



CLYDE DOCKYARD PORT LEISURE USER GUIDE



Revision 4 – Apr 24

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1.0 Document Version Record

Any alterations or amendments implemented into the latest version of this document from the previous issue are recorded below:

SECTION	DETAILS
Cover Page	<ul style="list-style-type: none"> • Changed document title from “Guidelines for Non-Military Vessels in the Clyde Dockyard Port of Gareloch and Loch Long” to “Clyde Dockyard Port Leisure User Guide”. <ul style="list-style-type: none"> • Updated KHM flag.
Section 1	<ul style="list-style-type: none"> • Added Document Version Record section.
Section 2	<ul style="list-style-type: none"> • Added Glossary section.
Section 3	<ul style="list-style-type: none"> • Added Introduction section.
Section 4	<ul style="list-style-type: none"> • Updated Port Description section. • Updated Port Jurisdiction and Boundaries section. • Updated King's Harbour Master section. • Updated Protected & Restricted Areas section.
Section 5	<ul style="list-style-type: none"> • Updated section on Wind. • Added sections on MPA, Ramsar, SPA and SSSI areas.
Section 6	<ul style="list-style-type: none"> • Updated section on Command & Control equipment. • Added chart extract showing Cumbrae Light reporting point. • Updated section on Pilotage Requirements sections. • Removed section on Dangerous Goods. • Updated section on Restricted Visibility. <ul style="list-style-type: none"> • Updated Section on Constraints. • Removed section on Boarding Positions.
Section 7	<ul style="list-style-type: none"> • Updated section on Gareloch Specific Entry and Exit Guidelines.
Section 8	<ul style="list-style-type: none"> • Updated details on Finnart Ocean Terminal.
Section 9	<ul style="list-style-type: none"> • Updated section on LNTMs and GDs. <ul style="list-style-type: none"> • Updated section on fishing. • Added section on Leisure Events.

2.0 Glossary

TERM	DEFINITION
ALRS	Admiralty List of Radio Signal
CDP	Clyde Dockyard Port
CHA	Competent Harbour Authority
CMU	Clyde Marine Unit
EHJ	Explosives Handling Jetty
ETA	Estimated Time of Arrival
HM	His Majesty
HMNB	His Majesty's Naval Base
KHM	King's Harbour Master
LLLB	Lower Loch Long Buoy
LOA	Length Overall
LPS	Local Port Service
MoD	Ministry of Defence
MPA	Marine Protected Area
NAJ	Northern Ammunitioning Jetty
PEC	Pilotage Exemption Certificate
PEL	Port Entry Light
RNAD	Royal Naval Armament Depot
RNLI	Royal National Lifeboat Institution
RSPB	Royal Society for the Protection of Birds
SOLAS	International Convention for the Safety of Life at Sea
SPA	Special Protected Area
SSSI	Site of Special Scientific Interest

3.0 Introduction

The purpose of this document is to introduce leisure users to the layout and operations of the Clyde Dockyard Port. The aim of this is to deliver a brief familiarisation which will serve to improve safe navigation, maintain security, and protect the environment within the King's Harbour Master Clyde's area of jurisdiction.

4.0 Clyde Dockyard Port of Gareloch & Loch Long

Port Description

The Clyde Dockyard Port of Gareloch and Loch Long is based on the Firth of Clyde on the West coast of Scotland. It has 65 nautical miles of shoreline, encompassing three sea lochs, the Gareloch, Loch Long and Loch Goil. The complex and diverse port features major military and commercial infrastructures, including:

- HM Naval Base Clyde: home to the UK Submarine Service and supporting forces.
- RNAD Coulport, a strategic weapons storage facility.
- Glen Mallan Northern Ammunitioning Jetty,
- QinetiQ Sound-Noise Range in Loch Goil.
- The Petrolneos Finnart Ocean Terminal, a major oil facility.
- The Oil and Pipelines Agency Oil Fuel Depot at Garelochhead.

The locations of these facilities are identified in Figure 1, below:



Figure 1: The Clyde Dockyard Port

Port Jurisdiction and Boundaries

The Clyde Dockyard Port is operated under parallel jurisdictions by the Ministry of Defence, through the KHM, and Peelports Clydeport. KHM, however, has primacy within the Dockyard Port.

