



# GUIDELINES FOR NON-MILITARY VESSELS IN THE CLYDE DOCKYARD PORT OF GARELOCH & LOCH LONG



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## 1.0 The Clyde Dockyard Port of Gareloch & Loch Long

### Port Description

Based on the West coast of Scotland, 25 miles from Glasgow, the Clyde Dockyard Port (CDP) has 65 nautical miles of shoreline and encompasses three sea lochs, the Gareloch, Loch Long and Loch Goil. The complex and diverse port features major military and commercial infrastructures, including His Majesty's Naval Base Clyde: home to the UK Submarine Service and supporting forces. It is also the location of the strategic weapons storage facility at RNAD Coulport, the major Oil Terminal at Finnart, the MOD Oil Terminal at Garelochhead and the MoD Munitions Depot at Glen Mallan. QinetiQ - an MoD business partner - also has facilities within the dockyard port at Loch Goil which supports Royal Navy operations.

Furthermore, the port has significant recreational, environmental, and aesthetic values, with one area of the port area being designated as a Maritime Protected Area (MPA) and another declared a Site of Special Scientific Interest (SSSI). The delivery of effective safety and environmental management is therefore paramount to the long-term protection and enhancement of the port; for its users, its neighbours, the industries, and economies that rely upon it, and the Defence of the Nation.

Figure 1 shows the statutory limits of the port as defined through The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.

The port sea area is bounded by:

- The Dockyard port of Gareloch. The waters in and the approaches to the Gareloch to the North of an imaginary line commencing at the Rosneath Point, 55°59'267"N 004°46'085"W, and drawn in an easterly direction to Ardmore Point 55°59'267"N 004°41'798"W.
- The Dockyard port of Loch Long. The waters in Loch Long and Loch Goil to the North of an imaginary line at latitude 56° North, bounded by the shores of Loch Long.



**Figure 1: The Clyde Dockyard Port**

### The Port Authority: The King's Harbour Master

The King's Harbour Master Clyde exists to ensure safe and orderly passage and activity for all vessels and users within the waters of the Clyde Dockyard Port of Gareloch and Loch Long. KHM Clyde is based in Port Operations (Renown Building) at HM Naval Base Clyde Faslane.

The KHM is appointed by the Secretary of State for Defence and is responsible to them through

the Naval Base Commander (Clyde) for the proper protection of the Clyde Dockyard Port, the Royal Navy and its vessels and other government assets.

However, KHM also has wider responsibilities ranging from environmental management, oil pollution contingency and response, business continuity and marine conservation of the water space for all users (military, commercial or leisure).

This is achieved through:

- The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.
- The provision of competent Admiralty Pilots and Harbour Controllers.
- Liaison with other authorities with an interest in safe navigation in the Dockyard Port and the Firth of Clyde.



**Figure 2: KHM Clyde Port Operations (HMNB Clyde)**

### The Adjacent Port Authority (Peelports Clydeport Ltd)

Peelports Clydeport Ltd (Clydeport) is the adjacent port authority based in Glasgow with offices at the Greenock Ocean Terminal. Clydeport is both the Competent and Statutory Harbour Authority for the River Clyde as shown on Admiralty Charts 1907 and 2491.

### Jurisdiction in the Clyde Dockyard Port

Clydeport and KHM operate parallel jurisdictions within the CDP although KHM has primacy within the Dockyard Port.

### Faslane Protected & Restricted Areas

Protected and Restricted Areas are in force at HMNB Clyde on the Gareloch. The boundaries of these areas are shown in Figure 3 below.

Restricted Areas provide temporary additional safety measures during the movement of nuclear-powered submarines or large surface vessels near key facilities in the CDP. When the KHM has activated the Faslane Restricted Area, no vessel shall enter, pass through or remain in the Restricted Area without the permission of the KHM. Any such unauthorised activity will be regarded as a breach of The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.

Temporary activation of the Faslane Restricted Area will be indicated by 3 day/night Fixed Red lights in a vertical line on a mast at the KHM Clyde Port Operations Building at Faslane.

The Faslane Protected Area is in effect at all times. In accordance with the Faslane, Coulpport and Rhu Narrows Byelaws 1986, no vessel shall enter, pass through or remain in any Protected Area otherwise than in accordance with the exemptions contained therein.



FASLANE RESTRICTED AND PROTECTED AREA'S

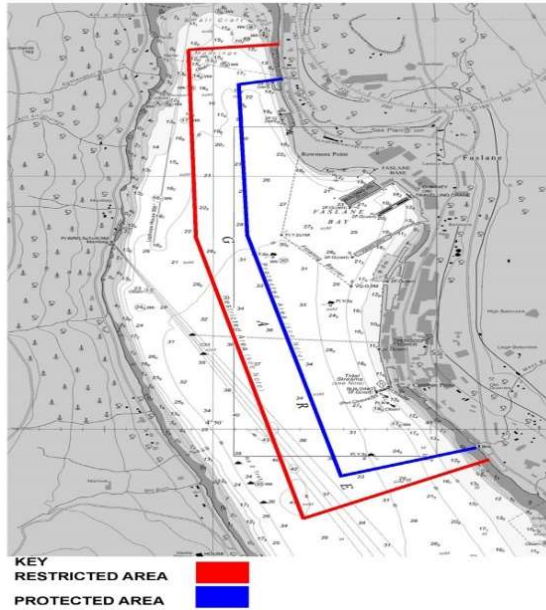


Figure 3: Faslane Restricted & Protected Areas

### Coulport Restricted & Protected Areas

Protected and Restricted Areas are in force at RNAD Coulport on Loch Long. The boundaries of these areas are shown in Figure 4 below.

