



CLYDE DOCKYARD PORTS

ENTRY AND DEPARTURE GUIDELINES FOR VESSELS

ISSUED BY QHM CLYDE DOCKYARD PORTS

V1 - MARCH 2011



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RECORD OF AMENDMENTS

DATE	SECTION	PAGE	AMENDMENT	INITIAL

CLYDE DOCKYARD PORTS

INTRODUCTION

The Clyde Dockyard Port is located in the upper Firth of Clyde and includes Loch Long, Loch Goil and the Gareloch.

The 3 sea lochs are glacial valleys formed during the Ice Age and now form arms of the Clyde estuary enclosing over 65 miles of coastline. The bed of the glacial valleys form a natural deep water channels which is a key feature in all areas of the port.

The dredged channel at the entrance to the Gareloch allows vessels of up to 11.4m draft to move at all states of tide.

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.

Compared with other ports in the UK, the Clyde Dockyard Port is relatively fog free. Fog, with a visibility of less than 400 metres occurs on average for short periods on only 15 days a year. While winds of gale force occur rather more frequently than in many ports in the UK, their average duration is around 15 hours.

The port includes of a number of military facilities within its boundaries and the commercial terminal at Finnart The main Faslane base area is situated on the north eastern shores of the Gareloch in Faslane Bay, this facility offers berthing for both submarines and warships. The Coulport facility is situated on the eastern shores of Loch Long and offers berthing, in a covered facility for 1 Nuclear Powered Warship (NPW). The final area where NPW's may be berthed is at the range facility in Loch Goil.

FUNCTION

The Clyde Dockyard Port is principally a major military port equipped with facilities to support the UK's nuclear submarine fleet and other military operations.

A deep water, crude and refined products, terminal operates at Finnart in Loch Long.

There are a number of marine leisure facilities and small boatyards situated in the southern portion of the Gareloch.

PORT AUTHORITY

The body responsible for the area is the Queen's Harbourmaster (Clyde) Renown Building, HM Naval Base Clyde, Faslane, G84 8HL Telephone No.: 01436 674321 Ext 6996.

The Port Authority has its offices at Carnban Point (56° 03'.141 N. 004° 49'.249 W) where the Port Control is located:-

Telephone No.: +44(0) 1436 677280

Fax: +44(0) 1436 677398

Email:@mod.uk

PILOT VESSELS

The two pilot vessels (15m & 19m StanTenders operated by Serco Marine Services Ltd) have black hulls, white superstructures, with "Admiralty Pilot" painted in black.

TUGS

The tugs are operated by Serco Marine Services Ltd, Serco Marine Services, Building 1248, HM Naval Base Clyde, Faslane, Helensburgh, Dunbartonshire, G84 8HL

Tel: +44 (0) 1436 674321 Ext 6552

Fax: +44 (0) 1436 810349

All Serco tugs are under contract to the MoD for the provision of towage to all MoD vessels and those under long term Mod charter as well military vessel of sovereign nations. There are four tractor (twin ASD) tugs with bollard pull 40 tonnes and two stern drive (twin screw) tugs with bollard pull 30 tonnes permanently based in the Faslane facility. All the tugs are equipped for fire fighting. Tugs will be allocated by the Harbour Authority as required for vessel movements. During emergencies the tugs come under the direct control of the Harbourmaster, within port limits

APPROACH AND ENTRY

Gareloch

The Gareloch is approached from the west through the Ardmore Channel thence north and north west along the Restricted Channel, least width 300m, through Rhu Narrows which has a least width of 225m. 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 which are available at all times.

Loch Long / Loch Goil

Loch Long is entered between Strone Point and Barons Point, 1½ ENE, is a narrow arm of the sea which extends for 14 miles N and NNE. The loch provides access to the Military Facilities at Coulport, Glen Mallan and Loch Goil, which branches W 6 miles north of the entrance, as well as the Ocean Terminal at Finnart

Loch Long and Loch Goil are approached from the S through the Firth Of Clyde and Loch Long Channels. An inshore route between Loch Long and the Gareloch to the E is provided by the Kilcreggan Channel. Deep draught vessels, 22m and deeper, may be directed by Clydeport to transit the lower river via the Skelmorlie channel

N of Finnart Bay the key navigational hazards are marked by buoys and the centre line of the approved channel is marked by PEL.