Peelports Clydeport Ltd. are the adjacent port authority, with offices at the Greenock Ocean Terminal. Clydeport act as both the Competent and Statutory Harbour Authority for the River Clyde, as shown on Admiralty Charts 1907 and 2491.

The statutory limits of the CDP are as follows:

- 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 waters in Loch Long and Loch Goil to the North of an imaginary line at latitude **56°N**, bounded by the shores of Loch Long.

These arrangements are outlined further in the Clyde Dockyard Port of Gareloch and Loch Long Order 2011, British Admiralty NP66A South-West Coast of Scotland Pilot Sailing Directions and British Admiralty Chart 2000.

The King's Harbour Master

The King's Harbour Master Clyde is appointed by the Secretary of State for Defence and is responsible to them through the Naval Base Commander (Clyde) for providing safe navigation, protecting the environment and maintaining security within the CDP and its approaches.

KHM Clyde is based in the Renown Building at HM Naval Base Clyde, shown in Figure 2 below.



Figure 2: KHM Renown Building, HMNB Clyde

Protected & Restricted Areas

Protected Areas are permanently in effect and serve to act as a seaward boundary to prevent unauthorised vessels from accessing the waters of the Ministry of Defence establishments located within the jurisdiction of the CDP.

In accordance with the Faslane, Coulport and Rhu Narrows Byelaws 1986, no vessel shall enter, pass through or remain in a Protected Area otherwise than in accordance with the exemptions contained therein.

Restricted Areas provide temporary additional safety measures during the movement of nuclear-powered submarines or large surface vessels near these key facilities in the CDP. They may also be activated if it is necessary to close the port due to restricted visibility.

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 Area.

When the KHM has activated a 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.

KHM Harbour Control will also make a broadcast on VHF Ch73 to alert mariners to port closures. Further information on port closures can be found on the KHM Clyde website.

HMNB Clyde

HMNB Clyde, located in the northeast of the Gareloch, is the home of the UK's submarine service. It is also capable of supporting elements of the Royal Navy's surface fleet.

Faslane Protected & Restricted Areas

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 boundaries of the Protected and Restricted Areas in force at Faslane in the Gareloch are shown in Figure 3 below:

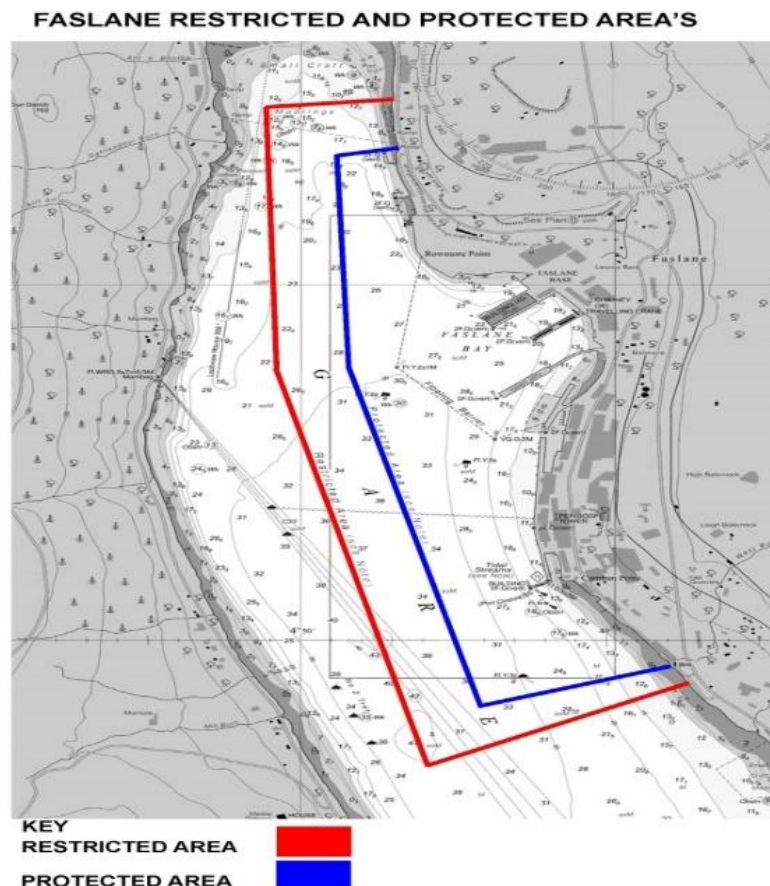


Figure 3: Faslane Restricted & Protected Areas

RNAD Coulpport

The Royal Naval Armament Depot at Coulpport in eastern Loch Long is the site of a strategic weapons facility, capable of supporting the ammunitioning of SMs in the Explosive Handling Jetty (EHJ).