Restricted Areas provide temporary additional safety measures during the movement of nuclear-powered submarines or large surface vessels near key facilities in the CDP. When the KHM has activated the Coulport Restricted Area, no vessel shall enter, pass through or remain in the Restricted Area without the permission of the KHM. Any such unauthorised activity will be regarded as a breach of The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.

Temporary activation of the Coulport Restricted Area will be indicated by 3 day/night Fixed Red lights in a vertical line on masts at Baron’s Point and on the Coulport Explosives Handling Jetty.

The Coulport Protected Area is in effect at all times. In accordance with the Faslane, Coulport and Rhu Narrows Byelaws 1986, no vessel shall enter, pass through or remain in any Protected Area otherwise than in accordance with the exemptions contained therein.

COULPORT RESTRICTED AND PROTECTED AREA'S

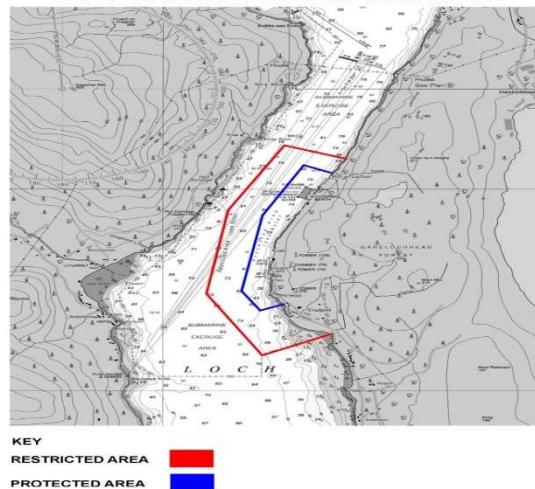


Figure 4: Coulport Restricted & Protected Areas

## Rhu Restricted Channel

A Restricted Area is in force in the Rhu Narrows, making the Rhu Restricted Channel.

The Restricted Area provides temporary additional safety measures during the movement of nuclear-powered submarines or large surface vessels near key facilities in the CDP. When the KHM has activated the Restricted Area, no vessel shall enter, pass through or remain in the Restricted Channel without the permission of the KHM. Any such unauthorised activity will be regarded as a breach of The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.

Temporary activation of the Rhu Restricted Area will be indicated by 1 day/night Fixed Red light over 2 day/night Fixed Green lights in a vertical line on a mast at Rosneath and at Rhu Hard (Clyde Off-Site Centre).

In accordance with the Rhu Narrows Byelaws 1992, no vessel shall enter, pass through or remain in the Restricted Area otherwise than in accordance with the exemptions contained therein.

The boundaries of the Rhu Restricted Channel are shown in Figure 5 below.

