairman Jason Davis, who is Operations Manager at the ship and port agency company Maritima del Estrecho (Gibraltar) Ltd.

"The association started from humble beginnings but has gained the respect of government bodies and other organisations. Our board members cover the broad spectrum of all port and ship services, so when we have meetings with the Port Authority or the Minister for the Port, we are able to talk as one voice.

"We have achieved a good working relationship with the Gibraltar Port Authority, which we believe is imperative and of paramount importance if we are to succeed in ensuring the continuation of Gibraltar Port's enviable reputation worldwide as a centre of maritime excellence."

The key objectives of the GPOA are to:

- Protect and promote the interests of its members within the maritime community
- Represent the port operators' interests to relevant institutions and authorities
- Promote correct practice among operators and stakeholders to the benefit

of all, ensuring that all its members abide by good work ethics and practices

- Enhance the competitiveness of Gibraltar as an international maritime centre of excellence

Jason Davis says: "As an organisation, we aim to have a cohesive structure and strategy, and to ensure good practice. The more members we have, the better – because that way we can ensure a universal code of practice. And we are also working together to improve communication between operators, to eliminate unnecessary delays."

Chris Wood, Director with MH Bland Marine Services, is a member of the GPOA board. "Even though the association has diversity, it has a common interest, which is to ensure Gibraltar remains attractive as a port and to serve customers," he says. "Gibraltar's strength is as a one-stop-shop. It is just like a motorway service station – drivers come in for petrol but will also buy something from the shop and other services."

[www.gibpoa.com](http://www.gibpoa.com)

**"We want to continue working together with the Gibraltar Port Authority to put Gibraltar on the map as a maritime centre of excellence"**

**Jason Davis, Chairman, GPOA**





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'Expect the unexpected' might be the best way to describe Richard (Ricky) Requena's typical day. When he arrives at his desk each morning, his first task, like so many of us, will be catching up on his emails. But beyond that?

"I deal with queries from Vessel Traffic Services (VTS) and others. We then try to get the day ahead planned, prioritising jobs, bearing in mind the normal routine, discussing navigational issues. But it never happens as we plan!"

As Senior Port Officer, Ricky will deal with queries from agents, advise and assist port authority staff in resolving any issues, and handle and coordinate all manner of requests, from short-notice berthing to the handling of potentially hazardous cargo to requests for bunkers, lubes and other services.

"I have a very good team of very effective and professional people," he says. "We always try our very best to accommodate every request from vessels coming in – because that is what we are here for, to bring business into Gibraltar and provide the very best service.

"Sometimes there are requests that are very challenging to cater for, perhaps because of security concerns. In those cases we work closely with the Royal Gibraltar Police and the Royal Navy as well."

A new challenge to emerge in recent times has been the threat of Ebola, particularly as a large number of vessels calling at Gibraltar will have come from the affected African west coast countries. "Strict procedures are in place, based on World Health Organization guidelines," says Ricky.

Ricky started out as a seafarer when he joined the Port Authority 25 years ago – his job involved handling vessels, assisting on the launches and other duties. Early on he gained a sound knowledge and understanding of navigational issues, vessel maintenance, sea conditions and weather patterns.

There's a lot to be said for working your way up through an organisation, he says. "Of course, it's rewarding. But also, you



gain that invaluable basic knowledge and experience. Since then, I have undertaken all of the roles within the Port Authority, including dock controller, port facility security officer, VTS and project management. I have had experience in all of the departments that now come under my umbrella as Senior Port Officer. That really helps in understanding any issues that staff are facing, and the teams respect me because of it."

What does Ricky like best about his job? "The challenges and the fact that every day is different. You prepare for one thing, but then your preparations turn upside down and you have to change your ideas ready for another challenge.

"We train our people to a very high standard, sending them regularly on

courses – mostly in the UK – covering subjects such as VTS, bunkering, oils and chemicals. And we aim to recruit people for the long-term. We believe that if we train people from the start, then we have our future management coming up through the ranks and that is very rewarding.

"Gibraltar is growing business-wise and is very promising. And Gibraltar itself is an enchanting place. People have a good attitude and are very welcoming."

# A day in the life: Richard Requena

**Senior Port Officer Richard Requena followed in his father's footsteps when he started working for the Gibraltar Port Authority 25 years ago. Here he talks about the rewards and the challenges of his duties – and explains why there is no such thing as a routine day.**





Gibdock working 24/7.

# Gibdock: skills, expertise and versatility

**Gibdock, a versatile, top-end ship repair and conversion yard, continues to invest in facilities, equipment and skills.**

Many shipyards might claim to be in the perfect location – but the geographical position of Gibdock is surely hard to beat. Situated in the Strait of Gibraltar at the gateway between the Mediterranean and the Atlantic, Gibdock offers ship owners and operators facilities for comprehensive repair, maintenance and conversion services in three drydocks and a sheltered deepwater port, at one of the most convenient locations in Europe.

Not only is Gibdock a vital part of Gibraltar's 'one-stop-shop' service offering to the shipping industry – it is also investing in the future. That includes a strong commitment to training and skills development, as well as ongoing investment in new and upgraded facilities and equipment at the yard. New facilities at the yard include a heavy load bearing

fabrication area and a reverse osmosis plant to produce industrial water for washing ships, and other investments have included re-roofing the main workshop, installing new crane rails in Drydocks 2 and 3, and overhauling the main pumps and dock gates in the yard.

"We spend a lot of time and money maintaining the yard and cranes, and on testing and maintaining the key infrastructure elements and equipment," says Managing Director Richard Beards.

Gibdock has a permanent workforce of about 220, which can be expanded to 450-500 as the workload demands. The yard can accommodate up to nine



**“Our reputation for quality of work, safety and delivery on time is second to none. Location and weather are Gibdock’s two great advantages”**

***Richard Beards, Managing Director, Gibdock***

vessels at a time, ranging from ferries, cruise ships and superyachts to an increasingly wide variety of offshore vessels, as well as container ships, tankers, dredgers, military vessels and others.

“We are proud of our versatility,” says Richard Beards. “We are very much a top-end shipyard for commercial repair and conversions. About 75 per cent of our customers are repeats and that is one of our great strengths. Our clients appreciate the quality product that we deliver on time. We also support the local shipping industry, working on bunkering and other working vessels.

“Location and weather are Gibdock’s two advantages. For example, we





**Aerial photo of Gibraltar from the western side.**

are ideally placed for cruise ships repositioning between the Mediterranean and the Caribbean, for offshore vessels working off West Africa and for ferries on local routes. And the mild weather conditions we enjoy enable us to do painting in January, for example, when this would not be possible in colder, damper regions."

#### **Offshore investment**

Gibdock has invested more than £500,000 in creating a new fabrication area with a load bearing capacity of 12 tonnes per square metre. This important new facility has been developed specifically to meet the needs of the oil and gas sector, enabling fabrication and pre-fabrication of components for vessels arriving at the yard.

"We have been undertaking an increasing amount of oil and gas work,

and the emphasis in this very demanding sector is always to reduce time in the yard," says Richard Beards. "Recognising this, we fabricate whatever we can in advance, in order to minimise a vessel's time out of service."

The 100 x 40 metres area, served by a 45-tonne crane and alongside a deep-water quay, will be a very strategically important and useful facility. He says. "It is in direct response to the growth of our regular offshore clients. It is what they have been asking for. But it will also enable us to take hatch covers off container ships and lay them on this well-prepared surface. This will be very much a multipurpose facility."

Gibdock's clients include most of the world's seismic companies and many



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offshore oil and gas operators working off West and North Africa. In the past year the yard has worked on seismic vessels, platform supply vessels, dive support vessels, pipe-layers, anchor handling tug supply (AHTS) vessels and semi-submersibles.

### **Cruise ships**

Gibdock carried out work on two cruise ships in 2014 – the *Saga Ruby* and the *Thomson Dream*, demonstrating the yard's breadth of skills, flexibility and ability to work under very tight time pressures. The combination of both 'traditional' ship-repair and painting work and refurbishment of a cruise ship's 'hotel' areas makes for some significant logistical challenges, including working with outside contractors and the cruise lines' own teams.

"More and more niche market cruise ships are coming to us," says Richard Beards. "We are just a short distance from the cruise terminal, offering owners an unrivalled opportunity to undertake repairs either in drydock or alongside to the highest standards and within their pre-planned schedules, avoiding both operational deviation and re-delivery delays."

The *Saga Ruby* was in drydock for just 13 days, during which the scope of work increased significantly – all of which was completed within the original deadline.