Coulpport Restricted & Protected Areas

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

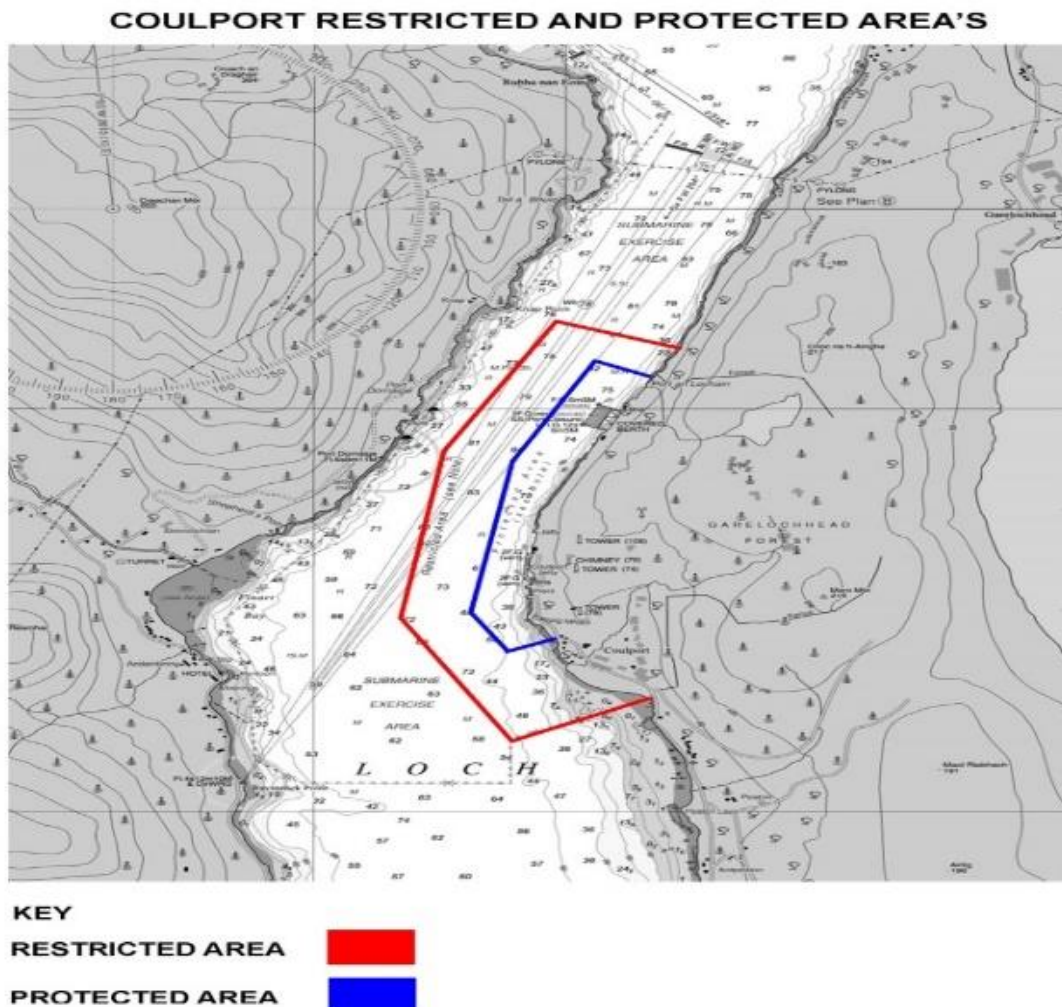


Figure 4: Coulpport Restricted & Protected Areas

Temporary activation of the Coulpport 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 Coulpport Explosives Handling Jetty.