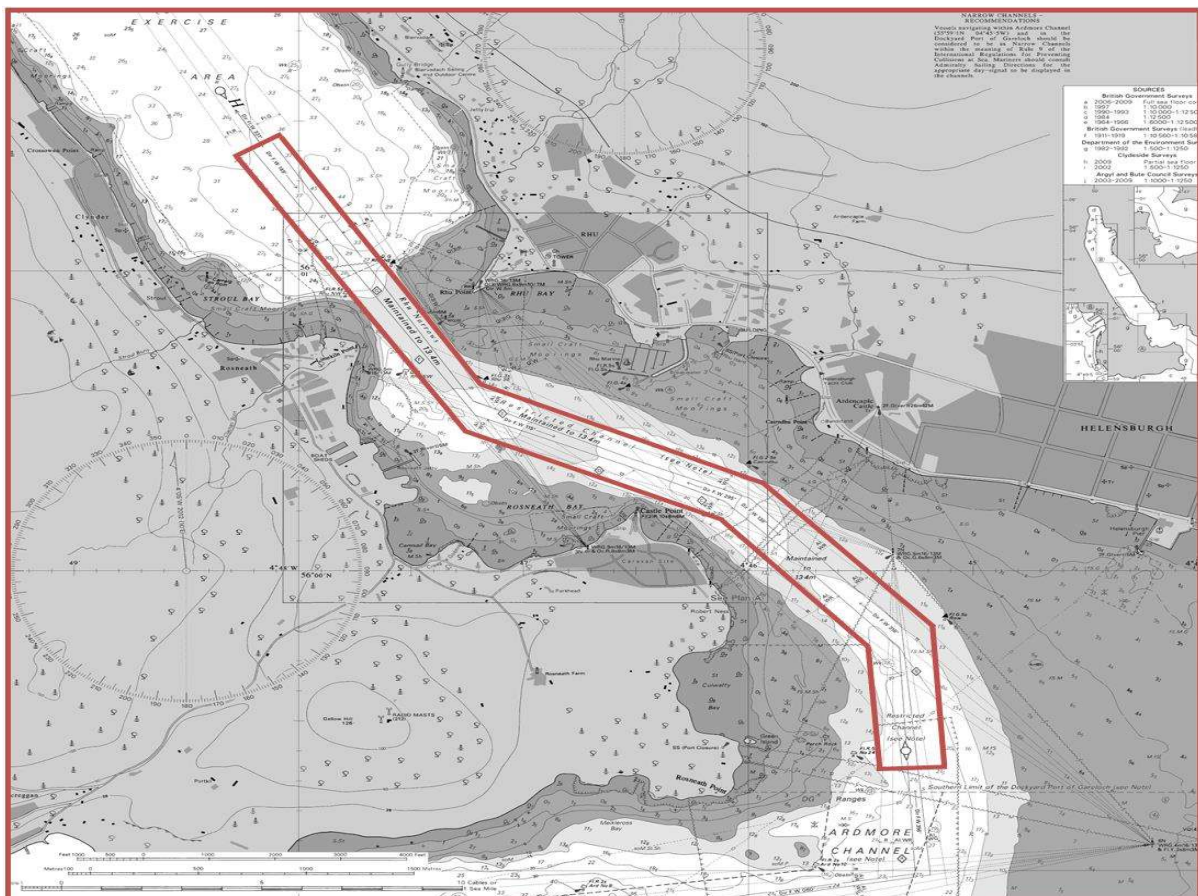


Figure 5: Rhu Restricted Channel

## 2.0 Environmental and Tidal Conditions

### Overview

Climatic information for the port shows the environmental conditions are dominated, in the main, by the North Atlantic weather patterns: low pressure systems moving from West to East over the UK, giving a generally temperate climate with winds predominately from the Westerly quadrants. The key component of the environment which is related to this case is the wind - generating sea swell and effecting visibility.

### Wind

The wind patterns show that on average there are two days or more per month with wind speeds greater than Force 7 on the Beaufort Scale (30 knots) between November and March from a Westerly direction. This wind strength and direction will produce moderate to heavy sea states in the Ardmore and Kilcreggan Channels and the entrance to Loch Long. In the periods around the equinoxes, in March and September, it is not unusual to have longer periods (5 – 7 days) of winds with an average strength of Force 5-6 (18-24 knots) from the East. This will cause higher than normal sea states in the Ardmore Channel and on the North leg passing Perch Rock.

The presence of a local weather phenomenon, a combination of katabatic wind formations further enhanced by topographical funnelling, is found in the lower Gareloch and its immediate approaches. In strong NW airstreams this combination of effects can create gusts of up to 60- 70 knots in this area, which can affect the turning ability of a vessel. A similar effect is experienced in Loch Long at Coulpport and in the entrance to Loch Goil, again predominantly in a NW air stream.

### Visibility

Visibility in the area is generally good; however, it can be significantly reduced during periods of heavy rain. These tend to be associated with periods of high wind generated by the prevailing North Atlantic airstream.

Periods of fog are generally very limited, with persistent fog of periods greater than 1.5 days per month being experienced in December and January only. Radiation fog is often experienced in the spring and autumn in the Gareloch and on the River Clyde; however, this tends to be very localised in the forenoon.

### Tidal Conditions

The tidal range varies from 3.3 metres at Mean Springs to 1.9 metres at Mean Neaps. The maximum tidal velocity does not exceed 1.5 knots at any point in the port with the maximum rates being found in the vicinity of the Rhu Narrows.

Tidal streams within the port, in the main, follow the directions and rates indicated on the Admiralty charts.



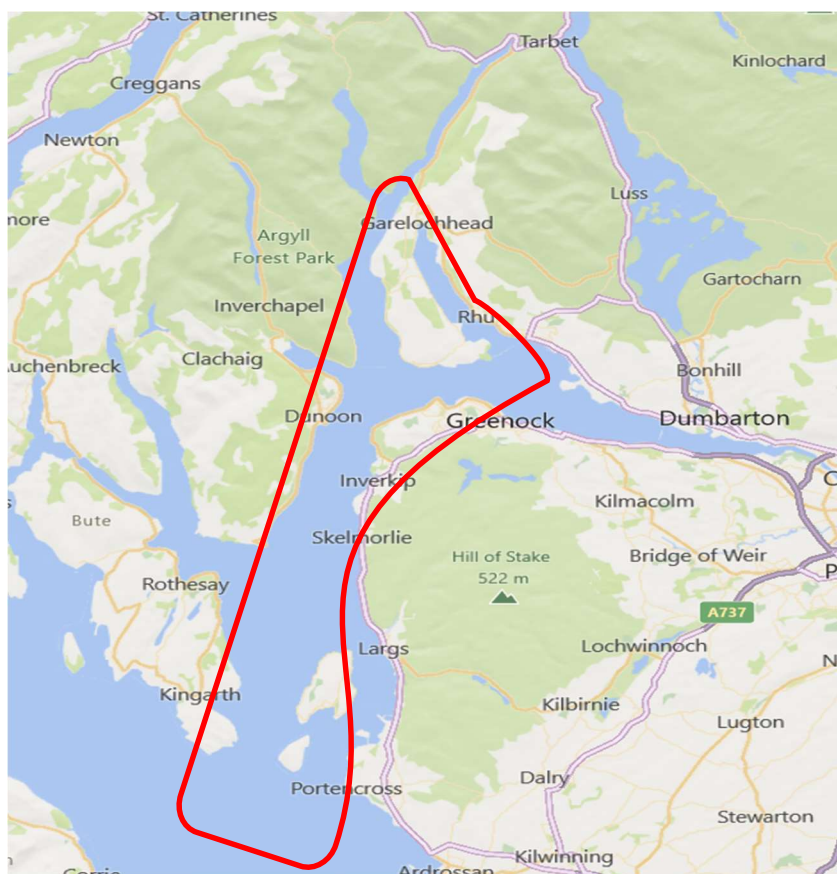
## 3.0 Vessel Movements

### Overview

Vessel movements are coordinated and authorised by KHM Clyde Harbour Control, situated in the Port Operations (Renown) Building in HMNB Clyde. It is mandatory for all vessels over 25 metres in length operating in the port and its approaches to receive authorisation from KHM Harbour Control for all movements and operations.