There is sufficient manoeuvre space in the southern portion of Loch Long for all types of vessel. The turning area for vessels using the Finnart Ocean Terminal is at the mouth of Loch Goil.

Routine training activity for military surface vessels is conducted in the southern portion of Loch Long, dived submarine activity is also undertaken on occasion

Loch Goil

Loch Goil is entered from Loch Long between Rubha nan Eion and Meall Daraich through a narrow buoyed channel and then extends generally N for 5 miles. The Mod facility is in the centre of the Loch around 3 miles from the entrance.

Environmental conditions

Climatic information 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 the visibility.

The wind patterns show that on average there are 2 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 equinox's, March and September, it is not unusual to have longer periods of winds (5 - 7 days), with an average strength of force 5-6 (18-24 kts) 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 phenomena, a combination of catabatic wind formations further enhanced by topographical funneling, 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 60–70 mph 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

Very little if any swell will be experienced in the Clyde Dockyard port. The only area likely to experience this effect will be the Kilcreggan Channel and the lower portion of Loch Long after a prolonged period of strong southerly winds.

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 N Atl 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 only persist for a few hours in the forenoon.

HIGH INTENSITY LEADING LIGHTS

The following leading lights in the approaches to the Faslane facility are fitted with high intensity lights for use in daylight in reduced visibility: 8N, 7N, Rhu Point, 2N, Mambeg and 3N. The leading light for the Coulport and Finnart Facilities is at Ravenrock.

DIRECTIONS FOR VESSELS OVER 20,000 DWT

An alternative route for large vessels approaching the Gareloch is via the Firth of Clyde Channel to E of Whiteforland Point thereafter NE across the Tail o'the bank anchorages. Any vessel wishing to use the route should confirm their intentions with Clydeport Estuary Control prior to rounding Cloch Point.

VESSELS CONSTRAINED BY THEIR DRAUGHT

Within the port limits all Nuclear powered submarines are considered to be constrained by their draught, and in restricted visibility should make the appropriate sound signals, for a vessel constrained by her draught.

CONTROLLING DEPTH

The controlling depth for all states of the tide for entry to the Gareloch 13.4 metres.

The controlling depth for Loch Goil is 16.2m.

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.

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 1 m.

DENSITY

The water density is 1.026 g/cm³ within the open confines of the harbour. This figure will reduce after periods of prolonged rain

DEEP DRAUGHT VESSELS – LOCH LONG INWARD PROCEDURE

Vessels bound for the Finnart oil terminals are to make the passage to the terminal under the directions of the Harbourmaster Clydeport as agreed in the extant Memoranda of Understanding.

ANCHORAGES

Vessels wishing to anchor inside the port limits must obtain prior clearance from the Port Control. Vessels at anchor within the port must seek the permission of the Harbourmaster prior to bunkering or reducing notice for main engines.

TIDAL STREAMS

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

The rates of tidal stream should not create any significant difficulties, however, it may cause additional set during the Rhu Narrows transit during spring tides and in particular after periods of heavy or prolonged rains. This should be considered when planning the alteration of course to the south of the Narrows.

Tidal rates in Loch Long are imperceptible although there are sub surface currents in the vicinity of the Coulport facility and further north towards Cnap Point. These are most noticeable when being strengthened by freshlets in the winter months.

SEA STATE EFFECTS

During or after south west or southerly gales higher than expected seas may be experienced in the southern portion of Loch Long to the vicinity of Coulport. The table below indicates the empirical wave data for the applicable wind directions in the vicinity of Coulport.

Direction	Fetch	H _s	T _p
180°	11,800 m	1.666 m	4.430 sec
191°	32,100 m	2.813 m	6.037 sec

210°	3,250 m	0.937 m	3.093 sec
240°	2,070 m	0.763 m	2.724 sec
270°	1,900 m	0.541 m	2.354 sec
300°	1,230 m	0.407 m	2.011 sec
330°	1,330 m	0.468 m	3.093 sec
0°	2,330 m	0.648 m	2.582 sec

NAVIGATION

Gareloch

The Gareloch is normally approached along the Ardmore Channel, least depth of 21 metres, running on the sectored PEL at 8N Beacon. The transit of 8N and No1 Beacon is the alternate visual running mark for this leg.