Glen Mallan Northern Ammunitioning Jetty

The Northern Ammunitioning Jetty at Glen Mallan in northeast Loch Long is a new facility operated by Defence Munitions, which is used to support the Royal Navy's surface fleet.



Figure 5: Northern Ammunitioning Jetty

Glen Mallan NAJ Restricted Area

A Restricted Area is in force at the Glen Mallan Northern Ammunitioning Jetty in northeast Loch Long. KHM may activate this Restricted Area on a temporary basis 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 NAJ.

Temporary activation of this Restricted Area will 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).

The boundary of this area is shown in Figure 6 below:

GLEN MALLAN RESTRICTED AREA

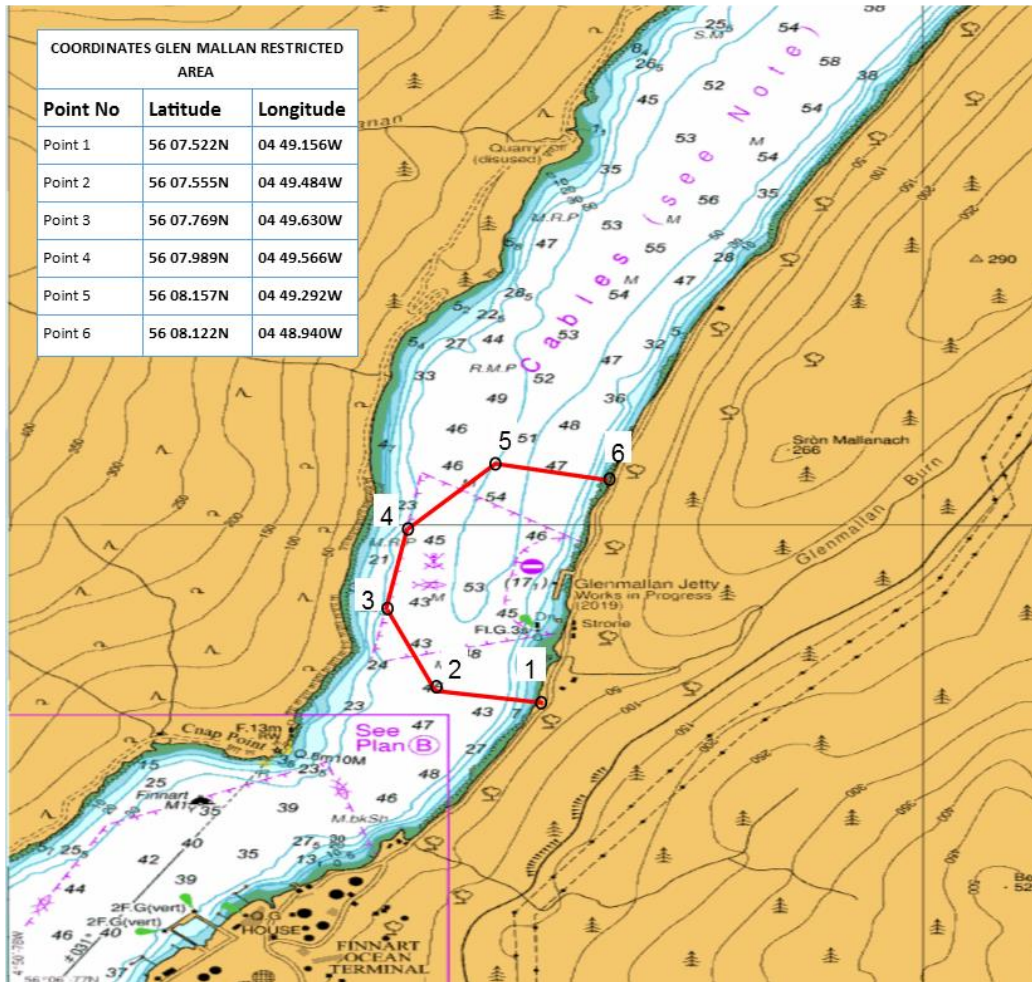


Figure 6 – Glen Mallan NAJ Restricted Area

Rhu Restricted Channel

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

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).

