

# GUIDELINES FOR NON- MILITARY VESSELS IN THE DOCKYARD PORT OF CLYDE



THE DOCKYARD PORT OF CLYDE

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This guide has been written for Masters of Seagoing Vessels, Shipping Lines, Sailors and any other mariners that require information about the Clyde Dockyard Port.

**ANY EMERGENCY OR INCIDENT (INCLUDING POLLUTION) WITHIN THE PORT IS TO BE IMMEDIATELY REPORTED TO QHM HARBOUR CONTROL VHF CH 73 AND THE COASTGUARD ON IMM VHF CH16**

## 1.0 THE CLYDE DOCKYARD PORT OF GARELOCH AND LOCH LONG

### 1.1 Port Description (Admiralty Charts 2000 and 3746)

Set on the west coast of Scotland, approximately 25 miles west of Glasgow, the Clyde Dockyard Port (CDP) has 65 nautical miles of shoreline and encompasses three Sea Lochs. The port is complex and diverse and features major military and commercial infrastructures including HM Naval Base Clyde, home to the UK Submarine Service and supporting forces. It is also the location of the strategic weapons storage facility at Coulpport, the major Oil Terminal at Finnart MOD Oil Terminal at Garelochhead and the MoD Munitions Depot at Glen Mallan. QinetiQ, a MoD business partner, also has facilities within the port that support RN 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<sup>1</sup> (MPA) and another declared a Site of Special Scientific Interest<sup>2</sup> (SSSI). The delivery of effective safety and environmental management is therefore paramount to the long-term protection and enhancement of this Port, for its users, its neighbours, the industries and economies that rely upon it, and the defence of the state. Figure 1 shows the statutory limits of the port as defined through The Clyde Dockyard Port of Gareloch and Loch Long Order 2011.<sup>3</sup>

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 Deg North, bounded by the shores of Loch Long.

**Figure 1 – The Statutory Limits of the Port**

<sup>1</sup> <http://www.gov.scot/Topics/marine/marine-environment/mpanetwork/developing/DesignationOrders/LFGDOrder>

<sup>2</sup> <http://marine.gov.scot/information/inter-tidal-sites-special-scientific-interest-sssis>

<sup>3</sup> [UKSI 2011-1680](https://www.gov.scot/Topics/marine/marine-environment/mpanetwork/developing/DesignationOrders/LFGDOrder)

## 1.2 The Port Authority – The Queens Harbour Master

The Queen’s Harbour Master Clyde and his organisation exist in order to ensure safe and orderly passage and activity for all vessels within the waters of the Clyde Dockyard Port of Gareloch and Loch Long. QHM Clyde is based in Port Operations at HM Naval Base Clyde Faslane.

The QHM is appointed by the Secretary of State for Defence and is responsible to him through the [Naval Base Commander \(Clyde\)](#) for the proper protection of the CDP, the Royal Navy and its vessels and other government assets.

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

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 Port on the River Clyde



**Figure 2 – QHM Clyde Port Operations – HMNB Clyde**

## 1.3 The Adjacent Port Authority – Peelports Clydeport Ltd

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

## 1.4 Jurisdiction in the CDP

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

## 2.0 ENVIRONMENTAL AND TIDAL CONDITIONS

### 2.1 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 components of the environment which are related to this case are the wind, generating sea and swell and visibility.

### 2.2 Wind

The wind patterns show that on average there are two days or more per month with wind speeds greater than Force 7 (30kts) 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 Channel's and the mouth of Loch Long. Periods around the equinoxes, March and September, it is not unusual to have longer periods of winds (5 – 7 days), with an average strength of force 5-6 (18-24kts) from the east. This will cause higher than normal sea states in the Ardmore Channel and on the N leg passing Perch Rock.

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

### 2.3 Visibility

Visibility in the area is generally good however 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 air-stream.

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 in autumn in the Gareloch and the River Clyde however this tends to be very localised in the forenoon.

### 2.4 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 Rhu Narrows.

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

## 3.0 VESSEL MOVEMENTS

### 3.1 Overview

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

### 3.2 Command and Control

In order to provide for safe navigation in the Port, QHM Clyde provides Local Port Service (LPS)<sup>4</sup> and, where required, a Traffic Organisation Service (TOS). The provision of a Navigational Assistance Service

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<sup>4</sup> <https://www.gov.uk/government/publications/mgn-401-2-vts-and-local-port-services-lps-in-the-united-kingdom>

(NAS) is not available. QHM Clyde also has a designated VHF channel – IMM VHF 73 which covers the Port and Port approaches. Coverage of the Radar and VHF areas are shown in figures 3.