Peter Wright, Saga Cruises Head of Commercial said: "The yard rose to the occasion and delivered what we asked for, and more. We have used Gibdock before and they have always done a good job. The location was perfect for this particular project as well."

### **Apprenticeships**

Gibdock has a firm commitment to training future generations of skilled technicians and managers. A four-year apprenticeship scheme run in partnership with the Government of Gibraltar offers young Gibraltarians the opportunity to gain a wide range of skills in the yard while following an approved route to NVQ qualifications.

"We believe passionately that we must not only provide the next generation of skilled staff to meet our customers' needs but also provide opportunities for employment to young people in Gibraltar," says Richard Beards. "Another six apprentices started with us early in 2015. Ten others will finish off the apprenticeship programme this year."

Gibdock also supports and utilises local skills whenever it can, working with local small companies and suppliers.

### **Gibdock dimensions**

Drydock No 1 272 x 38 x 10 metres

Drydock No 2 184 x 29 x 11 metres

Drydock No 3 154 x 29 x 11 metres

*with a retractable cover with 29.5 metres clearance*

Main Wharf 300 x 9.5 metres

South Mole 435 x 11 metres

Fabrication Area 100 x 40 metres

### **Gibdock approvals**

OHSAS 18001 *Occupational Health & Safety*

ISO 14001 *Environmental Management System*

ISO 9001 *Quality Management System*

ISPS *International Ship and Port Facility Security Code*

**“We are just a short distance from the cruise terminal, offering owners an unrivalled opportunity”**

***Richard Beards,  
Managing Director, Gibdock***





# Flying the flag: quality first

**A Category 1 member of the Red Ensign Group,  
the Gibraltar Ship Registry offers ship owners  
prestige and reliability.**



Quality, not quantity, is the watchword of the Gibraltar Ship Registry. The past few years have seen a really significant increase in the number of ships flying the Gibraltar flag – but the Gibraltar Maritime Administration emphasises: “The key priority in our portfolio is ensuring quality. We will not register just any vessel. A matrix system is in place where we check the inspections done on a vessel, check it is compliant with all the relevant conventions as well as the required safety

standards. If we could not confirm all of this, we would refuse the vessel. We are looking for ship owners and operators with the same philosophy.”

More than 320 merchant ships totalling 3,224,586 gt and with an average age of 11.6 years fly the Gibraltar flag, and there are more than 830 pleasure yachts on the Gibraltar Yacht Registry.

The expansion of the Gibraltar-flagged fleet has been underpinned by a number of very specific factors; foremost among these is the fact that Gibraltar is a Category 1 member of the Red Ensign



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Group, which means that any vessel registered is regarded as a British vessel.

“For owners and mortgagees, having a British flag equates to having a very prestigious and reliable register,” says Maritime Administrator Richard Montado. “That is one of the main advantages of being part of the Red Ensign Group.”

Gibraltar’s status outside the VAT regime is also an important attraction for registering ships under its flag. So too is the fact that Gibraltar’s legal system is based on English common law and broadly follows UK maritime legislation, giving ship owners and mortgage lenders confidence in contracts and legal processes. There are a number of lawyers in Gibraltar who specialise in maritime law and can offer clients a seamless service, allowing them to register vessels.

Gibraltar’s status as an EU Member States register also provides distinct advantages for owners choosing the Gibraltar flag, most notably where there are cabotage restrictions within Europe.

The ship register is run by the Gibraltar Maritime Administration, which has a small but dedicated team of experienced surveyors and administrative staff work-

ing from its headquarters in Watergate House, in the centre of town.

The combination of high quality and personal service is one that ship owners value. Gibraltar has ‘White List’ status under the Paris MoU on Port State Control, and also has prestigious ‘Qualship 21’ recognition by the US Coast Guard.

Furthermore, in mid-2014 the Gibraltar flag was once again on the Paris MoU’s updated list of Flags of Low Risk. This is based on White List status and an International Maritime Organisation (IMO) audit – flags listed are less likely to be

**“For owners and mortgagees, having a British flag equates to having a very prestigious and reliable register”**

***Richard Montado, Gibraltar Maritime Administration***



# Among the unique benefits to yacht registration in Gibraltar is the compact size of the Rock itself

*180 metre-long Azzam, the largest and fastest private yacht in the world.*

targeted for inspection by Port State Control inspectors in other countries.

The Gibraltar Maritime Administration has the ISO 9001:2008 quality accreditation.

The Gibraltar Ship Registry offers three types of registration, full registration, bareboat registration and registration under construction.

The team is proud of its 'hands-on' approach. Every vessel is visited at least once every 30 months by a Gibraltar flag surveyor. As with most ship registers, much of the statutory work is delegated to well-respected classification societies, but Gibraltar retains direct control over key Maritime Labour Convention (MLC), ISM and ISPS inspections, to ensure that its surveyors have an excellent insight into the overall running of every ship.





## Yacht Registration

The Gibraltar Maritime Administration took over responsibility for the Gibraltar Yacht Registry three years ago and since then the registry has gone from strength to strength.

There are now 830 yachts on the registry, and the numbers continue to grow significantly. As well as integrating the yacht register into its quality management system, the administration has opened registration to a wider range of yachts.

“Previously, vessels could be registered on the yacht register up to any size provided they were recreational. If a vessel was commercially operated and over 24 metres, it had to enter the commercial ship register,” says the Registrar of Yachts, Diana Soussi Avellano. “We modified the rules to allow these vessels to enter the yacht register

and, because other Red Ensign registers allow that, we can now do transfers very easily, if required.”

Recently the yacht register has also introduced the registration of yachts under construction.

Among the unique benefits to yacht registration in Gibraltar is the compact size of the Rock itself and the growing supply of high-quality moorings. Owners can fly in and be on their yacht within minutes, after a short walk from airport to marina.

## Port State Control

The Gibraltar Maritime Administration has responsibility for Port State Control. As such, its surveyors routinely inspect foreign vessels calling at Gibraltar, from cargo to cruise ships, to regulate compliance with international conventions. This is an important part of the global drive to eliminate substandard shipping.

The administration also has responsibility for the annual survey inspection and certification of locally operated vessels in accordance with national legislation, incorporating international standards and requirements where relevant.

Vessels based in the Port of Gibraltar range from small boats operating as harbour craft to larger vessels operating as bunker tankers and fuel storage vessels.





63  
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# Ship arrest: safe, fair and efficient

**Gibraltar has a strong reputation as a highly competent jurisdiction for ship arrest.**

**“Because of our size and the nature of our jurisdiction, we can deal with such a situation to everybody’s benefit, very quickly and painlessly”**

**Liam Yeats, Admiralty Marshal**

In the volatile world of shipping, particularly in the recent economic downturn, disputes and defaults are an unfortunate fact of life. The number of ship arrests around the world has risen, as banks and creditors seek recompense from ship-owners who find themselves unable to pay up on mortgages or loans.

The remedy? Ship arrest. It isn’t an attractive proposition, and clearly it’s an action of last resort but, when handled efficiently and swiftly, it can at least deliver a safe resolution to a dispute and bring matters to a close.

Gibraltar, with its legal system based on English law, has a strong reputation as a highly competent jurisdiction for ship arrest, consistently handling admiralty cases to deliver the best result, quickly. But alongside that and equally important, there is a heavy emphasis on the welfare of the people caught up in the middle of a ship arrest – the crew.

“It is a fact of life that vessels get arrested, because people owe money or there may be a dispute,” says Admiralty Marshal Liam Yeats. “However, here we can pride ourselves in saying that, because of our size and the nature of our jurisdiction, we can deal with such a situation to everybody’s benefit, very quickly and painlessly.

“We have a very good Admiralty Marshal broker who has been in the industry for many years – so we achieve the highest possible price for the vessel. That means if you are the owner and you owe money, you can be confident that

the maximum amount will be achieved when the vessel is sold.

“But equally, if you come to Gibraltar with your vessel and get arrested, we still take great care of you from the owner’s point of view. For example, if the ship was wrongly arrested, rather than languishing for months, the expectation would be that within a day or two you would be in court with an application for your vessel to be released.”

Arrest sales are handled by Gibraltar’s Supreme Court, which gives priority to admiralty matters. Liam Yeats oversees the arrest, custody and sale of the vessel. His team is experienced and knowledgeable in the intricacies of the procedures and works hard to keep the process moving forward quickly, liaising with ship agents, judges and others along the way.

