



# KHM CLYDE DOCKYARD PORT GUIDE

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## INTRODUCTION

The purpose of this document is to provide mariners with a description and guidance on the operations of the Clyde Dockyard Port. This document forms part of the KHM Clyde Marine Safety & Environmental Management System (MSEMS) and is fundamental in ensuring compliance with the provisions of the Port Marine Safety Code (PMSC). This document is owned by the Deputy KHM, who is responsible for ensuring that its content is kept accurate and relevant.

## DOCUMENT RECORD

The following table outlines the version history of this document and denotes any changes made to its content.

<b>VERSION</b>	<b>DATE</b>	<b>DESCRIPTION</b>	<b>APPROVAL</b>
1	01 Apr 21	Initial Issue	KHM Clyde
2	17 Aug 21	Document Update	AKHM Clyde
3	17 Apr 23	Annual Review	AKHM Clyde
4	15 Apr 24	Annual Review	AKHM Clyde
5	07 Apr 25	Annual Review	AKHM Clyde

## DOCUMENT CONTROL

This document is uncontrolled when printed. It is the responsibility of the user to ensure that they are working with the latest version.

This document was authored by the Assistant KHM and checked by the Deputy KHM. It has been validated through KHM Clyde's internal training programme and will be reviewed annually through KHM Clyde's internal audit programmes.

## 1.0 OVERVIEW

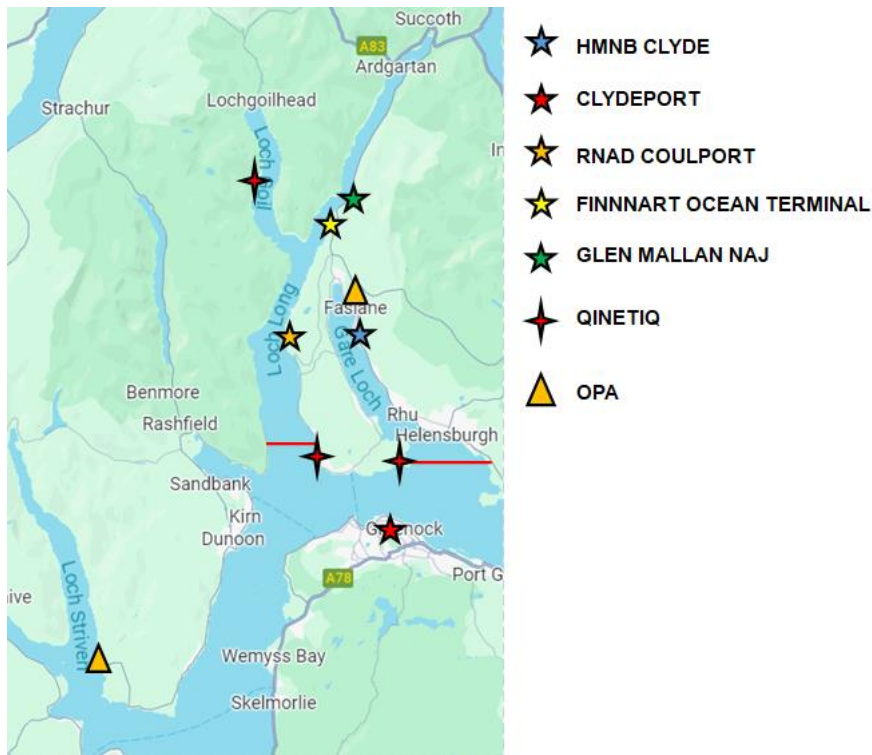
The purpose of this document is to provide guidance to mariners on the Clyde Dockyard Port. The aim of this is to deliver a brief familiarisation which will serve to improve safe navigation, maintain security, and protect the environment within the King's Harbour Master Clyde's area of jurisdiction.

## 2.0 PORT DESCRIPTION

### 2.1 Major Infrastructure

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, shown in Figure 1 below, 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.