### Command & Control

To provide for safe navigation in the Port, KHM Clyde provides Local Port Service (LPS) and, where required, a Traffic Organisation Service (TOS). The provision of a Navigational Assistance Service (NAS) is not available. KHM Clyde also has a designated VHF channel (IMM VHF Ch 73) which covers the port and its approaches. CCTV has been installed in the Clyde Dockyard Port with the aim of providing more comprehensive coverage of vessel movements, improving security and aiding the response to emergencies in the port. VHF, Radar and CCTV coverage areas are shown below in Figure 6.



**Figure 6 – Port CCTV, Radar and VHF Coverage Map**

To this end, it is Ministry of Defence policy that the Harbour Authority (KHM) intends to:

- Operate an LPS with CCTV, radar and AIS to support its published Navigational Safety Policy.

- Monitor all commercial movements and maintain VHF communications with such vessels.
- Immediately inform all users of any temporary reduction in service and/or coverage.
- Provide timely navigational information and advice as required.
- Assist Category 1 responders (Emergency Services and local councils) in respect of the harbour response to emergency incidents within the harbour jurisdiction.
- Record all relevant CCTV, radar and VHF communications as an aid to enforcement and incident reconstruction and investigation.
- Maintain a narrative of vessel movements, harbour operations and any incidents within the port limits.

### Pre-Requisites to Entry

Vessels are to contact Peelports Clydeport Estuary Control on IMM VHF Ch 12 when passing Cumbrae Light (55°43'25"N, 004°58'03"W) and confirm their ETA to KHM Clyde on IMM VHF Ch 73.

Vessels with any damage or suspected damage must advise KHM Clyde and obtain permission to enter the dockyard port.

A report must be sent to KHM Clyde at least 24 hours before arrival at the Clyde Dockyard Port for any vessel deemed to be carrying dangerous substances in accordance with current regulations.

### Standard Reporting Points (ALRS Volume 6)

Vessels should report to the KHM Clyde Harbour Control when passing the reporting points shown in Figure 7 below.

NAME	POSITION	REMARKS
Lower Loch Long Buoy	55°59'10" N 004°52'30" W	Inbound/Outbound Loch Long
Ardmore Channel West	55°58'30" N 004°49'90" W	Inbound only for the Gareloch
Perch Rock	55°59'40" N 004°45'30" W	Inbound/Outbound Gareloch
Gully Bridge	56°01'60" N 004°48'35" W	Outbound only from the Gareloch

**Figure 7: Standard Reporting Points**

### Passage Plans

Vessels of 50 metres or more in length wishing to enter, depart or navigate within the area of jurisdiction of the Authority shall prepare a passage plan and declare such to KHM Harbour Control, prior to the commencement of each movement.

The format of the passage is left to the discretion of the Master of the vessel, but attention is drawn to the Admiralty Book of Navigation (BRd 45 Volume 1, Part 2, section 1 Chapter 13) and the International Chamber of Shipping's Bridge Procedures Guide, Fifth Edition 2016.

## Anchorage

Although there are no dedicated anchorages in the Dockyard Port, vessels wishing to anchor inside the port limits must obtain prior clearance from KHM Harbour Control.

## Pilotage

### Pilotage Procedures

Pilotage is compulsory for all vessels over 50 metres in length within the Dockyard Port and all aspects of pilotage are covered in the General Directions displayed on the KHM Clyde website.

Pilotage is compulsory for the following vessels:

- Any commercial vessel chartered by the MoD, Secretary of State for Defence, or any Contractor operating within the Clyde Dockyard Port, as deemed necessary by the King's Harbour Master.
- All vessels over 25m LOA when proceeding into a restricted area or MoD facility.
- Any vessel, dumb barge etc. 31m LOA or over when under tow proceeding into Gareloch or Loch Long to a MoD facility.

In the event of the Master or First Mate of any vessel holding a current Pilotage Exemption Certificate (PEC) issued by Peelports Clydeport, as the Competent Harbour Authority (CHA), the services of an Admiralty Pilot will not be required unless requested and available.

### Pilot Cutters

The Pilot Cutters are currently operated by Serco Marine Services Ltd. and have black hulls and white superstructures with "Admiralty Pilot" painted in black, as shown in Figure 8 below.



**Figure 8: Pilot Cutter SD Clyde Racer**

## Boarding Position

Due to the nature of the port and types of vessel being handled, Pilot Boarding Stations for military vessels have been established which are available to other vessels. These are detailed in the relevant area sections in this guide and on Admiralty Charts.

## Pilot Boarding Arrangements (SOLAS Regulation V23)

Vessels with a freeboard of 9 metres or more are required to rig a combination ladder. The accommodation ladder should be rigged as high as possible; preferably the end platform should be at least 7 metres above the water level. Under no circumstances should tripping lines be used on the rope ladder. No forward-facing accommodation ladders will be accepted, and Admiralty Pilots have been instructed not to board vessels in such circumstances.