Most arrested ships are sold in a sealed-bids auction within six to eight weeks, once the claim has been proved and judgment given. However, if the arresting party already has a buyer lined up, then sale by private treaty can be sought, literally within days.

“Private treaty sales are quite attractive to banks where there may have been a default on the mortgage,” says Liam

A large cruise ship is visible on the ocean in the background. In the foreground, an elephant and a small cat are sitting on a wooden bench on a sandy beach. The sky is blue with some clouds and birds flying.

ISOLAS

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# Arresting times?

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Yeats. “However, they are no longer carried out in every jurisdiction, with some courts taking the view that private treaty sales do not safeguard the creditors’ interests. Our view is that it depends on the amount of equity left in the vessel compared to the loan and valuation.”

During either process, the arrested vessel will be berthed at the Detached Mole on the outer edge of the port, or sent to the Eastern Anchorage if suitable. Right from the beginning, the interests of the crew are paramount.

“We take care of the vessel and crew to a very high standard,” he says. “We

put ‘ship keepers’ on board – two security guards to protect the vessel and its contents. We provide the crew with everything from bunkers so they can keep the generators going, to provisions of food and water.”

As well as straightforward supplies, a launch is arranged on a weekly basis so that the crew, who would otherwise be stuck onboard, can have some shore leave.

If the claim is subsequently successful, the cost of all the crew welfare provision and wages comes out of the proceeds of the ship.

**“We take care of the vessel and crew to a very high standard”**

***Liam Yeats, Admiralty Marshal***



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*Original Thinking*

An attractive, successful commercial ship register attracting top-quality ship-owners; a burgeoning yacht register; a territory with a strong reputation for handling ship arrests swiftly and efficiently: all of these depend on the strong legal expertise and experience to be found in Gibraltar.

Gibraltar offers stability and certainty, thanks to a settled legal system that is based on English common law.

One of the main maritime law firms is Triay & Triay, established in 1905 and based in the town centre. "We deal with both commercial ship and yacht registration; on the commercial register we are the largest registered agent, representing about two-thirds of all the vessels flying

**"Being on the White List, the Gibraltar flag has a reputation to maintain and it is also known for dealing well with practical day-to-day issues"**

**James Ramagge,  
Partner, Triay & Triay**

the Gibraltar flag," says James Ramagge, a Partner at Triay & Triay.

"We assist the owner with the registration of the vessel in the first instance and assist the banks with the registration of mortgages against the vessel if required. We are then the point of contact for both register and shipowner, so whenever certificates have to be renewed, we assist and act as the liaison between the two. Because we have a close working relationship with the register, we are therefore able to guide and assist the shipowner or their managers."

Gibraltar is proving itself to be an attractive register, because it is on the White List, because it is part of the Red Ensign Group, and also because of the cabotage advantages to flying a European flag, says James Ramagge.

"Also, the register is proactive in terms of the assistance it gives to its ship-owners and managers – it has all the technical expertise to deal with any problems."

Shipping, he says, isn't straightforward, problems will arise. "Being on the White List, the Gibraltar flag has a reputation to maintain – and it is also known for dealing well with practical day-to-day issues. There are some registers that don't have very much technical expertise and are only a registration entity."

On the ship arrest side, Triay & Triay acts in about 80 per cent of ship arrests, mostly representing the mortgagee bank and seeing through sales by public auction and also by private treaty. The English and Singapore courts have taken the decision not to approve private treaty sales but James Ramagge says "We have been granted judgment in a matter recently where although the Gibraltar Court took note of the English and Singapore judgments, it felt that we do have a robust system in place to meet the issues raised in those judgments, including support in terms of valuation, and it therefore felt able to approve the application for a private treaty sale.

"In most cases where a ship is arrested, it makes sense for everyone to cooperate – otherwise costs add up."

### **A long legal history**

The oldest law firm in Gibraltar, ISOLAS, dates back to 1892. A full service firm, it has a busy shipping practice working in areas including ship arrest, registration and ship finance.

"No law firm has been around in Gibraltar for as long as ISOLAS," says Christian Hernandez, the head of the firm's shipping team. "We have a long shipping tradition going back to days when the firm would have been more focused on matters to do with collisions. Today, shipping remains an important area of our practice and one that we are keen to extend – including into superyacht registration."

ISOLAS is an international practice acting for clients across a very broad spectrum, he adds. "Over 95 per cent of my practice is international in nature. On the shipping side, we take on a lot of work from London, and from Northern Europe and Scandinavia."

What are the attractions of Gibraltar's legal system?

Christian Hernandez said "Gibraltar is a very efficient jurisdiction for ship arrest; it is very quick to arrest a ship in Gibraltar and there is so much case law that the process offers a greater amount of certainty than in many other jurisdictions. On the ship registration side, Gibraltar offers tax advantages and also the prestige of being a Category 1 member of the Red Ensign Group.

"Also, on the ship arrest and finance side, and across the broader picture, the fact that Gibraltar's legal system is based on English law gives comfort. Clients know we have a very tried and tested legal system."

# **The anchor of full legal support**

**A settled legal system based on English common law ensures that Gibraltar offers stability and certainty in the legal world.**



**CUNARD**



# Vibrancy and variety

**History and heritage, nature and  
wildlife, shopping and eating...  
Gibraltar might be small but visitors  
can find remarkable variety.**







By sea, land or air, nearly 11.5 million people visited Gibraltar in 2014 and, with more cruise ships calling at the port and new air services launched for 2015, the Rock is preparing for higher numbers in the coming years.

Packed into just two-and-a-quarter square miles, Gibraltar offers an extraordinary variety of visitor attractions that reflects both its heritage and its natural resources, along with a dynamic and bustling shopping centre and remarkable range of restaurants, cafes and bars.

In addition, its reputation as an 'event destination' is growing, as fixtures such as its annual jazz, literature and chess festivals become strongly established.

"Gibraltar appeals to a lot of markets, including overnight visitors, coming primarily by air, cruise passengers on day calls, and day trippers from Spain," says Nicholas Guerrero, Chief Executive of Visit Gibraltar. "We have a combination of history and heritage that is quite unique. Gibraltar is special – you won't find anywhere else like it. It is British in many ways, and very Mediterranean in others. Over the years, different people have left their mark, so that we have a great mix of architecture, very important military fortifications, an amazing series of tunnels in the Rock, and natural caves too.

"We have beautiful natural resources and protected wildlife – of course, the Barbary Macaques are a big attraction. There are wonderful walks to be had on the Upper Rock, particularly in the spring.

There are beaches with excellent accessibility and lively marinas. And for divers, there are a good number of shipwrecks and interesting reefs to explore."

For UK visitors, the Rock is a "home-from-home", he says, "you can be here in two-and-a-half hours' flying and when you get here, it is only ten minutes to your hotel or apartment. You don't have to change money, and the bank systems and shopping are the same.

"We are naturally hospitable and we take great pride in making sure that our visitors go away feeling good – and wanting to come back again."

#### **What makes Gibraltar so special?**

Gibraltar offers some unique advantages for both overnight and day visitors:

- Gibraltarians are a friendly bunch and proud of their home! Visitors receive a genuine welcome
- The official language is English which is particularly attractive for cruise passengers as well as other visitors.
- The city centre is within walking distance of the airport and the Cruise Terminal, or just a few minutes by coach or taxi
- The best things come in small parcels – all the main visitor attractions are located within a small area, with no long distances to cover
- Retail therapy comes with some significant savings, thanks to VAT-free shopping
- Much of the city centre, including Main Street, is pedestrianised
- Gibraltar has a low crime rate and efficient, British-style police and emergency services

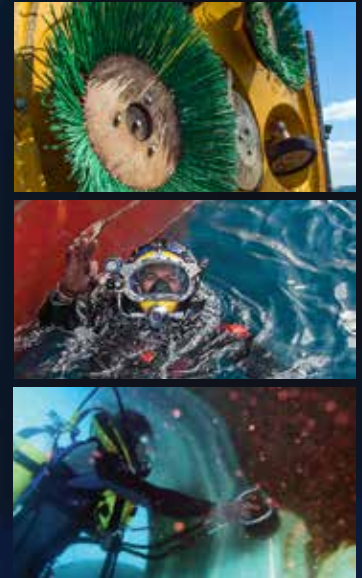
**“Gibraltar offers visitors a wonderful melting pot of history and heritage, beautiful natural resources and a vibrancy and variety you simply won't find anywhere else”**

**Nicholas Guerrero,  
Chief Executive, Visit Gibraltar**

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## Heading the Strait of Gibraltar

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### **Air links**

Nearly 205,000 people arrived in Gibraltar by air in 2014, taking advantage of regular flight connections to several key UK airports. In 2015, the choice of air links is expanding again, with easyJet launching flights three times a week to and from Bristol, and Royal Air Maroc launching services to and from the northern Moroccan city of Tangier.