**Figure 1 – Major Infrastructure of the Clyde Dockyard Port**

The Clyde Dockyard Port is operated under parallel jurisdictions by the Ministry of Defence, through the KHM, and by Peelports Clydeport Ltd. 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 Gareloch north of latitude 55° 59.263' North; and
- Loch Long and Loch Goil north of latitude 55° 59.993' North.

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.

## 2.2 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

## 2.3 Protected 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, Cowlport 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.

Further details on Protected Areas can be found in the relevant General Direction issued by KHM Clyde on our external website (<https://www.royalnavy.mod.uk/khm/clyde>)

## 2.4 Restricted Areas

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.

Further details on Restricted Areas can be found in the relevant General Direction issued by KHM Clyde on our external website (<https://www.royalnavy.mod.uk/khm/clyde>)

#### **2.4.1 Faslane Restricted Area**

The Faslane Restricted Area will be indicated as active by the display of three vertical red lights on:

- The KHM Renown Building (Harbour Control).
- Tugs or security craft operating in the Gareloch.

#### **2.4.2 Coulport Restricted Area**

The Faslane Restricted Area will be indicated as active by the display of three vertical red lights on:

- The Coulport Explosives Handling Jetty.
- Tugs or security craft operating in lower Loch Long.

#### **2.4.3 Rhu Restricted Channel**

The Rhu Restricted Channel will be indicated as active by the display of a red light above two green lights on:

- The Rosneath mast.
- Rhu Hard (Clyde Off-Site Centre).
- Tugs or security craft operating in the Rhu Narrows.

### **2.5 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.

### **2.6 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 9 – CMU Patrol Boat**

## **2.7 Speed Limits within the Dockyard 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.

These speed limits are further outlined in KHM Clyde's General Directions and on the KHM Clyde website.

## **3.0 PORT ENVIRONMENT**

### **3.1 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 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.

### **3.2 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.

### **3.3 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.

### **3.4 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 the Rhu Narrows.

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

### **3.5 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.

### **3.6 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.](#)

### **3.7 Ramsar Site**

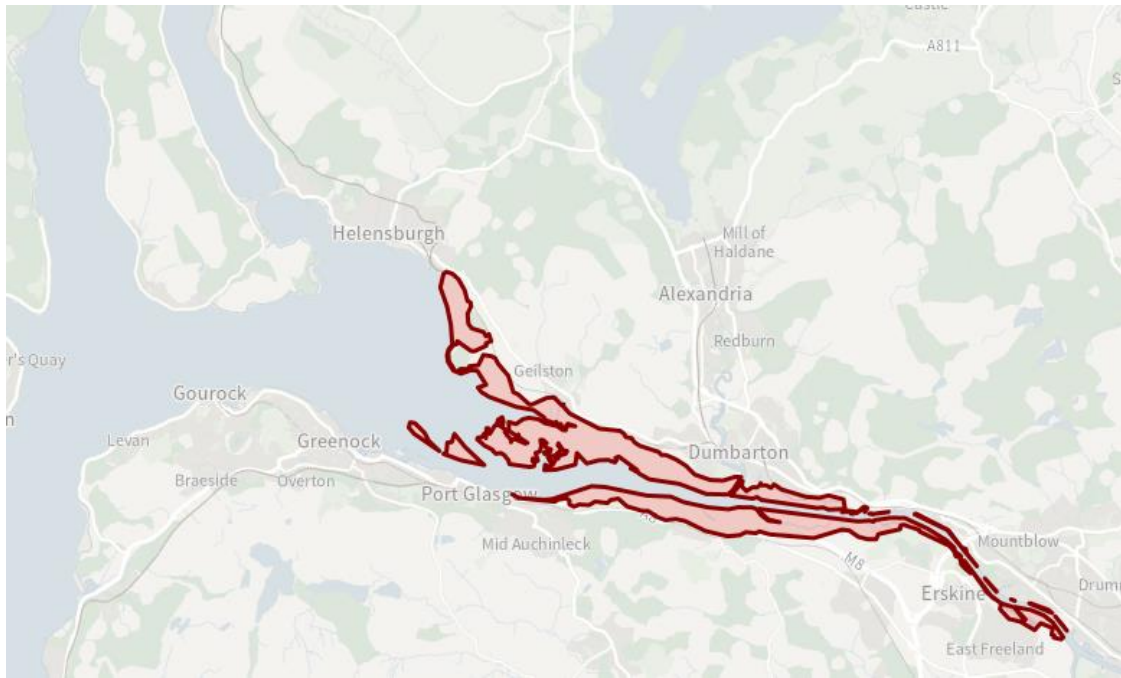
The Inner Clyde Ramsar site is recognised as a single ecological unit. It is a long, narrow, heavily industrialised estuary on the west coast of Scotland, extending 20 km westward from Newshot Island to the northern edge of Ardmore Bay adjacent to modified shoreline at Craigendoran.