The boundaries of the Rhu Restricted Channel are shown in Figure 7 below:

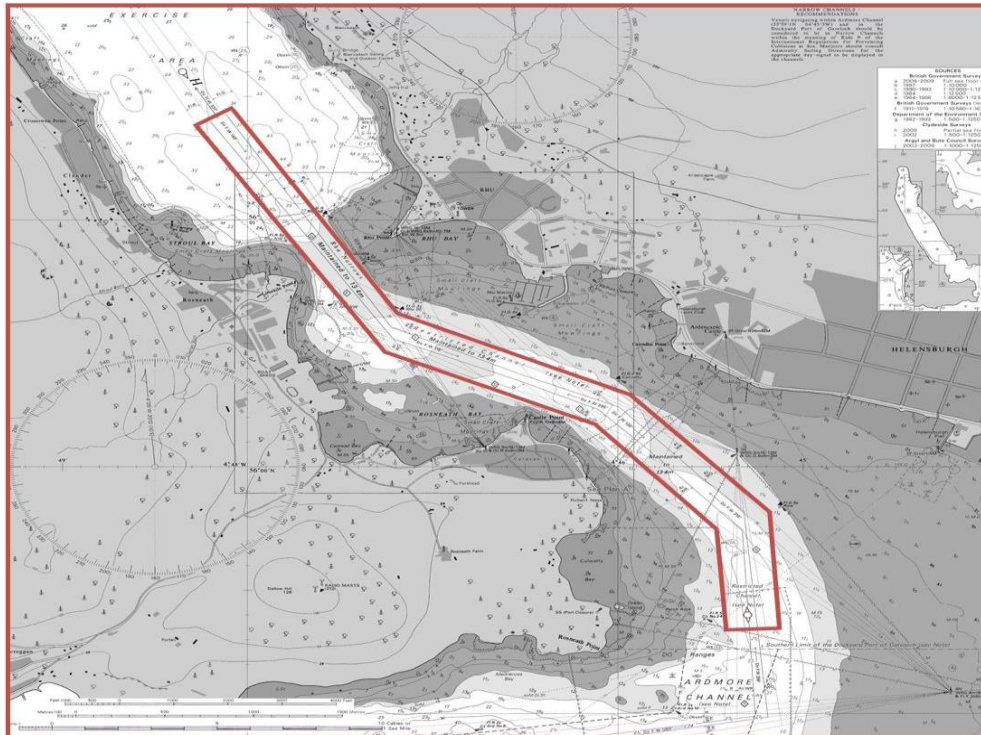


Figure 7: Rhu Restricted Channel

5.0 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 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. A similar effect is experienced in Loch Long at RNAD Coulport 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.

Water Temperature

The average surface water temperature in the Firth of Clyde varies between the seasons, from 6°C in the winter to 14°C in the summer, according to Scottish Government research.

Marine Protected Area

A Marine Protected area is in force in Loch Long. Further details on it layout and requirements can be found at the following Scottish Government sources:

- [Scottish Government website](#).
- [NatureScot website](#).
- [NatureScot PDF](#).

Ramsar Site

The Inner Clyde Ramsar site is recognised as a single ecological unit. It is a long, narrow, heavily industrialised estuary on the west coast of Scotland, extending 20 km westward from Newshot Island to the northern edge of Ardmore Bay adjacent to modified shoreline at Craigendoran.

Further details on it layout and requirements can be found at the following Scottish Government sources:

- [Ramsar Sites Information Service](#).
- [Joint Nature Conservation Committee website](#).

Special Protected Area

The Inner Clyde is a long, narrow, heavily industrialised estuary on the west coast of Scotland. The Inner Clyde SPA extends 20km westward from Newshot Island to Craigendoran Pier on the north shore and to Newark Castle on the south shore. It contains extensive intertidal flats which support large numbers of wintering waterfowl. The boundary of the Inner Clyde SPA is coincident with that of the Inner Clyde SSSI, as shown in Figure 8 below. The Inner Clyde SPA qualifies under Article 4.2 by regularly supporting an internationally important wintering population of redshank (*tringa totanus*), shown in Figure 9 below.