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

1. Operate a LPS with radar and AIS to support its published Navigational Safety Policy.
2. Monitor all commercial movements and maintain VHF communications with such vessels.
3. Immediately inform all users of any temporary reduction in service and/or coverage.
4. Provide timely navigational information and advice as required.
5. Assist Category 1 responders (Emergency Services and local councils) in respect of the harbour response to emergency incidents within the harbour jurisdiction.
6. Record all relevant radar and VHF communications as an aid to enforcement and incident reconstruction and investigation.
7. Maintain a narrative of vessel movements, harbour operations and any incidents within the Port limits.

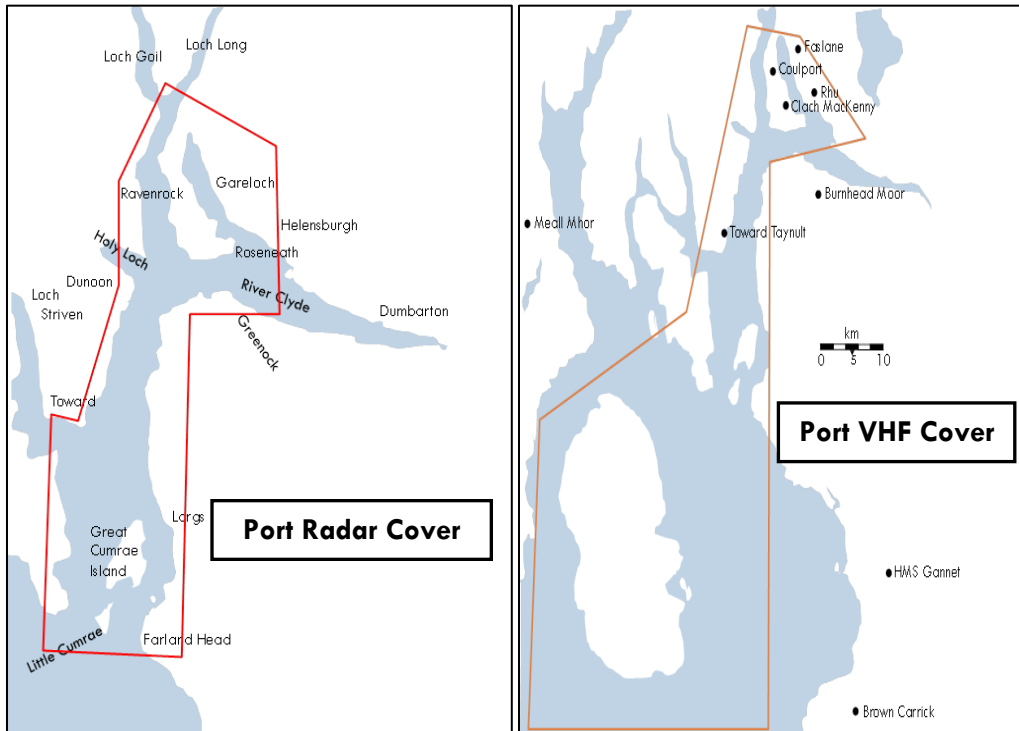


Figure 3 – Radar and VHF Cover

### 3.3 Prerequisites to entry

- Vessels are to contact Peelports Clydeport Estuary Control on IMM VHF CH12 when passing Cumbrae Light. (55°43'25"N, 004°58'03"W) and confirm ETA to QHM Clyde on IMM VHF CH73.
- Vessels with any damage or suspected damage must advise QHM Clyde and obtain permission to enter.



- A report must be sent to QHM 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.

**3.4 Standard Reporting Points (ALRS Vol 6)**

Vessels should report to the QHM Clyde Harbour Control when passing the following reporting points:

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 4 – Standard Reporting Points for the CDP**

**3.5 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 QHM Harbour Control, prior to the commencement of each movement.

The format of the passage is left to the discretion of the Master but attention is drawn to the Admiralty Book of Navigation, BRd 45 Volume 1, Part 2, section 1 Ch 13 and the International Chamber of Shipping’s Bridge Procedures Guide, Fifth Edition 2016.<sup>5</sup>

**3.6 Anchorages**

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

**3.7 Pilotage**

**3.7.1 Procedure**

Pilotage is compulsory for all vessels over 50 metres in length within the Dockyard Port and all aspects of pilotage are covered in the annual QHM Clyde General Direction hosted on QHM Clyde Website<sup>6</sup>.