## Pilot Exemption Certificates (PECs)

When applying for a Peelports Clydeport PEC, if a Master/First Mate wishes their PEC to cover the Clyde Dockyard Port, an additional section of exam questions (provided by KHM Clyde) will be used as part of the PEC exam. A senior Admiralty Pilot may also sit on that section of the PEC exam, if available and in agreement with Clydeport. A Dockyard Port PEC may be revoked by KHM if standards of seamanship or ship handling are deemed to be unsafe.

## Towage

### Procedure

KHM Clyde's towage guidelines are issued annually as a General Direction and are available on KHM Clyde's website. All towage operations and manoeuvres must be conducted in a safe and seamanlike manner. It is the duty of the Master of the vessel and the Admiralty Pilot to ensure that the vessel is handled in a safe and controlled manner, having due regard to the safety of all involved.

### Active Towing for Tankers on Passage to and from Finnart Ocean Terminal

Tug requirements for the Finnart Jetty are organised through Clydeport. All Crude Oil Tankers proceeding to or from Finnart Ocean Terminal Jetty 3 shall use an active escort tug between the Finnart Jetty and South of the MOD floating jetty (Coulport EHJ) facility. Active escort means the tug is made fast centre lead aft and when combined with a speed of 7 knots or less enables the tug to use transverse arrest and/or direct arrest to stop or reduce speed on the tanker in a safe manner. For all product tankers, active escort is at the discretion of the Admiralty Pilot. Full details are contained in a KHM Clyde General Direction available on KHM Clyde's website.

## Constraints

### Vessels over 20,000 DWT

An alternative route for large vessels approaching the Gareloch is via the Firth of Clyde Channel to the East of Whiteforland Point, thereafter North East across the Tail o'the Bank anchorages, as shown on Admiralty Chart BA 1994. Any vessel wishing to use this route should confirm their intentions with Clydeport Estuary Control on VHF Ch 12 prior to rounding Cloch Point.

### Vessels Constrained by their Draught

Mariners are to note that, within port limits, all nuclear-powered submarines are considered to be constrained by their draught, and in restricted visibility will make the appropriate sound signals for a vessel constrained by her draught.

### Controlling Depths of Water

The controlling depth for all states of the tide for entry into the Gareloch is 13.4 metres. The controlling depth for Loch Goil is 13.1 metres. There are no controlling depths on the approaches to any of the facilities in Loch Long. For the latest information on the controlling depths, the KHM should be contacted.

### Under Keel Clearance

The minimum under keel clearance for all vessels underway in the port is 2 metres. The minimum under keel clearance for vessels alongside at berths is 1 metre.

### Notification of Maritime Dangerous Goods

Masters or Agents are responsible for informing KHM Harbour Control and relevant berth operators in advance of the type and quantity of dangerous goods they are going to bring into the Dockyard Port. The normal minimum period of notice for entry of dangerous goods into the CDP by land or sea is 24 hours.

Where it is not reasonably practicable to give 24 hours' notice, KHM Harbour Control and the relevant berth operators together may agree to accept shorter notice. Vessels carrying dangerous goods should immediately inform KHM Harbour Control of any untoward incidents which occur or has occurred on the vessel. "Untoward incident" means an incident involving or threatening the containment of dangerous goods.

Maritime Dangerous Goods are defined as those classified in the International Maritime Dangerous Goods (IMDG) Code.

Pollutants are defined in the annexes of the International Convention for the Prevention of Pollution from Ships (MARPOL) regulations as follows:

- Annex 1: Oil.
- Annex 2: Noxious liquid substances carried in bulk.
- Annex 3: Harmful substances carried in packaged form.
- Annex 4: Sewage.
- Annex 5: Garbage.
- Annex 6: Air pollution.



Equipment, bunkers, and stores for use on board a vessel is not regarded as dangerous or polluting goods for the purpose of these regulations.

#### Restricted Visibility

When visibility is reduced to 800 yards or less KHM Clyde will close the Port. No vessels movements are to take place without permission from KHM Clyde. Further information on port closure can be found on the KHM website. The MoD Police Clyde Marine Unit (CMU) will continue to patrol the port, taking into the account the prevailing conditions.

## 4.0 Specific Entry & Exit Guidelines

### The Gareloch (Admiralty Chart BA 2000)

It should be noted that the entire area of the Gareloch is deemed to be a narrow channel within the meaning of Rule 9 of the International Regulations for Preventing Collisions at Sea (COLREGS).

#### Entry & Exit

The Gareloch is approached from the West through the Ardmore Channel thence North and North-West along the Rhu Restricted Channel. The reverse of this approach is the recommended passage when exiting the Gareloch for the outer Clyde channel. The least width is 300 metres in the Rhu Restricted Channel narrowing to 225 metres when transiting through Rhu Narrows. The shallowest depth along the length of this channel is 13.4 metres above chart datum. The channel is buoyed, and the centre line is marked by series of high intensity Port Entry Lights (PEL) 8N, 7N, Rhu Point, 2N, Mambeg and 3N. The characteristics are detailed on Admiralty Chart BA 2000, the Admiralty South-West Coast of Scotland Pilot Sailing Directions (NP 66A) and other relevant publications.

Vessels must report to KHM Harbour Control as follows:

- Prior to getting underway from a berth or anchorage.
- When the pilot has embarked/disembarked.
- At the reporting points shown in Figure 7.

#### The Pilot Station

The Pilot Station for the Gareloch is in the vicinity of the Ashton Buoy, as marked on Admiralty Chart BA 1994.