“We now have regional UK connections from Birmingham, Bristol and Manchester, as well as Gatwick, Heathrow and Luton,” says Nicholas Guerrero. “Visitors arrive by air not only for leisure but also for business. Obviously we have a thriving business centre – and we hope that business visitors will come back with their families for a leisure trip.”

### **Bristol connection**

Gibraltar has a new connection with the southwest of the UK, with easyJet’s launch of flights between Bristol and Gibraltar. The airline already has a scheduled service from London Gatwick to Gibraltar.

This launch is a reflection of the Gibraltar Government’s ongoing efforts to increase air connectivity to the Rock – opening up more options for business and leisure travellers in both directions.

### **Heritage**

Reminders of Gibraltar’s turbulent past range from the 12th century Moorish Castle to networks of military tunnels. These and many other sites offer visitors some remarkable insights into the Rock’s history.

The Great Siege Tunnels have been described as perhaps the most impressive defence system devised by man. They were dug by the British Army inside the Rock during the Great Siege of 1779 to 1783.

The Second World War Tunnels were excavated on the orders of Winston Churchill to accommodate a hospital, military headquarters and power station, as well as nearly 10,000 troops and civilians.

Europa Point is the southernmost point of Gibraltar – at the gateway between the Atlantic and the Mediterranean, and a place of legends. The Strait and the Rock were known in the classical eastern Mediterranean world; the Pillars of Hercules being the Rock on one side and the Jebel Musa (North Africa) on the other.

### **Nature**

The famous Rock dominates Gibraltar – and features a Natural History & Heritage Park, with more than 600 species of flowers and plants, many of them unique to Gibraltar.

St Michael’s Cave, on the Upper Rock, has attracted visitors since Roman times, thanks to its stalagmites and stalactites. The main chamber of the cave has been

# “We now have regional UK connections from Birmingham, Bristol and Manchester, as well as Gatwick, Heathrow and Luton”

**Nicholas Guerrero,**  
**Chief Executive, Visit Gibraltar**



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St Michael's Cave.

## Gibraltar's leisure sector is growing and a reflection of that is the ongoing significant investment

transformed into a spectacular venue for concerts and other events.

At the Apes' Den and in the area of the Great Siege Tunnels, visitors have the rare opportunity to see semi-wild primates at close quarters. The Barbary Macaques, a species of tail-less monkeys, are found in Morocco and Algeria – the groups in Gibraltar are the only free-living monkeys in Europe today.

The Alameda Gardens were founded in 1816 to provide an area for recreation for the residents of Gibraltar. In the 1970s they fell into a state of disrepair, until the launch of the Gibraltar Botanic Gardens project in 1991. The gardens were restored and converted into a botanic garden, with a wealth of exotic plants, shrubs and trees.

### Eating out and staying in

Gibraltar's leisure sector is growing – and a reflection of that is the ongoing significant investment in its hotels, with new and refurbished facilities on offer.

Errol Flynn, Alec Guinness, Andres Segovia and Winston Churchill are just some of the famous names that appear in The Rock Hotel's historic guest books. Located on the foothill of the Rock with panoramic vistas of the Bay and Straits of Gibraltar, the Spanish mainland and the North African coastline of Morocco, the hotel has just been through a major refurbishment which has transformed rooms and public areas throughout.

The *Sunborn Gibraltar* is a five-star superyacht hotel. Moored at the Ocean Village and opened in 2014, the *Sunborn* offers guests the opportunity to experience 'superyacht' living for themselves.

When it comes to eating out, visitors are spoilt for choice with a mix of bustling pubs, waterfront bistros and a wide range of restaurants and cafes.



Queen Victoria



**More and more cruise ships are placing Gibraltar at the top of their list of the perfect cruise destination.**

# Destination Gibraltar: a perfect cruise call

What better accolade for Gibraltar as a cruise destination could there be? After being officially named by the Queen in a glittering ceremony at Southampton in March 2015, P&O's brand new, 3,600-passenger cruise ship *Britannia* set off on her maiden voyage – and made Gibraltar her very first port of call.

As P&O said: "Easing you into this maiden cruise is Gibraltar; a home from home, but without the great British weather!"

The number of cruise ships calling into Gibraltar continues to increase – and the number of passengers is increasing at an even faster rate, as the ships themselves get bigger and bigger.

Twenty-five years ago, Gibraltar was handling 80 cruise ships carrying around 45,000 passengers a year. In 2015, there

will be 205 cruise ship calls and nearly 304,000 passengers.

"From the port perspective, we continue to work closely with the tourist board to make sure the whole process runs smoothly, from the cruise ship company berthing its ship and the logistics of the ship arrival through to the passengers disembarking and the tour operators taking them seamlessly away on their excursions," says Commodore Bob Sanguinetti, CEO and Captain of the Port.

"We work closely with the United Kingdom's Department for Transport to ensure that our security procedures are perfectly in line with European, UK and local legislation."

The factors that make Gibraltar such an important cruise destination in the Western Mediterranean are clear to see, and the Rock has continued to build its reputation even through the economic downturn.

"Cruise ship numbers have been growing steadily, thanks to a lot of focus from the tourist board in promoting Gibraltar and thanks to personalised contact with the cruise companies and their shore

**"Continued direct contact between all involved is essential. We are proactive ...we need to continually remind cruise lines of the benefits here"**

**Henry Catania,  
Director, Calypso Tours**



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**IN IT FOR THE LONG HAUL!**

# Cruise ships are staying alongside for longer thanks to imaginative legislation

excursion teams,” says Henry Catania, Director of Calypso Tours, which is part of the MH Bland group.

“Continued direct contact between all involved is essential. We are proactive – we need to continually remind cruise lines of the benefits here, such as Gibraltar’s VAT-free status.”

The Port provides modern cruise facilities on the Western Arm. Its location at the gateway to the Mediterranean makes Gibraltar the perfect choice for Mediterranean itineraries or voyages calling at North African ports and destinations on the Atlantic coast of the Iberian Peninsula.

Gibraltar is perfectly placed operationally too – cruise ships can take on bunkers and stock up on key provisions while alongside, and the Rock provides an ideal location for vessels repositioning from the Caribbean to the Mediterranean, or vice-versa.

## Extended season

Gibraltar’s traditional cruise season used to be late April to October...not any more. The season continues to extend. “It is now March to December – and we are seeing cruises in January/February, which we never used to have before,” says Henry Catania of Calypso Tours. “We are also seeing more repositioning cruises – from the Caribbean in March to May, and from the UK in October to December.

## Extended stays

Cruise ships are staying alongside for longer thanks to some imaginative legislation from the Government of Gibraltar. In the past, most ships were departing by the late afternoon in order to reach international waters and be able to open their Duty Free shops, bars and casinos. That shortened the time that the vessels were staying in port and limited the time ashore for passengers.

Now, cruise ships are permitted to open their casinos and shops after 6pm local time, while still in port.

“Since this was changed, we have seen cruise lines extending their stay,” says Henry Catania. “This gives more





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# Gibraltar

## Maritime Administration

The Flag of Choice



time to fit in a wider choice of excursions. The longer day allows passengers to take two tours in Gibraltar – or to do one tour and also go shopping.”

### Top attractions

On average, around 30% of passengers onboard cruise ships opt for a shore excursion, while the rest remain onboard. However, with cruise ships themselves getting ever larger, there is the potential for thousands of visitors to come ashore. Careful planning is needed to ensure that everyone enjoys their day.

“If 3000 passengers come ashore, that’s ten per cent of the resident population,” says Nicholas Guerrero, Chief Executive of Visit Gibraltar. “Add to that the thousands of day trippers coming in from Spain and it can get pretty bustling! That can put pressure on a small and very busy destination. We work very closely with the companies serving the cruise industry, constantly communicating about what the passenger needs are and what can be done to alleviate any issues.”

“As the ships carry more passengers, we need to adapt,” says Henry Catania. “We offer 14 to 18 different tours,

although some cruise lines will take just three or four choices.”

The number and variety of excursions on offer are remarkable, given Gibraltar’s compact size. Some have more general appeal – others have a specific focus.

Unsurprisingly, the historic Rock tour is a perennial favourite, taking in the Nature Reserve, St Michael’s Cave and the military tunnels.