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

- [Inner Clyde Estuary | Ramsar Sites Information Service.](#)
- [Joint Nature Conservation Committee.](#)

### **3.8 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 3 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 4 below.



**Figure 3 – Inner Clyde SSSI and SPA**



**Figure 4 – Common Redshank (*tringa totanus*)**

Further details on its layout and requirements can be found at the following Scottish Government source: [SiteLink - Inner Clyde SPA](#).

### **3.9 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 3 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 6 below. The principal roosting site for these species is located at Ardmore.



**Figure 6 – Eurasian Oystercatcher (Haematopus Ostralegus)**

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

- [NatureScot - Inner Clyde SPA.](#)
- [RSPB website.](#)

#### 4.0 VESSEL MOVEMENTS & HARBOUR OPERATIONS

##### 4.1 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.

##### 4.2 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.

##### 4.3 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.

##### 4.4 Standard Reporting Points

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**

#### 4.5 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 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.

#### 4.6 Anchorages

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

#### 4.7 Pilotage

##### 4.7.1 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.

##### 4.7.2 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**

#### **4.7.3 Pilot Boarding Arrangements**

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.

#### **4.7.4 Pilotage Exemption Certificates**

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.

### **4.8 Towage**

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.

### **4.9 Constraints**

#### **4.9.1 Vessels Constrained by 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.

#### **4.9.2 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.

#### **4.9.3 Restricted Visibility**

In conditions of restricted visibility, KHM Clyde Harbour Control will close the Port. As per the Dockyard Port's Port Operational Management Safety Report (POMSR), this is determined as

being 730 metres. 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.

## 5.0 SPECIFIC ENTRY & EXIT GUIDELINES

### 5.1 Gareloch (Admiralty Chart BA 2000)

#### 5.1.1 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.

#### 5.1.2 Pilot Station

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

### 5.2 Loch Long (Admiralty Chart BA 3746)

#### 5.2.1 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 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 outlined in Figure 7.

### **5.2.2 Pilot Station**

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

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

### **5.3.1 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 KHM Harbour 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 7.