### Loch Long (Admiralty Chart BA 3746)

It should be noted that the entire area of Loch Long is deemed to be a narrow channel within the meaning of Rule 9 of the International Regulations for Preventing Collisions at Sea (COLREGS).

#### Entry & Exit

Loch Long is approached from the South through the Firth of Clyde and Loch Long Channels. An inshore route between Loch Long and the Gareloch to the East is provided by the Kilcreggan and Ardmore Channels, where the shallowest depth is 22 metres.

The South part of Loch Long poses no navigational difficulties and there is ample room for manoeuvring. North of Finnart Bay, the centre line of the loch is marked by a sectored light sited at Ravenrock (56°02'136"N, 004°54.'393"W). On passing the entrance to Loch Goil the safe water past the Finnart Ocean terminal is marked by leading lights at Cnap Point (56°07.'393"N, 004°49'966"W), No.3 and No.4 buoys to the West are situated on the 30-metre contour.

The least width of navigable water (235 metres) encountered during the transit of the loch is between Cnap Point and the shoreline to the South-East. Thereafter the loch widens on the approach to Glen Mallan. Due to the available depth of water in the loch there is no controlling depth required for vessels underway.

Vessels must report to KHM Harbour Control on IMM VHF Ch 73 as follows:

- Prior to getting underway from a berth or anchorage.
- When the pilot has embarked/disembarked.
- At the reporting points in Figure 7.

#### The Pilot Station

The Pilot Station for Loch Long is Lower Loch Long Buoy (LLLB) as marked on Admiralty Charts BA 1994 and BA 3746.

#### Loch Goil (Admiralty Chart BA 3746)

#### Entry & Exit

Loch Goil is entered from Loch Long between Rubha nan Eoin and Meall Daraich through a narrow-buoyed channel (200 metres) with least depth 13.7 metres, generally northerly for around 5 miles. The centreline of the entrance channel is marked by a sectored light.

Vessels must report to Port Control as follows:

- Prior to getting underway from a berth or anchorage.
- When the pilot has embarked / disembarked.
- At the reporting points in Figure 7.

#### The Pilot Station

The Pilot Station for Loch Goil is the Lower Loch Long Buoy (LLLB) as marked on Admiralty Charts BA 1994 and BA 3746.

## 5.0 Finnart Ocean Terminal

### General Information

Finnart Ocean Terminal is situated on the Eastern shore of Loch Long (56°07'N 04°50'W) and consists of two jetties. Pilotage is compulsory for Crude Tankers and Product Tankers, as agreed by KHM and Clydeport.

Pilots normally board at the Little Cumbrae Pilot Station, approximately 27 miles from the terminal. All tankers when navigating Loch Long on route to or from the Terminal require a tug or tugs to be in attendance. Movements of vessels to and from Finnart Ocean Terminal are confirmed after consultation between Peelports Clydeport Operations Ltd. and KHM Clyde.

Finnart Ocean Terminal lies within the Clyde Dockyard Port. The Pilot on boarding a vessel will contact KHM when passing the Lower Loch Long Buoy (LLLB), giving the estimated time of arrival at the restricted area off Coulport, and request clearance for the proposed passage. Vessels sailing from the terminal must call KHM Harbour Control prior to their departure.

All vessels shall comply with the Peelports Clydeport Limited Byelaws and Regulations. The rules and regulations of the Clyde Dockyard Port shall also be complied with when navigating within the limits of the port.

Full terminal operating procedures can be obtained from Peelports Clydeport.



**Figure 9: Finnart Ocean Terminal**

## 6.0 Glen Mallan Northern Ammunitioning Jetty (NAJ)

### General Information

The Northern Ammunitioning Jetty (NAJ) at Glen Mallan in Loch Long requires safety arrangements during the loading and unloading of ammunition onto a vessel berthed at the jetty in order to protect the vessel at the jetty, as well as any passing vessels and members of the public who are in the vicinity at the time.

To ensure that safety arrangements are in place to mitigate the risk of collision and any risk to the public during ammunitioning operations at the Northern Ammunitioning Jetty, KHM may activate the Restricted Area, defined in Figure 10 below, on a temporary basis.