Pilotage is compulsory for the following vessels:

- a. Any commercial vessel chartered by the MOD, Secretary of State for Defence, or any Contractor operating within the Clyde Dockyard Ports as deemed necessary by the Queen’s Harbour Master;

<sup>5</sup> <http://www.marinedocs.co.uk/wp-content/uploads/2017/08/Bridge-Procedures-Guide.pdf>

<sup>6</sup> <https://www.gov.uk/government/groups/qhm-clyde>

- b. All vessels over 25m LOA when proceeding into a restricted area or MoD facility;
- c. Any vessel, dumb barges etc, 31m LOA and over when under tow proceeding into Gareloch or Loch Long to a MoD facility;
- d. In the event of the Master or First Mate of any vessel holding a current Pilotage Exemption Certificate (PEC) issued by Clydeport CHA the services of an Admiralty Pilot will not be required unless requested and available.

### 3.7.2 Pilot Cutters

The Pilot Cutters are operated by Serco Marine Services Ltd and have black hulls, white superstructures, with “Admiralty Pilot” painted in black as shown in figure 5.



Figure 5 – Pilot Cutter SD Clyde Racer

### 3.7.3 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.

### 3.7.4 Pilot Boarding Arrangements ([SOLAS Regulation V23](#))

Vessels with more than 9 metres freeboard require a combination ladder rigged. 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.

### 3.7.5 Pilot Exemption Certificates (PEC)

When applying for Clydeport PEC, if a Master/First Mate wishes his PEC to cover the Dockyard Port, an additional section of exam questions (supplied by QHM) 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 QHM if standards of seamanship/shiphandling are deemed to be unsafe

### **3.8 Towage**

#### **3.8.1 Procedure**

QHM Clyde's towage guidelines are issued annually as a General Direction and are available on QHM Clyde's website<sup>7</sup>. All towage operations and manoeuvres must be conducted in a safe and seamanlike manner. It is the duty of the Master and Pilot to ensure that the vessel is handled in a safe and controlled manner and having due regard to the safety of all involved.

#### **3.8.2 Active towing for tankers on passage to and from Finnart Ocean Terminal**

Tug requirements for Finnart Jetty are organised through Clydeport. All Crude 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 (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 pilot. Full details are contained in a QHM Clyde General Direction available on QHM Clyde's website.

### **3.9 Constraints**

#### **3.9.1 Vessels over 20 000 DWT**

An alternative route for large vessels approaching the Gareloch is via the Firth of Clyde Channel to East of Whitefordland Point thereafter North East across the Tail o'the bank anchorages as show on Admiralty Chart 1994. Any vessel wishing to use the route should confirm their intentions with Clydeport Estuary on VHF CH12 prior to rounding Cloch Point.

#### **3.9.2 Vessels constrained by their draught**

Mariners are to note that within the 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.

#### **3.9.3 Controlling depths of water**

The controlling depth for all states of the tide for entry to the Gareloch 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 Port Authority should be contacted.

#### **3.9.4 Under keel clearance**

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

#### **3.9.5 Notification of Maritime Dangerous Goods**

Masters or Agents are responsible for informing QHM Harbour Control and relevant berth operator in advance which dangerous goods and in what amounts they are going to be brought into the harbour area. The normal minimum period of notice for entry of dangerous goods by (land or) sea is 24 hours.

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

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<sup>7</sup> <https://www.gov.uk/government/groups/qhm-clyde>

Maritime Dangerous Goods are defined as those classified in the International Maritime Dangerous Goods Code<sup>8</sup>

Polluting goods are oil as defined in MARPOL<sup>9</sup> Annex 1, noxious liquid substances as defined in MARPOL Annex II and harmful substances as defined in MARPOL Annex III. Bunkers, stores and equipment for use on board a vessel is not regarded as dangerous or polluting goods for the purpose of the Regulations.

### 3.9.6 Restricted Visibility

When visibility is reduced to 800 yards or less QHM Clyde will order a Port closure. No vessels movements are to take place without permission from QHM Clyde. Port Harbour Patrols will continue to patrol the Port taking into the account the prevailing conditions.