### **5.3.2 Pilot Station**

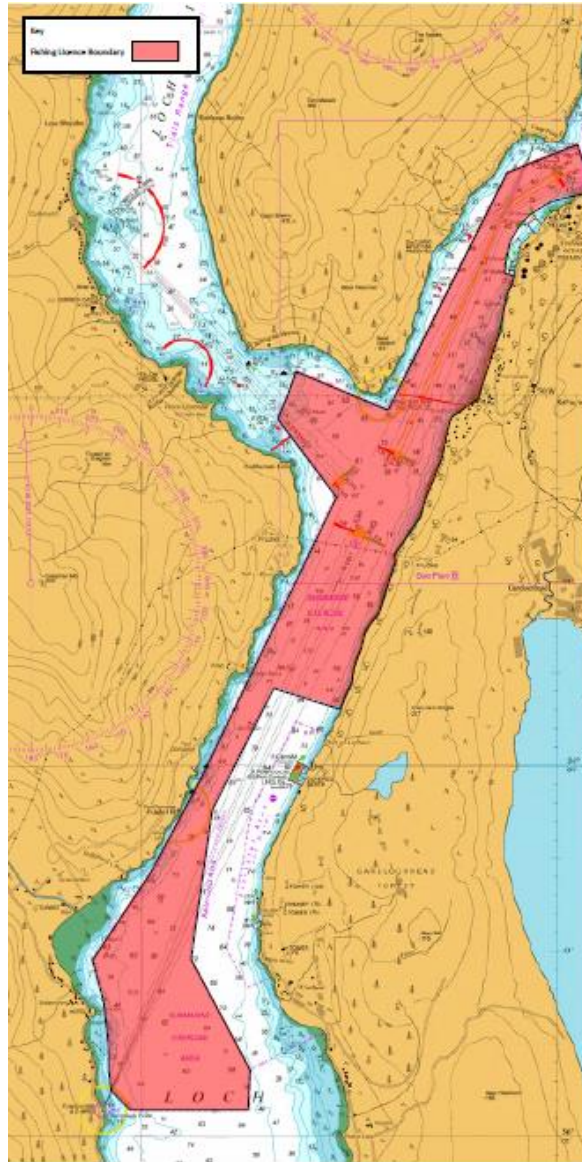
The Pilot Station for Loch Goil is the Lower Loch Long Buoy (LLLB) as marked on Admiralty Charts BA 1994 and BA 3746.

## **6.0 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 10 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.





**Figure 10 – Loch Long Fishing Exclusion Zone**

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

## 7.0 LEISURE ACTIVITY

### 7.1 General Safety Advice

**Stay Informed** – Keep updated with the local water conditions, weather forecasts, and Local Navigational Warnings issued by KHM which can be found on the website.

**Planning** – Have a plan, passage plans are important remember they may save your life. Plan your leisure activity during daylight hours. Avoid hours of darkness if possible. Ensure your engine is regularly checked and serviced. Check all equipment is in good working order prior to leaving the berth/marina entering water. Check your craft for water ingress, if fitted bungs are in place.

**Communicate** – Always let someone know your plans and estimated return time. Always ensure you have a marine VHF radio, or your phone is fully charged. Marine radios require an operator's licence which can be obtained following completion of a training course. For further information on marine radio operation and approved training centres please contact the Royal Yachting Association.



**Water Temperature** – Sea water temperatures in the British Isles typically range from 6-10 C in the winter and to 15-20° C in the summer. Hypothermia can set in quickly even at 20 C. Always dress appropriately to stay warm and comfortable.

**Wearing a Lifejacket** – A lifejacket is crucial for anyone taking to the water regardless of swimming ability. It will keep you buoyant and your head above the water even if you are injured or unconscious. Ensure the lifejacket fits well and its correctly worn.

**Visibility** – Wear bright, contrasting colours to be easily seen when on or in the water. This is especially important in low light conditions. Consider reflective gear or accessories to enhance visibility, especially during dawn/dusk. Remember to carry a torch for gaining attention or emergency flares (in date). If your vessel is equipped with navigational lights, please check that they are operational and used at all times.

**Use of Kill Cords**- Are a crucial safety device worn round the user's wrist designed to immediately stops the engine in the event that the boat driver falls overboard.

**RADAR Reflectors** – Small craft, especially those made of materials like GRP, or wood return a poor RADAR signature. Using a RADAR reflector helps larger vessels detect your presence more easily.

## **7.2 Planning**

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](mailto: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.