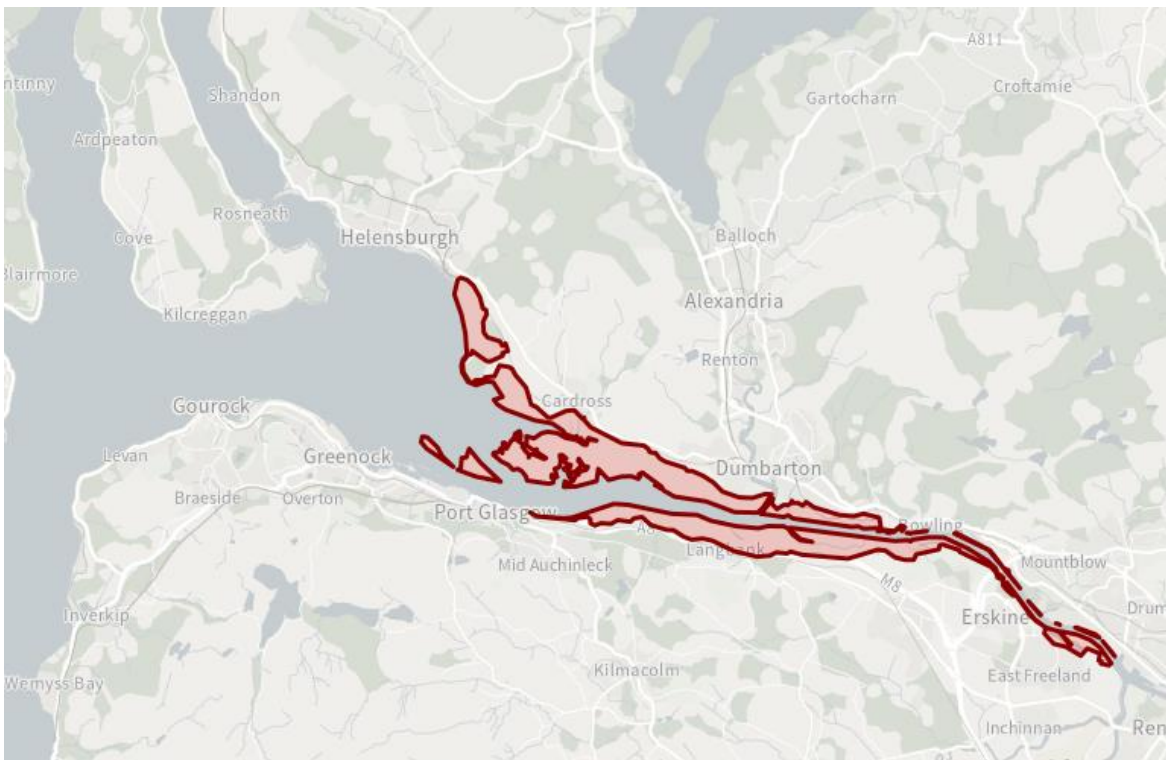


Figure 8 – Inner Clyde SPA and SSSI



Figure 9 – Common Redshank (*Tringa Totanus*)

Further details on its layout and requirements can be found at the following Scottish Government source: [NatureScot website](#).

Site of Special Scientific Interest

The Inner Clyde Site of Special Scientific Interest contains the intertidal zone of the Clyde estuary from Clydebank in the east to a line between Helensburgh on the north shore and Greenock on the south shore. The seaward boundary of the site extends as far as Mean Low Water Springs. The boundaries of the Inner Clyde SSSI are shown in Figure 8 above.

The site is the most northerly of Britain's large west coast estuaries used by migrating birds and is of national importance for its populations of wintering wildfowl and waders and of European importance for its wintering population of redshank. The site also supports a variety of typical estuarine plant communities with good examples of transitions from saltmarshes to brackish swamps and grassland periodically inundated with sea water.

The Inner Clyde regularly supports nationally important wintering populations of several species of waterfowl, including redshank, red-throated diver, cormorant, eider, goldeneye, red-breasted merganser, and oystercatcher – shown in Figure 10 below. The principal roosting site for these species is located at Ardmore.



Figure 10 – Oystercatcher (*Haematopus Ostralegus*)

Further details on its layout and requirements can be found at the following sources:

- [NatureScot website](#).
- [NatureScot PDF](#).
- [RSPB website](#).