The Rhu Restricted Channel, least depth 13.4 metres, is available for all vessels entering / exiting the Gareloch and is marked by sectored PEL's. The least width along this channel is 225 metres in the vicinity of Rhu Narrows 56.00.816N 004.47.518W. Due to the width of the channel in the Rhu Narrows traffic flow is controlled by Port Control.

Passage along the Gareloch, from the end of the buoyed channel to Sierra buoy poses no navigational difficulties.

Loch Long, Loch Goil

Loch Long and Loch Goil are approached from the S through the Firth Of Clyde and Loch Long Channels. An inshore route between Loch Long and the Gareloch to the E is provided by the Kilcreggan Channel, least depth 22 metres.

The south part of the loch poses no navigational difficulties and there is ample room for maneuvering. N of Finart Bay, 56.02979N 004.53.706W the centre line of the loch is marked by sectored PEL sited at Ravenrock. 56.02.136N 004,54.393W. On passing the entrance to Loch Goil the safe water past the Finnart Ocean terminal is marked by leading lights at Cnap Point 56.07.393N 004,49.966W; No3 and No4 buoy to the west are situated on the 30metre line. The least width of navigable water, 235m, encountered during the transit of the loch is between Cnap Point and the shoreline to the SE. There after 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.

Loch Goil

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

CLYDE DOCKYARD PORTS

PORT CONTROL

Description: Shipping movements are coordinated by the Clyde Dockyard Port Port Control. It is mandatory for all vessels over 20 metres in length operating in the Clyde Dockyard Port and approaches.

Jurisdiction: The sea area bounded by:

- a. The Dockyard port of Garleoch. The waters in and the approaches to the Gareloch to the north of an imaginary line commencing at the Roseneath Point, 55.59.267N 004.46.085w, and drawn in an easterly direction to Ardmmore Point 55.59.267N 004.41.798W
- b. The Dockyard port of Loch Long. The waters in Loch Long and Loch Goil to the north of and imaginary at latitude 56 Deg North, bounded by the shores of loch Long.
- c. The level of high water on the shores of Gareloch, Loch Long and Loch Goil and the approaches thereto within the line aforesaid, including all bays, creeks, pools, inlets and rivers as far as the tide flows other than a creek, pool or inlet into which the tide flows only through a culvert or pipe and other than a dock which is normally tidally enclosed.

POLICY:

- (1) Clyde Dockyard Port (QHM) is a Traffic Organisation Service defined by the IMO as “a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area”.
- (2) Port Control is to maintain a control of shipping movements by providing pertinent, accurate and timely advice to vessels entering or leaving the port.
- (3) Port Control will consult and plan the sequence of vessel movements for both entry and exit from the port and advise Masters and Pilots of the movement sequencing
- (4) Policy will be to maintain the sequence of movements where practicable by instructing Masters and Pilots not to proceed until permission has been granted.
- (5) Once a movement has commenced Port Control will support that movement through to completion.
- (6) Port Control is to monitor the traffic image to maintain situational awareness and use this to ensure that potential conflict is assessed early and, if necessary, intervene.

- (7) Decisions made and advice given by Port Control pursuant to this Policy carry the formal authority and support of the Harbourmaster.

NOTE:

- (1) The Master of a vessel is always in command.
- (2) When on board, a Pilot/Exemption Certificate holder has the conduct of the vessel and is responsible to the Master for its safe navigation.
- (3) The Master, or Officer of the watch, has the conduct of the vessel when no Pilot is on board.

STATIONS

(1) PORT CONTROL

Operator:	Clyde Dockyard Ports.
Call:	“QHM ”.
Location:	Carnban Point (56° 03'.141 N. 004° 49'.249 W) .
Telephone:	+44(0) 1436 677280.
Fax:	+44(0) 1436 677398 .
Email:	faslaneportcontrol@mod.co.uk.
Frequency:	Channels 73,11, 15, 17 & 71 VHF.
Hours:	Channels 73 and 16 VHF continuous.

PROCEDURE – REPORTING AND COMMUNICATIONS

DANGEROUS SUBSTANCES IN HARBOUR AREAS (DSHA) REGULATIONS 1987

The report must be sent to QHM Port Control and facility operator at least 24 hours before arrival at the Clyde Dockyard Port by one of the following methods:

- i. Through the vessel's agent.
- ii. Telephone followed by fax.
- iii. Fax.