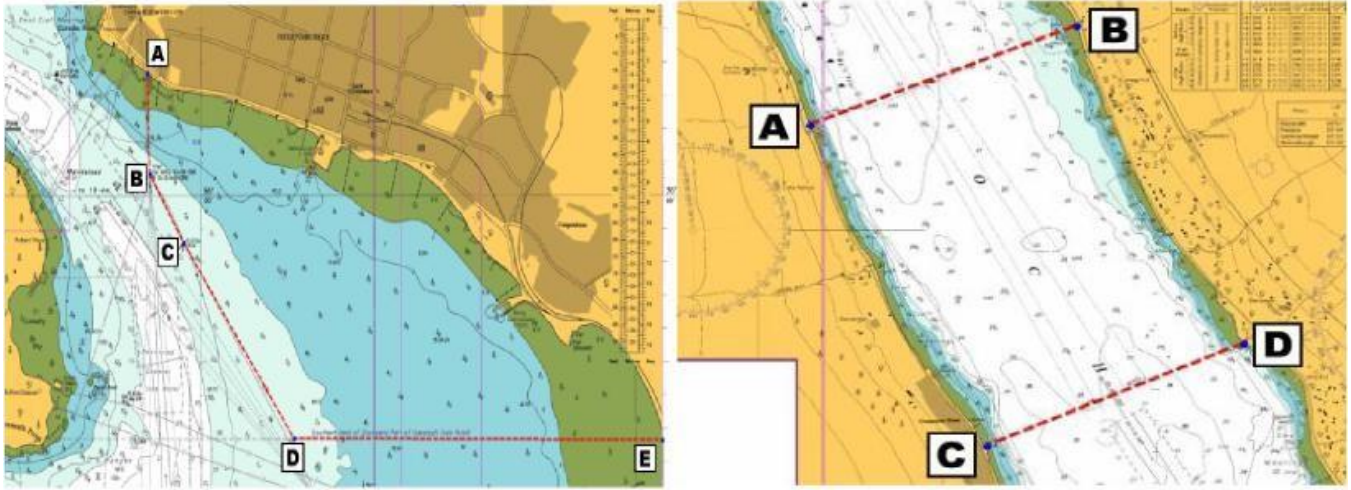
## **7.3 Swimming**

No leisure swimming or diving is permitted within 200m of Crown Property or a Military Vessel without the prior written approval of KHM Clyde.

## **7.4 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 11 below.



**Figure 11 – Approved Windsurfing Areas**

## 7.5 Private Moorings

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

If at any time the anchor of any merchant or other private vessel hooks any crown moorings, or any electric cable, or moorings of buoys or any pipe, the master of such vessel shall forthwith give notice thereof to the King's Harbour Master, and shall if safe and practicable, await his instructions or those of Peelports Clydeport Ltd. before proceeding to clear the same.

## 8.0 CONTACT DETAILS

The below organisations can be contacted should you be in any doubt or in an emergency situation while operating in the Dockyard Port.

Organisation	Telephone	VHF Channel	Email	Website
KHM Harbour Control	01436 674321 Ext. 3555/4005	73 & 16 continuous	<a href="mailto:NAVYNBCC-KHM HARBOURCONTROL@mod.gov.uk">NAVYNBCC-KHM HARBOURCONTROL@mod.gov.uk</a>	<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	<a href="mailto:estuary.tower@clydeport.co.uk">estuary.tower@clydeport.co.uk</a>	<a href="https://www.peelports.com/our-ports/clydeport">https://www.peelports.com/our-ports/clydeport</a>
Coastguard Belfast	03443 820037	16 continuous	zone34@hmcg.gov.uk	<a href="https://www.gov.uk/government/organizations/maritime-and-coastguard-agency">https://www.gov.uk/government/organizations/maritime-and-coastguard-agency</a>

**Figure 12 – Key Contact Details**

## ANNEXES

### Annex A – Glossary of Terms

<b>TERM</b>	<b>DEFINITION</b>
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

## Annex B – References

The following sources have been referenced to support the production of this document:

- British Admiralty Chart 1907
- British Admiralty Chart 1994.
- British Admiralty Chart 2000.
- British Admiralty Chart 2491
- British Admiralty Chart 3746.
- British Admiralty NP66A South-West Coast of Scotland Pilot Sailing Directions.
- [Clyde Dockyard Port of Gareloch and Loch Long Order 2011](#).
- [Faslane, Cullport and Rhu Narrows Byelaws 1986](#).
- International Chamber of Shipping's Bridge Procedures Guide, Fifth Edition 2016.
- SOLAS Regulation V23.
- CDP Port Operational Management Safety Report.