Other popular choices include walking tours or a panoramic bus tour followed by traditional afternoon tea with scones and cucumber sandwiches at the Rock Hotel. Many passengers will simply walk into town independently and use the cable car or take advantage of the duty free shopping.

### Cruise terminal facilities

The Port’s Cruise Terminal is only one kilometre away from the city centre, and a range of transport options are available for passengers.

A 940-metre quay with maximum depth alongside of 9.6 metres can accommodate up to four medium-sized or two large cruise ships at the same time.

Cruise ships can also be handled at anchorage, with passengers tendered to the ferry terminal, which is within a short walk of the city centre.

Gibraltar is also geared up to handle turnaround calls (the start and finish of a cruise), although these are infrequent at

present. There are some very real advantages for turnaround calls – not least the fact that the airport is within five minutes’ drive or a leisurely stroll from the Port.

Discussions are under way into encouraging more turnaround calls; such a development would deliver a major boost to the Rock’s hotels, shops, hairdressers and restaurants, as cruise passengers tend to stay either pre or post-cruise at the home port and might also be expected to return for a longer stay in future.

**“If 3000 passengers come ashore, that’s ten per cent of the resident population so careful planning is needed”**

**Nicholas Guerrero,  
Chief Executive of Visit Gibraltar**



# Gibraltar 'superlocation'

**Gibraltar is a 'must-call'  
destination for yachts...  
and, increasingly, superyachts.**



Five hundred berths – and more to come! Gibraltar, with its unrivalled geography, astounding scenery, high-class facilities and low-tax regime, has long been a ‘must-call’ destination for yachts moving between the Mediterranean and the Caribbean.

Boat fuel sold in Gibraltar is free from VAT and additional fuel surcharges – that equates to a massive saving of up to 40 per cent on fuel costs. Add in extremely competitive prices for berthing at safe and sheltered facilities and the attractions are obvious.

So it’s no surprise that the Rock is attracting more yachts every year – and,

notably, more and more of the world’s finest superyachts. In 2014, more than 300 superyachts berthed in Gibraltar’s marinas. Among them was the 180-metre-long *Azzam*, the largest and fastest private yacht in the world.

Gibraltar has three marinas offering berthing for visiting and long-term yachtsmen, all within a short walk of the town. Larger vessels are also serviced inside the commercial port.

And what’s on offer? The Rock offers the full package of services required by yachtsmen, from supplies and spare parts to Duty-Free shopping, top-notch medical facilities, chandlery, fuel, lubricants and yacht brokerage services.

There is a renewed drive to attract more superyachts to Gibraltar. As Commodore Bob Sanguinetti, CEO and Captain of the Port, says: “Last year, about 300 superyachts came in.

**“It is so easy to fly in from the UK...ten minutes after you land you can be on your vessel”**  
**Commodore Bob Sanguinetti,**  
**CEO and Captain of the Port**

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View of Ocean Village  
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"We want to build on the wider services we can provide, from logistics support to crew changes, with easy access to the airport, and crew training, making use of the two MCA-accredited training centres available.

"We are keen to attract the superyacht owners themselves to come here and entertain clients or friends. It is so easy to fly in from the UK – ten minutes after you land, you can be on your vessel."

## **Ocean Village and Marina Bay**

The neighbouring marinas of Ocean Village and Marina Bay have well over 300 berths between them and are always fully occupied in peak season.

Services offered to yachts include free wi-fi, satellite television, newly renovated shower and toilet facilities, and CCTV protection for all. Long-established chandlers provide boatyard services and specialist marine supplies and there are several sailing schools close by, including Allabroad Sailing Academy, which provides STCW 95 training.

Ocean Village and Marina Bay are part of a wider residential and leisure complex; whether it's a casino, a cocktail or champagne that's required, onshore

entertainment covers it all, along with a wide range of international restaurants.

The five-star superyacht hotel, *Sunborn Gibraltar*, has been berthed in Ocean Village since 2014 and provides a dramatic focal point for the marina.

Ocean Village Marina is continuing to improve its facilities to meet demand from luxury cruisers and superyachts; it has now drawn up plans for a further development, to provide ten superyacht berths with secure access, executive crew lounges, sophisticated data networks, spa facilities and storage, workshop and laundry services. This is part of a project that includes 101 short stay and rental apartments for visitors to the marina.

## **Queensway Quay Marina**

Ragged Staff Wharf – the name of the quayside at Queensway Quay Marina – is probably the oldest wharf in Gibraltar. It was developed by the British in 1736 to provide 'better victualling of men-at-war', and it subsequently also became the traditional landing place for newly arriving Governors of Gibraltar.

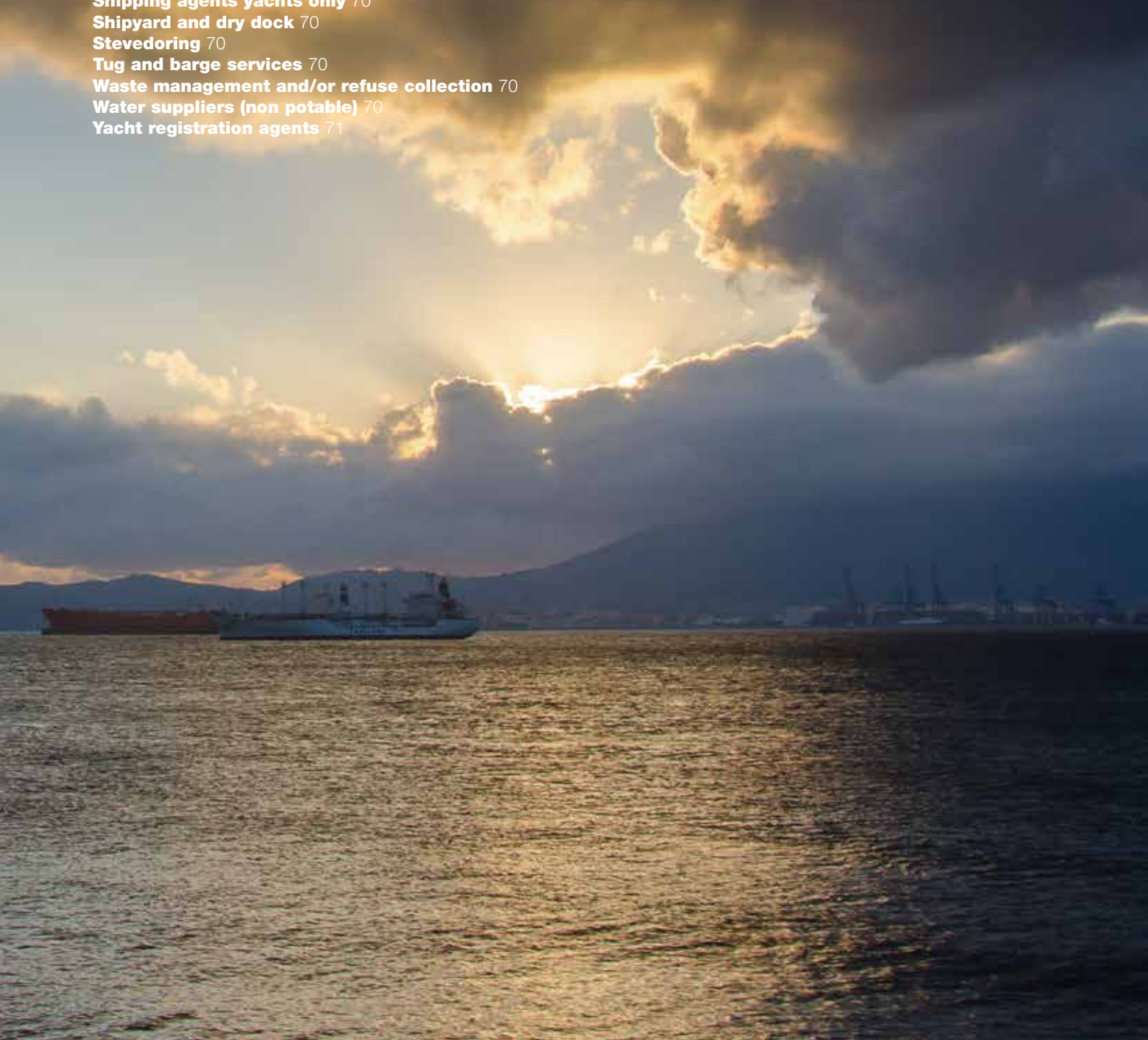
Today, the marina provides 185 fully serviced yacht berths, accommodating boats up to 40 metres in length, with a 75-metre berth dependent on draught, all adjacent to luxury housing and leisure facilities.