VESSELS INWARD BOUND

- a. Vessels must send ETA / LOGREQ at least 24 hours in advance to QHM Clyde, with any subsequent amendments at least 2 hours before arrival.
- b. Vessels must confirm ETA by VHF when passing Cumbrae Light. (55 43.25N, 004 58.03W).
- c. Vessels with any damage or suspected damage must advise Port Control and obtain permission to enter.

REPORTING POINTS

Vessels must report to the Port Control when passing in the vicinity of the following:

	Name	Position		Remarks
A	Cumbrae Light	55.43.25N	004. 58.03 W	All Vessels
B	Outer Pilot Station	55.54.56N	004 55.23 W	NPW's / Vessels for LL
C	Lower Loch Long Buoy	55. 59.16 N	004.52.55 W	Bound for LL
D	Inner Pilot Station	55.58.28 N	004. 49.91 W	Bound for Gareloch
K	Perch Rock	55.59.33 N	004.45.26 W	Enter Rhu Channel
J	Gully Bridge	56. 01.41 N	004.48.15 W	Exit Rhu Channel

VESSELS UNDERWAY WITHIN THE DOCKYARD PORT

Vessels underway within the CDP must maintain a continuous listening watch on VHF channel 73. in order to ensure correct identification for efficient traffic movement and deconfliction all vessels underway are to display full AIS information, including vessel name, at all times. This requirement also applies to vessels operating in and transiting through Clydeport's waters.

VESSELS ANCHORING WITHIN THE CLYDE DOCKYARD PORT

Vessels brought to anchor must report to Port Control and whilst at anchor, must maintain a continuous listening watch on VHF channel 16 and 73. Vessels at anchor will not be permitted to take on bunkers or immobilise main engines without the permission of the Harbourmaster.

VESSELS OUTWARD BOUND

Vessels must report to Port Control as follows:

- a. Prior to getting underway from a berth or anchorage.
- b. When the pilot has embarked / disembarked.

REPORTING POINTS

Vessels must report to Port Control when passing in the vicinity of the following:

	Name	Position		Remarks
A	Gully Bridge	56. 01.41 N	004.48.15 W	Enter Rhu Channel
B	Perch Rock	55.59.33 N	004.45.26 W	Exit Rhu Channel
C	Lower Loch Long Buoy	55. 59.16 N	004.52.55 W	Out bound from LL
D	Cumbrae Light	55.43.25N	004. 58.03 W	All Vessels

Vessels must then maintain continuous listening watch on VHF channels 73 / 12 until 1 hour after leaving port limits.

INCIDENT REPORTS

Vessels must immediately report the occurrence of any fire, oil pollution or other emergency within the Clyde Dockyard Port to Port Control on VHF channel 73 or 16 or by telephone.

INFORMATION BROADCASTS

- i. Expected shipping movements within the port will be given to vessels entering the port and prior to getting underway from a berth or anchorage, also on request at any time.
- ii. Height of tide and wind speed and direction also barometric pressure on request.
- iii. Advice of vessels entering or departing the port under a Port Closure and / or requiring a safety Exclusion Zone

HARBOUR SURVEILLANCE RADAR

Mariners are reminded that Clyde Dockyard Port operates a VTS Traffic Organisation Service, Port Information Service during silent hours, which includes harbour surveillance radar covering the Gareloch, Loch long and the Firth of Clyde between Tail o' the bank to Cumbrae.

Vessels may obtain navigational advice and port operational information, for the Clyde Dockyard Port, at any time by contacting "QHM Port Control".

The above services are offered and will be rendered only on condition that neither the Authority nor any of its servants or agents shall be liable to any person whomsoever for any injury, loss or damage of any kind howsoever caused or arising, whether as a result of negligence or otherwise, as a result of non availability of the service.

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 Port Control, prior to each movement commencing.

The format of the passage is left to the discretion of the Master but attention is drawn to BR 45 (1) Ch 13 and the International Chamber of Shipping's Bridge Procedures Guide, Third Edition 1998, Part A and in particular, Sections 2.5 and 2.6.

ACCIDENT PROCEDURES

Implementation of any emergency plan will be announced by Port Control on channels 16 and 73. All available relevant information will be given. Vessels in the adjacent port area should maintain watch on VHF channel 73 for further instructions from Port Control.