## 4.0 SPECIFIC ENTRY AND EXIT GUIDELINES

### 4.1 The Gareloch (Admiralty Chart 2000)

It should be noted that the entire area of Dockyard Port of Gareloch is deemed to be a narrow channel within the meaning of [rule 9](#) of the International Regulations for Preventing Collisions at Sea.

#### 4.1.1 Entry and 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 300m in the Rhu Restricted Channel narrowing to 225m when transiting through Rhu Narrows. The least depth along the length of this channel is 13.4m 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 2000, the West Coast of Scotland Pilot and other relevant publications.

Vessels must report to QHM Harbour Control as follows:

- Prior to getting underway from a berth or anchorage
- When the pilot has embarked/disembarked
- At the reporting points in figure 4

#### 4.1.2 The Pilot Station

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

### 4.2 Loch Long (Admiralty Chart 3746)

It should be noted that the entire area of Dockyard Port 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

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<sup>8</sup> <http://www.imo.org/en/Publications/IMDGCode/Pages/Default.aspx>

<sup>9</sup> [http://www.imo.org/en/about/conventions/listofconventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-\(marpol\).aspx](http://www.imo.org/en/about/conventions/listofconventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-(marpol).aspx)

#### **4.2.1 Entry and 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, least depth 22 metres.

The south part of the loch 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), No3 and No4 buoys to the west are situated on the 30-metre contour.

The least width of navigable water, 235m, encountered during the transit of the loch is between Cnap Point and the shoreline to the SE. Thereafter the loch widens on the approach to Glen Mallan. Due to the depth of water in the Loch there is no controlling depth required for vessels underway.

Vessels must report to QHM Harbour Control as follows:

- Prior to getting underway from a berth or anchorage
- When the pilot has embarked/disembarked
- At the reporting points in figure 4

#### **4.2.2 The Pilot Station**

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

### **4.3 Loch Goil (Admiralty Chart 3746)**

#### **4.3.1 Entry and Exit**

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

1. Vessels must report to Port Control as follows:
  - Prior to getting underway from a berth or anchorage
  - When the pilot has embarked / disembarked.
2. At the reporting points in figure 4

#### **4.3.2 The Pilot Station**

The Pilot Station for Loch Goil is LLLB as marked on Admiralty Charts 1994 and 3746.

## **5.0 FINNART OCEAN TERMINAL**

### **5.1 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 QHM 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 in

attendance. Movements of vessels to and from Finnart Ocean Terminal are confirmed after consultation with Peelports Clydeport Operations Ltd and QHM Clyde.

Finnart Ocean Terminal lies within the Dockyard Port of Clyde. The Pilot on boarding a vessel will contact QHM when passing 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 QHM Harbour Control prior to slipping.

All vessels shall comply with the Peelports Clydeport Limited Byelaws and Regulations. The Dockyard Port of Clyde, Rules and Regulations shall be complied with when navigating within the limits of the CDP.

Full terminal operating procedures can be obtained from Peelports Clydeport.



**Figure 6 – Finnart Ocean Terminal**

## **6.0 GENERAL PORT INFORMATION**

### **6.1 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. Elsewhere within the Port vessels should not exceed 12 knots.

### **6.2 Navigation Warnings and General Directions**

Clyde Warning Messages (Notice To Mariners) and General Directions covering activities in the port area can be accessed via the QHM Clyde website.

### **6.3 Harbour Patrols**

The Ministry of Defence Police Clyde Marine Unit (CMU) patrol Port waters 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 Police will check water users who approach the restricted and protected areas for access passes; this is routine business and should not be considered threatening. The Police will also check speeding licenses and fishing licenses where applicable and enforce speed limits. Police may also check moorings in the Dockyard Port.

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 7 – CMU Police Launch

**6.4 Port Closures**

Mariners should be aware that all submarines and large naval vessels leaving and entering the Dockyard Port Area are escorted, during their transit to and from the Cumbraes, by Clyde Marine Unit vessels and Royal Navy vessels. In certain circumstance QHM Clyde will order the Port is closed for the duration of these moves. Bespoke lights (Figure 8) are displayed at certain points in the Port and the information on these lights and those displayed by escorting vessels during these operations can be found on the QHM website<sup>10</sup>. A VHF broadcast will also be made for QHM Harbour Control when port closures are in force.