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Tel: +350 200 74221  
Fax: +350 200 74214  
Email: info@steelmaclimited.com

## **Diving operations commercial**

### **Divetech Limited**

4 Admirals Walk, Marina Bay, Gibraltar  
Tel: +350 200 45649  
Mobile: +350 56000456  
Email: info@divegib.gi  
www.divegib.gi

### **Neptune Marine Limited**

Office 2, Ground Floor  
Neptune House, Marina Bay  
PO Box 1262, Gibraltar  
Tel: +350 200 67454  
Mobile: +350 58007608  
Email: neptunemarine@gibtelecom.net

### **Scamp Underwater (Gib) Limited**

No 4 Jetty, North Mole  
PO Box 51, Gibraltar  
Tel: +350 200 47090  
Fax: +350 200 59937  
Email: scampuw@scampnetwork.com  
www.scampnetwork.com

### **Steel Mac Limited**

Unit 27, New Harbours  
PO Box 1172, Gibraltar  
Tel: +350 200 74221  
Fax: +350 200 74214  
Email: info@steelmaclimited.com

## **Diving operations sport**

### **Neptune Marine Limited**

Office 2, Ground Floor  
Neptune House, Marina Bay  
PO Box 1262, Gibraltar  
Tel: +350 200 67454  
Mobile: +350 58007608  
Email: neptunemarine@gibtelecom.net

## **Dolphin boat operators**

### **Dive Charters Limited**

4 Admirals Walk  
Marina Bay, Gibraltar  
Tel: +350 200 45649  
Mobile: +350 56000456  
Email: info@divegib.gi  
www.divegib.gi

**Dolphin Safari**

6 The Square  
Marina Bay, Gibraltar  
Tel: +350 200 71914  
Fax +350 200 47326  
E-mail: dolphin@gibraltar.gi

**Neptune Marine Limited**

Office 2, Ground Floor  
Neptune House, Marina Bay  
PO Box 1262, Gibraltar  
Tel: +350 200 67454  
Mobile: +350 58007608  
Email: neptunemarine@gibtelecom.net

**Fenders-test, hire and for sale****Fendertech Limited**

12 Berth, North Mole  
PO Box 195, Gibraltar  
Tel: +350 200 59878  
Fax: +350 200 51779  
Mobile: +350 54385000/57571000  
Email: fendertech@gibtelecom.net  
www.fendertech.com

**Fenmar-Bacomar**

Unit 8, Number 12 Berth  
North Mole, PO Box 1433, Gibraltar  
Tel: +350 200 45098  
Fax: +350 200 45098  
Mobile: +350 58608000  
Email: mark.salmon@fenmar.gi  
www.fenmar.gi

**Smith Imossi & Co Limited**

47 Irish Town  
PO Box 185, Gibraltar  
Tel: +350 200 78644  
Fax: +350 200 77838  
Mobile: +350 5834400  
Email: shipping@smith-imossi.gi

**Ferry services****Turner & Co (Gibraltar) Limited**

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Tel: +350 200 78305  
Fax: +350 200 72006  
Mobile: +350 58445000  
Email: info@turnershipping.com  
turner@gibtelecom.net  
www.turnershipping.com

**Lubricant storage and suppliers****George F Imossi & Co Limited**

Unit 8B, Mons Calpe Road  
North Mole, Gibraltar  
Tel: +350 20077887  
Email: gfi@gibtelecom.net

**Giboil**

Western Arm, North Mole  
PO Box 231, Gibraltar  
Tel: +350 200 03400  
Fax: +350 200 75998  
Email: rpatterson@giboil.com  
www.giboil.com

**Helm Marine Limited**

Suite 10 & 12, Block 2  
Watergardens Gibraltar  
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Fax: +350 200 42839  
Email: helm@maritima.gi

**MH Bland Marine Services**

Cloister Building  
Market Lane, Gibraltar  
Tel: +350 20012781  
Mobile: +350 58282000

**Security services to vessels  
visiting BGTW****Detectives & Security  
International Limited**

Leon House  
1 Secretary's Lane, Gibraltar  
Tel: +350 20073377  
Fax: +350 20077856  
Email: detectives@gibtelecom.net

**H&M Security Services  
(Gibraltar) Limited**

Unit 11A, Watergardens 5  
Waterport, Gibraltar  
Tel: +350 20066190  
Fax: +350 20066291  
Email: info@hmsecurityservices.gi  
www.hmsecurityservices.gi

**Service launch providers****Neptune Marine Limited**

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Neptune House, Marina Bay  
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Mobile: +350 58007608  
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Fax: +350 200 42226  
Mobile: +350 56000680; +34 637381437  
Email: caine@pas.gi

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Fax: +350 200 74214  
Email: info@steelmaclimited.com

**Ship chandlery****Eastgate Express Services Limited**

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Tel: +350 200 52100  
Fax: +350 200 52101  
Email: all@eastgatefreight.com  
www.estgatefreight.com

**EMS Seven Seas (Gibraltar) Limited**

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PO Box 779, Gibraltar  
Tel: +350 200444 00  
Fax: +350 200 51657/200 44049  
Email: supply.gibraltar@ems-asa.com

**Euroship Supplies Limited**

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Gibraltar  
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Fax: +350 200 42411  
Email: enquiries@euroshipsupplies.com  
www.euroshipsupplies.com

**Gibunco Marine**

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Fax: +350 200 46277  
Email: enquiries@gibunco.com  
www.gibunco.com

**Molinary, James Limited**

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North Mole, Gibraltar  
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Fax: +350 200 75334  
Email: jamesmol@gibnet.gi  
www.molinary.com

**Restsso Trading Co Limited**

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7 Catalan Bay Road, Gibraltar  
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Email: jp.risso@restsso.gi

**Ships Bond Suppliers**

22 Parliament Lane, Gibraltar  
Tel: +350 200 77328  
Fax: +350 200 43458  
Email: sbsltd@gibnet.gi

**Tarik Ship Agents &  
Bunkering Services Limited**

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PO Box 479, Gibraltar  
Tel: +350 200 72836/40350  
Fax: +350 200 72861  
Email: info@tarik.gi  
www.tarik.gi

**Ship registration agency****Hassans**

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Tel: +350 20079000  
Fax: +350 20044970

**Isolas**

Portland House  
Glacis Road, Gibraltar  
Tel: +350 20001892  
Fax: +350 20078990  
Email: info@isolas.gi

**Sorek Services Limited**

Haven Court  
5 Library Ramp, Gibraltar  
Tel: +350 20079129  
Fax: +350 20072673

**Triay & Triay**

28 Irish Town, Gibraltar  
Tel: +350 20072020  
Fax: +350 200 72270

**Ship repairers****Gibdock**

Main Wharf Road  
The Dockyard, Gibraltar  
Tel: +350 20059400  
Fax: +350 20044404  
Email: mail@gibdock.com  
www.gibdock.com

**Gib Mechanical Limited**

No 4 Jetty, North Mole  
PO Box 51, Gibraltar  
Tel: +350 200 46249  
Fax: +350 200 47815  
Email: enquiries@gibunco.com

**Scamp Underwater  
(Gibraltar) Limited**

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PO Box 51, Gibraltar  
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Fax: +350 200 59937  
Email: scampuw@scampnetwork.com  
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**Steel Mac Limited**

Unit 27, New Harbours  
PO Box 1172, Gibraltar  
Tel: +350 200 74221  
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Email: info@steelmaclimited.com

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Fax: +350 200 45421  
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**Astralship Corporation Limited**

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www.astralship.com

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AOH: +350 200 43890  
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Email: agency@clifton.gi or  
sevenstar@clifton.gi  
www.sevenstar.nl/

**Fenmar-Bacomar**

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Fax: +350 200 45098  
Mobile: +350 58608000  
Email: mark.salmon@fenmar.gi

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Email: enquiries@gibunco.com  
www.gibunco.com

**Global Agency Company**

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Fax: +350 200 51779  
Mobile: (24hr) +350 54292000  
Email: operations@gacgibraltar.com  
www.gacgibraltar.com

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Gibraltar  
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Fax: +350 200 40481  
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**Inchcape Shipping Services  
(Gibraltar) Limited**

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Fax: +350 200 75959  
Mobile: +350 58626000 (24 hours)  
Email: iss.gibraltar@iss-shipping.com  
www.iss-shipping.com