VHF channel 11 is the port's designated emergency frequency. When a major emergency has been declared, vessels directly involved must maintain a listening watch on channel 11.

SEARCH AND RESCUE

H.M. Coastguard has a statutory duty to be responsible for initiation and coordination of search and rescue. However there may be circumstances within Clyde Dockyard Port limits when it will be appropriate for HMCG to appoint Port Control or another unit as on-scene coordinator.

PILOTAGE

Call Sign: QHM Pilot.

Telephone: +44(0) 1646 696136/7.

Fax: +44(0) 1646 696110.

Email: Faslaneportcontrol@mod.uk

Frequency: Pilot Cutter: channel Ch 73 VHF.

Hours: Pilot Cutter: channel 73.

Procedure: Pilotage is compulsory for all vessels over 50 metres in length within the Pilotage District

TUG AND TOW Compulsory pilotage if the overall length of tug plus tow plus towline is over 50 metres.

When disconnected both will be subject to compulsory pilotage if they are each over 50 metres LOA.

BOARDING POSITION

Due to the nature of the port and types of vessel being handled the following 'pilot stations', for military vessels, have been established.

- Any vessel proceeding to Loch Striven fuel facility:

South of Toward Point in the vicinity of 55.50.300N / 004.59.320W

- Nuclear Powered Warships and military vessels carrying hazardous cargoes proceeding to Loch Long or the Gareloch:

The Firth of Clyde Channel to the W of Oscar buoy in the vicinity of 55.54.560N / 004.55.100W

- Military vessels proceeding to Loch Long

The Loch Long Channel to the S of Loch Long buoy in the vicinity of 55.58.500N / 004.52.419W

- Military Vessels proceeding to the Gareloch

The Ardmore Channel to the NE of Ashton buoy in vicinity of 55.58.250N / 004.50.000W

**COMBINATION
LADDERS**

Vessels with more than 9 metres freeboard require a combination ladder rigged. No forward facing accommodation ladders will be accepted and Pilots have been instructed not to board vessels in such circumstances.

PILOT LADDER DEFECTS

Pilots may refuse to board if pilot ladders are defective and minor deficiencies will be brought to the attention of the Master.

If combination ladders are used, 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.

REDUCED VISIBILITY

Vessels over 40,000 DWT 1 mile visibility prior to moving in the port.

All Nuclear Powered Warships and other vessels less than 40,000 DWT carrying dangerous or polluting goods in bulk must have at least ½ mile visibility prior to moving in the Port. Movement of these vessel is these conditions will be at the Harbourmasters discretion.

All reporting vessels over 20 metres LOA must have at least 0.2 mile visibility prior to moving in the harbour.

PILOTAGE EXEMPTION CERTIFICATES

Masters holding Clyde Pilotage Exemption Certificates are required to inform the Port Control of their certificate number when passing the vessel's ETA. Failure to give a valid number will mean that the vessel will be required to take a Pilot to navigate within the Port.

TUG USAGE FOR BERTHING OF CRUDE CARRIERS

We will put the new Finnart guidelines in the bit

ENTRY RESTRICTION FOR LARGE VESSELS

Finnart berthing limits in this bit

UNDER KEEL CLEARANCE

A minimum of 2m is required at all times, while underway.

SWINGING ROOM

As a very general rule pilots require 1½ x ships length sea room for swinging, although this may be varied by prior agreement.

PROCEDURE

The order in which ships should enter or leave the port when a conflict of interests occurs will be governed by the following considerations (in no particular order of preference):

(1) FIRST COME, FIRST SERVED

All things being equal, the principles of "first come", "first served" will be observed, however, where a conflict exists SSBN's will be given priority

(2) ARRIVAL AND DEPARTURE

In view of the fact that a vessel at a safe anchorage, or suitably moored alongside, is in a safer position than an arriving vessel, priority will be given to arriving vessels. This criteria is unlikely to be invoked frequently.

(3) TUGS

The availability of tugs must have an influence on the order in which vessels are handled, it being generally accepted that no vessel should commit herself to port entry until sufficient tugs are available to handle her.