6.0 Vessel Movements & Harbour Operations

Overview

Vessel movements and harbour operations are planned and coordinated by KHM Clyde. It is mandatory for all vessels over 25 metres in length operating in the Dockyard Port and its approaches to receive authorisation from KHM Harbour Control for all movements and operations.

Command & Control

KHM Clyde Harbour Control, based at HMNB Clyde, provides a Local Port Service (LPS) which monitors all marine activity within the Dockyard Port and its approaches. This is facilitated by the deployment of Command & Control (CCTV, RADAR and VHF radio) equipment throughout the sea lochs and Firth of Clyde. The aim of this equipment is to assist with the delivery of safe navigation, protection of the environment and maintenance of security.

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 11 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 11: 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 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 for all vessels over 25m LOA when proceeding into a Restricted Area.

All aspects of pilotage are covered in the General Directions displayed on the KHM Clyde website.

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 12 below.



Figure 12: Pilot Cutter SD Clyde Racer

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 Clyde 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.

Constraints

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.

Restricted Visibility

In conditions of restricted visibility, KHM Clyde Harbour Control 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.

7.0 Specific Entry & Exit Guidelines

The Gareloch (Admiralty Chart BA 2000)

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 11.

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)

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 southern part of Loch Long should pose no navigational difficulties and provides 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 outlined in Figure 11.

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 outlined in Figure 11.

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.

8.0 Finnart Ocean Terminal

General Information

Finnart Ocean Terminal is an oil depot situated on the Eastern shore of Loch Long (56°07'N 04°50'W). It has piers extending a short distance into the loch, providing a deep-water berth for oil tankers. The M/V Australis, shown in Figure 13 below, is permanently alongside to provide additional cargo holding capacity. Mariners should under no circumstances attempt to pass inshore of the Australis under the Finnart jetties. Pilots normally board tankers inbound for Finnart at the Little Cumbrae Pilot Station, approximately 27 miles from the terminal.



Figure 13: Finnart Ocean Terminal

9.0 General Port Information

Local Notices to Mariners & General Directions

Local Notices to Mariners are used to disseminate temporary navigational safety information, such as to notify mariners of navigational aid defects or upcoming leisure events.

General Directions are legal documents to be observed and complied with by port users and vessels when operating in the Clyde Dockyard Port. They are used to disseminate permanent navigational safety information to notify mariners of details such as speed limits and pollution reporting procedures.

The current set of Local Notices to Mariners and General Directions 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 14: MOD Police Clyde Marine Unit Launch

Speed Limits within the Port

Within the Rhu Restricted Channel, the Faslane Restricted Area, the Coulpport Restricted Area and the Coulpport 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.

These speed limits are further outlined in KHM Clyde's General Directions and 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 Clyde Dockyard Port of Gareloch and Loch Long Order 2011. KHM General Directions and the KHM Clyde website. These are summarised below.

Leisure Events

Any parties wishing to conduct a leisure event within the Clyde Dockyard Port should, with ample notice, notify KHM Clyde of this intention. This can be done through the KHM website or by contacting navynbcc-khmharbourplanning@mod.gov.uk.

A detailed event plan with contact details and a comprehensive Risk Assessment should be supplied with this application. Event organisers should note that it may be necessary to amend the timings or location of their activity should it conflict with any MOD operations.

The event organiser should also inform KHM Harbour Control on VHF Ch 73 or on 01436 674321 Option 1 Extension 3555 prior to commencing and on completion of the event.

Fishing

No fishing is permitted within the Gareloch, or within 100m of Crown Property or within 150 metres of a Military Vessel.

A Fishing Exclusion Zone is in operation in Loch Long, as shown in Figure 15 below. No fishing is permitted within this area unless a licence is obtained from KHM Clyde. This licence can be applied for on the KHM website.

Details on fishing activity within the Dockyard Port is further outlined in KHM's General Directions and on the KHM Clyde website.