**Lucas Imossi Shipping Limited**

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Fax: +350 200 73550  
Mobile: +350 58344000  
Email: operations@imossishipping.gi or  
survey@imossishipping.gi or  
accounts@imossishipping.gi

**Maritima Del Estrecho  
(Gibraltar) Limited**

Suite 10 and 12, Watergardens 2  
Waterport, Gibraltar  
Tel: +350 200 76697  
Fax: +350 200 42839

**A Mateos & Sons Limited**

Unit 2, Ground Floor, Candytuft House  
Waterport Terraces, Gibraltar  
Tel: +350 200 71241 (24hrs)  
Fax: +350 200 73781  
Telex: (051) 892181 DIAL G  
Email: agency@mateos.gi  
www.mateos-gibraltar.com

**Medport Services Limited**

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Garrison House, 3 Library Ramp  
Gibraltar  
Tel: +350 20065940  
Mobile: + 35054983000  
Email: markmills@gibtelecom.net

**MH Bland & Co Limited**

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Fax: +350 200 71608  
Email: agency.gibraltar@mhbland.com  
www.mhbland.com

**Nature Shipping Agency**

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Tradewinds, Gibraltar  
Tel: 200 44463  
Fax: 200 41218  
Email enquiries@naturegroup.gi

**Rock Maritime Services Limited**

Suite 5, 2nd floor, Leon House  
1 Secretary's Lane  
PO Box 406, Gibraltar  
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Fax: +350 200 79975  
Email: rms@rms.gi  
www.rms.gi

**Smith Imossi & Co Limited**

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Tel: +350 200 78644  
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Email: shipping@smith-imossi.gi

**Tarik Ship Agents &  
Bunkering Services Limited**

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PO Box 479, Gibraltar  
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Fax: +350 200 72861  
Email: info@tarik.gi  
www.tarik.gi

**Tourafrica International Limited**

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Winston Churchill Avenue  
PO Box 355, Gibraltar  
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Fax: +350 200 76754  
Email: tourafrica@gibtelecom.net

**Transcoma (Gibraltar) Limited**

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Email: gibraltar@transcomagibraltar.com

**Turner & Co (Gibraltar) Limited**

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Fax: +350 200 72006  
Mobile: +350 58445000  
Email: info@turnershipping.com or  
turner@gibtelecom.net  
www.turnershipping.com

**Wilhelmsen Ships Service**

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Gibraltar  
Tel: +350 200 70666  
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www.wilhelmsen.com

**World Marine Service Limited**

The Tower, Queensway Quay Marina  
Gibraltar  
Tel: +350 200 65425  
Email: mark@worldmarineservice.com

**Shipping agents****Yachts only****Medmar Agencies Limited**

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Tel: +350 200 40620  
Fax: +350 200 45102  
Mobile: +350 58135000  
Email: medmar@gibnet.gi  
www.medmar-agencies.com

**Shipyard and dry dock****Gibdock**

Main Wharf Road  
The Dockyard, Gibraltar  
Tel: +350 20059400  
Fax: +350 20044404  
Email: mail@gibdock.com  
www.gibdock.com

**Stevedoring****MH Bland Marine Services**

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6/8 Market Lane, Gibraltar  
Tel: +350 200 75601  
Mobile (24hrs) +350 58282000  
Fax: +350 200 76920  
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www.mhbland.com

**STS operators****Fendertech Limited**

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Mobile: +350 54385000/57571000  
Email: fendertech@gibtelecom.net

**Smith Imossi & Co Limited**

47 Irish Town,  
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PO Box 1172, Gibraltar  
Tel: +350 200 74221  
Fax: +350 200 74214  
Email: info@steelmaclimited.com

**Tug and barge services****Admiralty Towing Services Limited**

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PO Box 1320, Gibraltar  
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Mobile: +350 56000680  
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**Maritime (Gibraltar) Limited**

No 4 Jetty, North Mole  
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Tel: +350 200 70454  
Fax: +350 200 46277  
Email: enquiries@gibunco.com  
www.gibunco.com

**Steel Mac Limited**

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PO Box 1172, Gibraltar  
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Fax: +350 200 74214  
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**TP Towing Company Limited**

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Fax: +350 200 43050  
Mobile: +350 58236000  
Email: tp.towing@gibtelecom.net

**Tarik Ship Agents & Bunkering Services Limited**

Unit 3, Watergardens 4  
PO Box 479, Gibraltar  
Tel: +350 200 72836  
Fax: +350 200 72861  
Email: all@tarik.gi

**Waste management and/or refuse collection****Fill A Skip**

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Tel: +350 54015597

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Tel: +350 200 40620  
Fax: +350 200 45102  
Mobile: +350 58135000  
Email: medmar@gibnet.gi  
www.medmar-agencies.com

**Nature Port Reception Facilities Limited**

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Tel: +350 200 74221  
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**Tarik Ship Agents & Bunkering Services Limited**

Unit 3, Watergardens 4  
PO Box 479, Gibraltar  
Tel: +350 200 72836  
Fax: +350 200 72861  
Email: all@tarik.gi

**Vemaol Company Limited**

Ragged Staff Wharf  
Queensway Quay, Gibraltar  
Tel: +350 200 40984 (3 lines)  
Fax: +350 200 74240  
Email: vemaol@gibtelecom.net  
www.vemaol.com

**Wastage Products Limited**

Suite 21B, Don House,  
30-38 Main Street, Gibraltar  
Tel: +350 200 73399  
Fax: +350 200 51779  
Email: operations@wastageproducts.com  
www.wastageproducts.com

**Water suppliers (non potable)****Steel Mac Limited**

Unit 27, New Harbours  
PO Box 1172, Gibraltar  
Tel: +350 200 74221  
Fax: +350 200 74214  
Email: info@steelmaclimited.com

**Tarik Ship Agents & Bunkering Services Limited**

Unit 3, Watergardens 4  
PO Box 479, Gibraltar  
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Fax: +350 200 72861  
Email: all@tarik.gi



## Yacht registration agents

### Abacus Financial Services Limited

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Gibraltar  
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### Acquarius Trust Company Limited

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### Arbor Trust Limited

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Email: arbor@gibraltar.gi

### Attias & Levy

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### Boatshed Gibraltar

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### Clifton Management Services Limited

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### Europa Trust Company Limited

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Email: formaco@gibraltar.gi

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### Gibraltar International Trust Corporation Limited

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### Gibro Corporate Management Limited

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### John Azopardi LI.B

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### Lombard, Anthony J.P

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### Nunez & Co

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### Octopus International Business Services Limited

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Fax: +350 200 44490  
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### Redmount Management Services Limited

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### RegisterAYacht.com

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### Sorek Services Limited

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Fax: +350 200 72673

### Sovereign Trust (Gibraltar) Limited

Ground Floor, Mansion House  
143 Main Street, Gibraltar  
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Fax: +350 200 70158  
Email: gib@sovereigngroup.com

### Steadfast Corporate Services Limited

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Fax: +350 200 77800  
Email: admin@steadfast.gi

### Triay & Triay

28 Irish Town, Gibraltar  
Tel: +350 200 72020  
Fax: +350 200 72270



A large cargo ship with a blue hull and white superstructure is sailing on the water. In the background, a coastal city is visible, built on a hillside. A large, dark mountain rises behind the city. The sky is overcast with grey clouds.

# Port information services

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Smith Imossi and Co Ltd

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Website: [www.smithimossi.com](http://www.smithimossi.com)



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# Port maritime information

## Location and distances

Gibraltar is at the southern end of the Iberian Peninsula. It controls the eastern entrance of the Strait of Gibraltar, crossed by the busy east-west international shipping lane. The port is on the west side of Gibraltar at 36°09'N, 05°20'W. Europa Point, the southern-most point of Gibraltar, is about 7.7 nautical miles from the African coast of Morocco.

## Charts and guides

### Nautical charts

For approaches to Gibraltar, the following chart is available:  
British Admiralty Chart No 1448.  
Admiralty charts are available from the Gibraltar Chart Agency Limited, 47 Irish Town, Gibraltar.

### Information on lights

Please refer to the Admiralty List of Lights and Fog signals.

### Tides and currents

Tidal information is provided by Proudman Oceanographic Laboratory (POL), which operates a radar gauge system on the North Mole. Continuous measurements of sea levels are transmitted by radio to the GPA. Data is collected and forwarded to the POL. After quality checks, the POL makes the data available to all interested users via the internet. The tidal range in Gibraltar is 1 metre.