(4) SPECIAL CONSIDERATIONS

For instance:

- a. High readiness vessels on national tasking.
- b. Vessels with defects affecting safety of navigation

UNITED KINGDOM REGULATIONS FOR PORT ENTRY AND DEPARTURE

DANGEROUS SUBSTANCES IN HARBOUR AREAS (DSHA) REGULATIONS 1987

RESPONSIBILITY

Masters or Agents are responsible for informing the Port Control and berth operator in advance which dangerous substances and in what amounts they are going to be brought into the harbour area. The normal minimum period of notice for entry of dangerous substances by (land or) sea is 24 hours. Where it is not reasonably practicable to give 24 hours notice, the Harbourmaster and the berth operator together may agree to accept shorter notice.

Vessels carrying a dangerous substance should immediately inform the Port Control on VHF channel 12 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 substance.

DEFINITION

Dangerous Goods are defined as those classified in the International Maritime Dangerous Goods Code (IMDG Code) in chapter 19 of the International Gas Carriers Code (IGC Code) and in chapter 17 of the International Bulk Carriers Code (IBC Code).

Polluting Goods are oil as defined in MARPOL 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 are not regarded as dangerous or polluting goods for the purpose of the Regulations.

PORT GUIDELINES – JETTY INFORMATION

FASLANE

OPERATOR – Babcock Marine

Faslane Alongside Berth Matrix and limitations

Berth	Control Depth	NPW	Vessel Type	Comment
1	10.8m		Any surface vessel	Normally used for MM/ PP DD and above will use 1 & 2 Berth (see limits below)
2	10.8m		Any Surface Vessel	Normally used for MM/PP DD and above will use 1 & 2 Berth (see limits below)
3	9.6m		Any surface Vessel Any SSK	
4	10.3m		Any surface vessel Any SSK	
5	9.2m	✓	SSN – T only	Not suitable for T Class at HoT <1.0M or if neg tidal surge anticipated Can berth USN 688 but above applies Can berth FR SNA at all conditions Currently used for Tugs and Pax Tx
6	10.7m	✓ X2	SSN (Any)	Contingency berth only for ASTUTE – requires doubled-up cats Licensed as double berth but needs to be in correct cat configuration , single cats.
7 S	7.6m		FF / Corvette / MM PP (UK /USN/ FR only – Security requirement)	Max size of vessel dictated by the Pontoon facility at 7 N – only capable of T23 or smaller
7 N	7.6m		P2000	Berthing pontoon dedicated for these platforms only
8	16.0m	✓ X4	SSN (any)	Not in service 2X Double berth
9	18.1m	✓ X2	SSN (any)	Not in Service 2x Single berth
10	15.0m	✓	SSBN (Any) SSN (Any) DD /FF (UK /USN/ FR only)	
11	15.0m	✓	SSBN (Any) SSN (Any) DD /FF (UK /USN/ FR only)	
12	19.7m	✓	SSBN (Any) SSN (Any) DD /FF (UK /USN/ FR only)	

Controlling Depth – notes the minimum charted depth at each berth at the normal position of vessel alongside. To establish if there is sufficient water for a vessel the following needs to be taken into account:

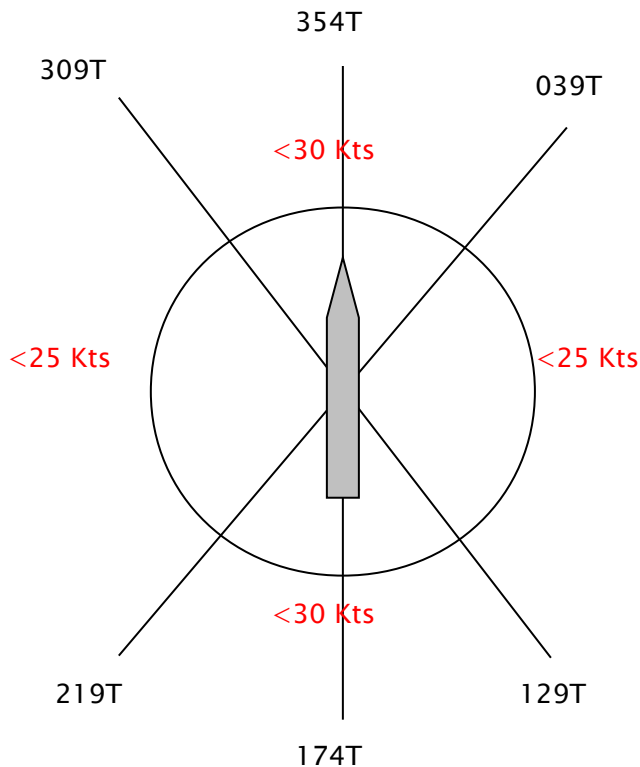
- Draught of vessel – eg **'A' Class** in normal trim 9.8m
- UKC (Under Keel Clearance) @ berth – min required for all vessels 1m
- LWS (low water springs) – LWS for Faslane is -0.3 m
- Negative Tidal Surge -0.5m (max noted surge in last 2 years (Jan 10))