### GLEN MALLAN RESTRICTED AREA

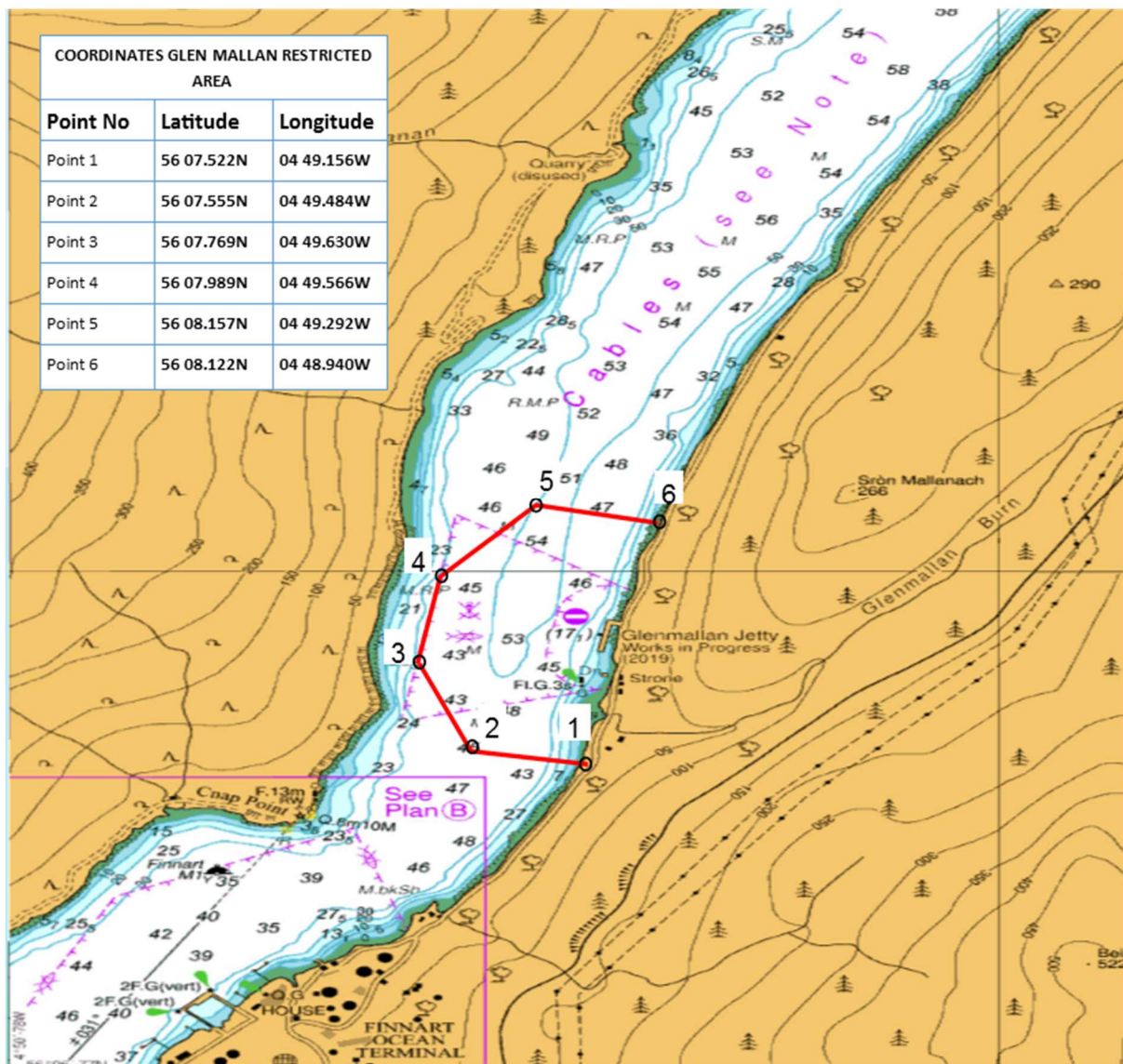


Figure 10: Glen Mallan Restricted Area – Limits of the Boundary



Where it is necessary for any naval vessel and/or auxiliary to proceed to or from or to be turned, moved, berthed or docked at the Northern Ammunitioning Jetty, the King's Harbour Master may activate the Glen Mallan restricted Area and direct that no person shall:

- enter, pass through or remain in the Restricted Area.
- cause or permit any vessel or thing to enter, pass through or remain in the Restricted Area.

Where any such direction is made, notice of such:

- Shall be broadcast by KHM Harbour Control on VHF channel 73 from time to time during the period in which the direction is in force.
- Shall be indicated by the illumination of the following lights at masts at the following locations:
  - Southern Point Northern Ammunitioning Jetty (56 07.753N, 004 49.130W) (3 vertical red lights), and
  - Northern Point Northern Ammunitioning Jetty (56 07.941N 004 49.069W) (3 vertical red lights).

MoD Police Clyde Marine Unit (CMU) launches in Loch Long will monitor the area to ensure that passing traffic complies with this direction. Non-compliance with this direction will be regarded as a breach of the Clyde Dockyard Port of Gareloch and Loch Long Order 2011.



**Figure 11: HMS Queen Elizabeth berthed at the Northern Ammunitioning Jetty**

## 7.0 General Port Information

### Speed Limits Within the Port

Within the Rhu Restricted Channel, the Faslane Restricted Area, the Coulport Restricted Area and the Coulport Fishing Exclusion Zone vessels should not exceed 7 knots through the water unless it is essential for the safety of navigation. Elsewhere within the Dockyard Port vessels should not exceed 12 knots through the water.

### Navigation Warnings & General Directions

Clyde Warning Messages (Local Notice to Mariners) and General Directions covering activities in the port area can be found on the KHM Clyde website.

### Harbour Patrols

The Ministry of Defence Police Clyde Marine Unit (CMU) patrol the waters of the CDP 24 hours a day throughout the year.

The CMU fulfils an important security role by enforcing byelaws and statutory instruments which protect MOD sites and property. In the course of their duties, the CMU will check water users who approach the Restricted and Protected Areas for access passes. This is routine business and should not be considered threatening. They will also check speeding licenses and fishing licenses, where applicable, and enforce speed limits. The CMU may also check moorings within the Dockyard Port.

CMU Harbour Patrols can be contacted directly on IMM VHF CH 73 using callsign Police Boat 1 if in the Gareloch or Police Boat 2 if in Loch Long or Loch Goil.



**Figure 12: MOD Police Clyde Marine Unit Launch**

### Port Closures

Mariners should be aware that the Faslane and Coulport Restricted Areas may be activated from time to time during the movement of naval vessels and/or auxiliaries when it is necessary for said

vessels to be turned, moved, berthed or docked within the Dockyard Port. In certain circumstances KHM Clyde will order the port closed for the duration of these moves.