### Approaches

Gibraltar Port has a North and South Entrance:  
Communication with the Gibraltar VTS on VHF Channels 12 or 16 is compulsory to confirm that either entrance is free of traffic.  
Larger ships of over 170 metres in length or 10.2 metres draught may be required to use the North Entrance owing to currents.  
The pilot boards inbound vessels 1.25 miles south-west of Europa Point lighthouse.

### Anchorage

Gibraltar's Eastern Anchorage is reserved for vessels awaiting orders and is chargeable anchorage. Permission must be obtained from Gibraltar VTS on Channel 12 before anchoring. The Bay has an anchorage for vessels requiring maritime services such as hull cleaning and inspection.

# Services

## Vessel traffic services

Gibraltar's VTS keeps a 24-hour watch on all shipping traffic on both sides of the Rock, monitoring the position of all vessels within British Gibraltar Territorial waters. The VTS is complemented by CCTV coverage of the East and West Anchorages. According to traffic management procedures, all ships calling at Gibraltar must report their arrival and departure and every move they make in the port through VHF Channel 12.

## Pilotage

### General regulations on use of pilot services

Pilotage is compulsory for all commercial vessels entering Gibraltar Port, berthing, unberthing, entering anchorage, shifting anchorage or when steaming in the Bay within port limits. Pilotage is not compulsory for vessels leaving the anchorage, provided they obtain permission from Gibraltar Port on VHF Channel 12.

### Arrival and departure information

Vessels should give 2 hours' prior notice of arrival on VHF Channel 12 and should call again when 5 miles from the pilot boarding area. A listening watch must be kept on VHF Channel 12 at all times. Berthed vessels wishing to leave must give 30 minutes' prior notice of departure on VHF Channel 12.

### Pilot boarding arrangements

The pilot normally boards inbound vessels at a point 1 mile south-west of Europa Point lighthouse. Communication between the pilot boat and the vessel will be made on VHF Channel 12. A pilot ladder should be rigged on the lee side or as instructed by the pilot not more than 1 metre above sea level. Pilots will also board vessels making provisioning or crew transfer calls while slowly steaming in the sheltered waters of the Bay.

### Pilot boats

Pilot Boats Gibraltar Limited, formed in 1981, operates three pilot boats: Halmatic 35s built by VT Halmatic in the UK. All boats are registered under the Gibraltar flag, hold valid pilot boat certificates and are named after areas of Gibraltar: 'Sovereign Bay', 'Rosia Bay' and 'Europa'. With an operating speed of 15 knots and a maximum speed of 20 knots, the boats have a crew of two and can carry two pilots.

Boats are fitted with two Sailor VHF radios and equipped with Raymarine radars with GPS, AIS and electronic charts.

## Towage

Tugs for berthing and unberthing are ordered by the pilot. In case of passenger vessels, the master must order tugs at least one hour in advance. In strong winds, large vessels must not enter the harbour without tug assistance. Towage services are provided by local operators (please see the Directory for contact information).

## Documentation for ship's call

### Documents required prior to a ship's arrival

Pre-arrival forms must be submitted to Gibraltar Port 24 hours prior to a ship's arrival. These forms are available on the Gibraltar Port Authority website or from local Gibraltar ship agents.

## Customs formalities

### Vessels and cargoes

Any ship arriving in Gibraltar with cargo must, within 24 hours provide Customs with a report of the ship and cargo, including an inward manifest of goods on board, duly signed by the master or agent. The master must answer all Customs questions regarding ship, crew, cargo, passengers, stores and voyage and must also produce and deliver any document relating to the ship and cargo. For ships over 1,000 net tonnes, the manifest shall only relate to cargo to be landed or trans-shipped in Gibraltar. However, the master must still answer any Customs questions and produce a manifest of goods in transit if required. The cargo is then unloaded and placed in transit sheds where it is segregated and sorted by the ship's agents for delivery for home use or re-export. A free storage period of five days is allowed. Thereafter, if goods have not been cleared, they are stored in a Government warehouse where store rent accrues. Trans-shipment facilities are available in Gibraltar. No import duty is payable on goods which, on importation, are declared to be in transit or for trans-shipment.

### Passengers and private pleasure craft

The Customs Department is responsible for clearance of passengers and their baggage on arrival in Gibraltar. Private pleasure craft arriving in Gibraltar are subject to normal Customs clearance. The master must produce a crew list giving details such as names, nationalities and passport numbers.

On arrival, yachts must report to the reception berth at whichever marina they are booked into. Information about the vessel (nationality, port of registry, etc) is also required.

It is forbidden to import certain items such as flick knives, gravity knives, controlled drugs, firearms, explosives and ivory.

Import duty is payable for new vessels which are to be permanently based in Gibraltar. Temporary importation is free of duty provided the importer is not permanently resident in Gibraltar. Unaccompanied yachts imported by non-residents may remain in Gibraltar under temporary import regulations, although they may be placed under Customs seal until duty is paid.

### Waste disposal services

Please refer to the Directory for companies who deal with the removal and disposal of waste oil, oil sludge, oily rags and filters as well as garbage.

## General description of port

### The North Mole and Western Arm

It has a total quay length of nearly 2,300 metres and offers 15 berths:

#### 1W-2W-3W (Western Arm)

Quay length 465m, draught 9.3m

#### 1E-2E-3E (Western Arm)

Quay length 450m, draught 8.6m

#### Berth 4

Quay length 99m, draught 7.9m

#### Berth 5

Quay length 99m, draught 7.9m

#### Berth 6

Quay length 99m, draught 7.9m

#### Berth 7 (Extension Jetty)

Quay length 245m, draught 11.0m

#### Berth 8 (Extension Jetty)

Quay length 245m

#### Berth 9

Quay length 99m, draught 7.5m

#### Berth 10

Quay length 99m, draught 7.5m

#### Berth 11

Quay length 99m, draught 7.5m

#### Berth 12

Quay length 99m, draught 7.5m

Installations in this section:

#### Western Arm

- Gib Oil depot
- Cruise Terminal

#### Berths 4/5

- Depots on GF Imossi and Luboil

#### Container Berth

- Bland's transit shed.

### Berth 9

- TP Towage office
- Gibunco workshop
- Brightside

### Berths 10/11

- Gibunco compound
- Coaling Island quay.

### The South Mole and Shipyard

This sector of the Port is used mainly by the Gibdock shipyard and also by the Ministry of Defence.

The shipyard has nearly 1km of wharfage including sections of the Main Wharf (300 metres) and the South Mole (435 metres).

The shipyard covers 23 hectares and has three dry docks:

- **No 1**, 270 x 38 x 10 metres served by two 45-tonne cranes and one 8-tonne crane
- **No 2**, 190 x 28 x 11 metres served by two 15-tonne cranes
- **No 3**, 150 x 28 x 11 metres with retractable cover, served by two 10-tonne cranes.

The dry docks can accommodate vessels up to 75,000 dwt, 25,000 dwt and 14,000 dwt respectively, while ships up to 15,000 dwt can use repair berths along the South Mole and Main Wharf.

### Other components of the port complex

The Detached Mole has 605 metres of berthing for vessels calling for lay-up or repairs.

Yachting facilities at Marina Bay, Ocean Village Marina and Queensway Quay offer a wide choice of location and facilities with a combined capacity of 450 berths.

## Other useful information

### VHF Radio Channels

- Channel 12: The main working channel for the Gibraltar Port Authority and pilots.
- Channel 16: Emergency
- Channel 71: The working channel for Port users

### Fresh water

Available at specific berths. Full details can be obtained from the Port Authority

### Weather

Gibraltar has a temperate climate influenced by local geography and the proximity of the Mediterranean Sea and the Atlantic Ocean. Low-level air in the region of the Strait is made to flow in

easterly or westerly streams. This is due to the Atlas Mountains to the south and Sierra Nevada to the north, which act as barriers to air entering or leaving the Alboran Basin.

A major feature of local weather is the Levanter, a warm breeze that strikes the eastern side of the Rock and condenses in the sky above, generating a persistent "Rock Top" cloud over the City and the Bay. It blows mainly in summer, bringing warm and humid conditions. Sea fog can occur at these times.

By contrast, the Poniente wind blows through the Strait from west to east, bringing hot, clear and mostly dry weather.

In winter, prevailing winds are from the west, often north-westerly and occasionally south-westerly. Snow is rare. Rain can be heavy but is rare after the spring. The summer drought can last up to 90 consecutive days.

### Working hours

The Port of Gibraltar operations room is open 24 hours a day, seven days a week.

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