Port Closures – Faslane & Coulport	Port Closures – Rhu Narrows

Figure 8 – Port Closure Lights

**6.5 Marine Activities in the Port**

The rules and guidance for marine activities in the Port are fully described in the Dockyard Port Order<sup>11</sup> and QHM General Directions<sup>12</sup> and are summarised below:

**6.5.1 Fishing**

The following rules apply:

- a. No fishing is permitted within 100m of Crown Property or within 150 metres of a Military Vessel;
- b. Unless written permission has been given by QHM Clyde, no fishing shall be undertaken in:

<sup>10</sup> <https://www.royalnavy.mod.uk/qhm/clyde/port-information/port-closures>

<sup>11</sup> <http://www.legislation.gov.uk/ukxi/2011/1680/made>

<sup>12</sup> <https://www.royalnavy.mod.uk/qhm/clyde/local-notice>



- i. The Rhu Restricted Channel;
- ii. The Faslane Restricted Area;
- iii. The Coulport Restricted Area; or
- iv. The Coulport Fishing Exclusion Zone.

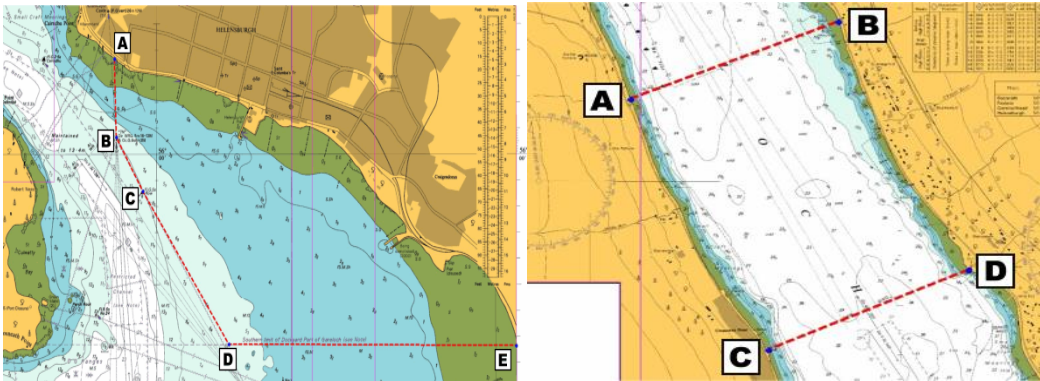
### 6.5.2 Swimming and Diving

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

### 6.5.3 Water skiing etc

The following rules apply:

- a. Unless written permission has been given by QHM Clyde no water-skiing, jet-skiing or parascending is permitted within the Port;
- b. Windsurfing is only allowed in the allocated areas as shown in figure 9.



**Figure 9 – Helensburgh and Gareloch Windsurfing Areas**

### 6.5.4 Private Moorings

Moorings within the CDP for private or commercial use should be permissioned through Crown Estates<sup>13</sup> and in positions agreed by QHM Clyde.

### 6.5.5 Marine leisure events within the CDP

Anyone wishing to conduct a marine leisure event, such as a regatta, should contact QHM Clyde as per paragraph 7 of this guide giving full details so that the event can be agreed and other port users informed.

<sup>13</sup> <http://www.crownestatescotland.com/what-we-do/coastal/asset/marine-leisure>



**7.0 CONTACT INFORMATION**

**QHM CLYDE – [WWW.GOV.UK/GOVERNMENT/GROUPS/QHM-CLYDE](http://WWW.GOV.UK/GOVERNMENT/GROUPS/QHM-CLYDE)**



**+44(0) 1436 674321 ext. 3555/4005**



**[navynbcc-qhmharbourcontrol@mod.gov.uk](mailto:navynbcc-qhmharbourcontrol@mod.gov.uk)**



**Channels 73 & 16 VHF continuous**

**PEELPORTS CLYDEPORT – [WWW.PEELPORTS.COM/PORTS/CLYDEPORT](http://WWW.PEELPORTS.COM/PORTS/CLYDEPORT)**



**+44(0) 1475 886324**



**[estuary.tower@clydeport.co.uk](mailto:estuary.tower@clydeport.co.uk)**



**Channels 12 & 16 VHF continuous.**

**BELFAST COASTGUARD – [WWW.GOV.UK/GOVERNMENT/ORGANISATIONS/MCA](http://WWW.GOV.UK/GOVERNMENT/ORGANISATIONS/MCA)**



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**Channels 16 VHF continuous.**

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**Channels 16 VHF continuous.**