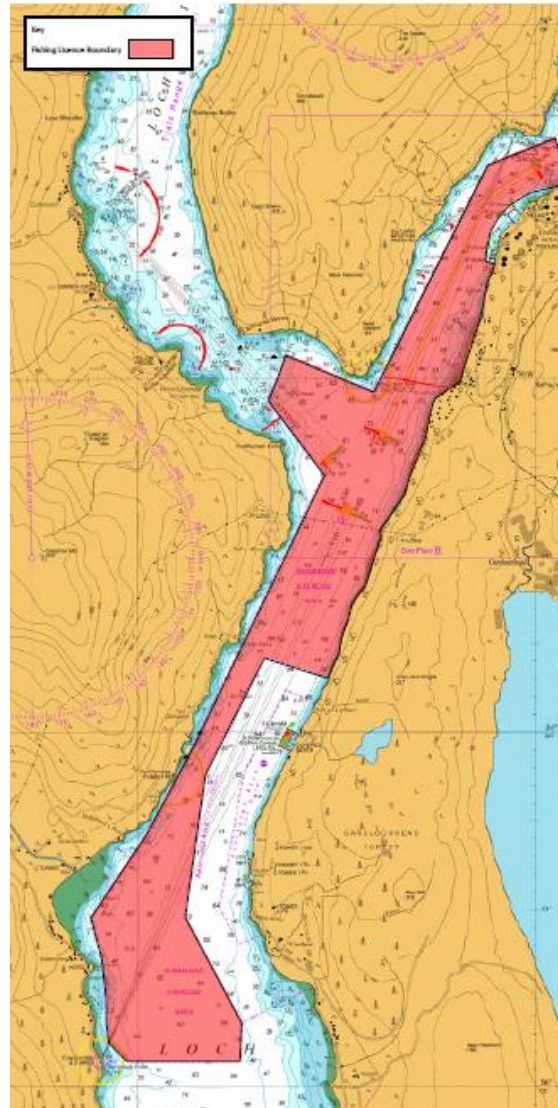


Figure 15: Loch Long Fishing Exclusion Zone

Swimming & Diving

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

Water Sports

The following rules apply:

- No water-skiing, jet-skiing or parascending is permitted within the Dockyard Port.

- Windsurfing is only permitted in the allocated areas as shown in Figure below.

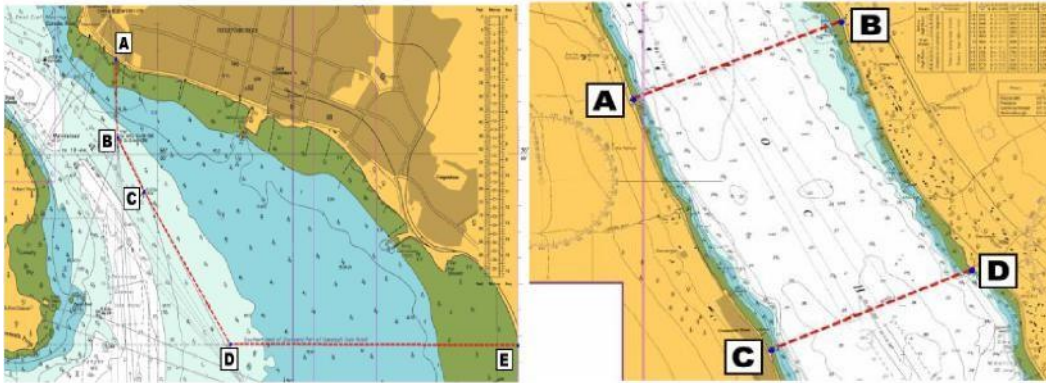


Figure 16: Windsurfing Permitted Areas – Helensburgh (left) & Gareloch (right)

Private Moorings

Moorings within the CDP for private or commercial use should be permitted 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.

10.0 Contact Details

Organisation	Telephone	VHF Channel	Email	Website
KHM Harbour Control	01436 674321 Ext. 3555/4005	73 & 16 continuous	NAVYNBCC-KMHARBOURCONTROL@mod.gov.uk	https://www.royalnavy.mod.uk/KHM/clyde
Peelports Clydeport Ltd.	01475 886324	12 & 16 continuous	estuary.tower@clydeport.co.uk	https://www.peelports.com/our-ports/clydeport

HM Coastguard Belfast	03443 820037	16 continuous	zone34@hmcg.gov.uk	https://www.gov.uk/government/organisations/maritime-and-coastguard-agency
RNLI Helensburgh	01436 820438	16 continuous	n/a	https://rnli.org/find-my-nearest/lifeboat-stations/helensburgh-lifeboat-station

Figure 17 – Contact Details