When a Restricted Area is activated, no person shall enter, pass through or remain in the Restricted Area unless authorised by the King’s Harbour Master. Once the naval activity is completed, the Restricted Area will be de-activated and the restriction on access will revert to the boundary of the relevant Protected Areas, which are permanent.

Notice that one or more of the restricted areas is activated will be indicated by the illumination of lights as shown in the table (Figure 13) below:

Location	Latitude	Longitude	Area indicated	When area activated	Area not activated
Port Control Faslane	56 03.149N	004 49.247W	Faslane Restricted Area	3 Fixed Red lights	Lights off
Rhu Hard (Off Site Centre)	56 00.766N	004 46.066W	Rhu Restricted Channel	Red light over 2 Greens	Lights off
Rosneath Lattice Mast	55 59.340N	004 46.090W	Rhu Restricted Channel	Red light over 2 Greens	Lights off
Barons Point Mast	55 59.416N	004 51.180W	Coulport Restricted Area	3 Fixed Red lights	Lights off
Coulport EHJ Roof	56 03.974N	004 52.545W	Coulport Restricted Area	3 Fixed Red lights	Lights off

**Figure 13: Port Closure Lights**

An AIS message will also be transmitted when the light status changes so that mariners will be aware of the area restrictions, except for the lights on Coulport EHJ Roof. Port Control at Faslane will also make a port broadcast on VHF Ch 73 to alert port users to the change in status. Further information on port closures can be found on the KHM Clyde website.

### Marine Activities in the Port

The rules and guidance for marine activities in the Port are fully described in the Dockyard Port Order and KHM General Directions and are summarised below.

#### Fishing

The following rules apply:

- No fishing is permitted within 100m of Crown Property or within 150 metres of a Military Vessel.
- Unless written permission has been given by KHM Clyde, no fishing shall be undertaken in:
  - The Rhu Restricted Channel.
  - The Faslane Restricted Area.
  - The Coulport Restricted Area.
  - The Coulport Fishing Exclusion Zone.

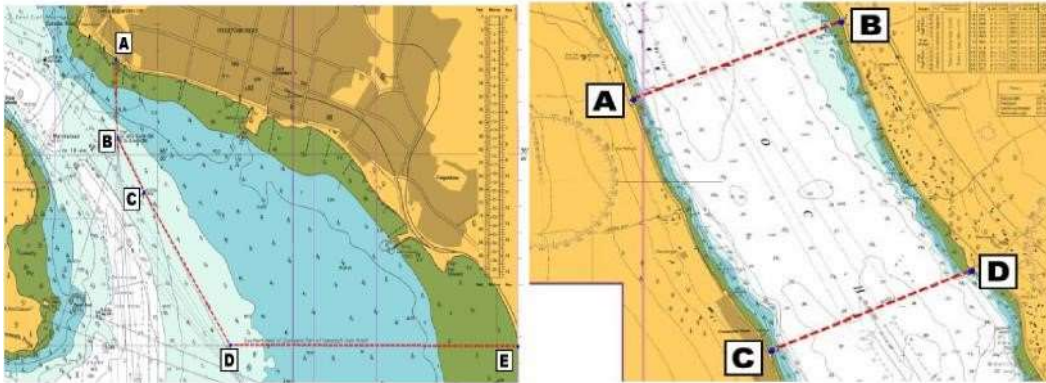
#### Swimming & Diving

Without written permission from KHM Clyde no swimming or diving is permitted within 200m of Crown Property or within 200m of a Military Vessel.

## Water Sports

The following rules apply:

- Unless written permission has been given by KHM Clyde no water-skiing, jet-skiing or parasailing is permitted within the Port.
- Windsurfing is only permitted in the allocated areas as shown in Figure 14 below.



**Figure 14: Windsurfing Permitted Areas – Helensburgh (left) & Gareloch (right)**

## Private Moorings

Moorings within the CDP for private or commercial use should be permissioned through Crown Estates and in positions agreed by KHM Clyde.

## Marine Leisure Events within the Clyde Dockyard Port

Anyone wishing to organise a marine leisure event in the Clyde Dockyard Port should apply to KHM Clyde through their website, giving full details so that the event can be agreed, and other port users can be informed.

## 8.0 Contact Details

Organisation	Telephone	VHF Channel	Email	Website
KHM (Harbour Control)	01436 674321 Ext. 3555/4005	73 & 16 continuous	NAVYNBCC- KMHARBOURCONTROL@mod.gov.uk	<a href="https://www.royalnavy.mod.uk/KHM/clyde">https://www.royalnavy.mod.uk/KHM/clyde</a>
Peelports Clydeport Ltd	01475 886324	12 & 16 continuous	estuary.tower@clydeport.co.uk	<a href="https://www.peelports.com/our-ports/clydeport">https://www.peelports.com/our-ports/clydeport</a>
HM Coastguard Belfast	03443 820037	16 continuous	zone34@hmcg.gov.uk	<a href="https://www.gov.uk/government/organisations/maritime-and-coastguard-agency">https://www.gov.uk/government/organisations/maritime-and-coastguard-agency</a>
RNLI Helensburgh	01436 820438	16 continuous	n/a	<a href="https://rnli.org/find-my-nearest/lifeboat-stations/helensburgh-lifeboat-station">https://rnli.org/find-my-nearest/lifeboat-stations/helensburgh-lifeboat-station</a>