1 & 2 Berths – Capital Ships / Military Auxiliaries Berthing Limitations

Due to the construction and limited strengthening at 1& 2 berths the following limitations apply:

Vessels will only be berthed within the wind limits outlined below.

A vessel at the berth will be directed to proceed to sea if the wind, from any direction, exceeds 35 kts



Note: the wind values used will be taken from the information at Harbour Control which is adjacent to the berth.

PORT GUIDELINES – JETTY INFORMATION

OUTLYING FACILITIES

Ser	Location	Berth	Authority	Controllin g Depth(m)	Lth(m)	Power(A)	Facilities
1	RNAD Glen Mallan	Ammo Jetty	DSDA	12.4	154	None	Phones(6)
2	RNAD Coulport	EHJ (Nuclear)	NBC	75	167	3200	LP Air/Sewage/Sullage/ Water/Phones(8/8)
3	OFD Garelochhead	North Jetty	NBC	8.5	50	None	Water
4	OFD Garelochhead	South Jetty	DFG	10.3	70	None	Fuel/Water/Phones(1)
5	OFD Loch Striven	Jetty	DFG	13.0	60	None	Fuel/Water/Sullage/Phones(3) F76 F44
6	OFD Campbeltown	Jetty	DFG	12.8	70	None	Fuel/Water/Phones(3) F76
7	OFD Loch Ewe	Jetty	DFG	10.1	60	None	Fuel/Water (Z Bth) F76 F44

JETTY WIND PARAMETERS

Faslane

There are no wind limits for vessels exiting / entering the port, there are limits in place for the berthing process for certain types of vessels at particular berths to protect both the vessels and the infra structure.

Vessels with large air cross section, in high wind conditions, exert higher forces on the berthing infrastructure.

Vessels with air cross sections greater than 3500m² using 1&2 Berth will not be berthed in sustained winds of 30 kts and higher.

Vessels, with air cross sections greater than 3500m², berthed at 1 & 2 berth will be directed to proceed to sea at sustained winds of 35 kts (see page 21).

ACTIVE ESCORTING

GUIDELINES FOR PILOTS

- (1) Active escorting may be weather limited, the decision to connect and the position of the start of the escort will be made after agreement with the tug Master
- (2) Weather permitting, inbound vessels to Faslane will be escorted from the Ardmore Channel to the vicinity of Sierra Buoy, 56 02.900N 004 49.249W, the rendezvous position with the berthing tugs, outbound vessels will be escorted from a position off the berth until clear of the port limits in the Ardmore Channel or when ordered to disconnect by the Pilot.
- (3) Pilots are to ascertain from the Master which leads and bollards are suitable for attaching the towline.
- (4) **Pilots are to advise the Master:**
 - a. The likely towline forces to be encountered.
 - b. The speed of passage and the speed of the tug.
 - c. Method by which the ships crew should take on and release the towline.
 - d. Areas of transit posing particular risks with respect to possible use of the tug.
 - e. Primary and secondary VHF channels and the availability of a rate of turn indicator and its operational state.

Pilot/Tug Master Exchange:

- a. Position and SWL of attachment point.
- b. Mode of escorting depending on conditions.
- c. Berthing arrangements and repositioning of escort tug.
- d. Any unusual characteristics of the vessel as gleaned from the Master.
- e. Pilots and tug Masters should endeavour to keep each other fully informed during all stages of the operation particularly where safety and navigation are concerned. If an emergency situation arises the speed and ROT of the vessel should be broadcast to the tug Master at regular intervals.

Nominated Tugs:

- a. For active escorting only the SD Resourceful, SD Dependable, SD Nibmle or SD Dexterous are to be used. All other tugs are to be approved on case by case by the Harbourmaster
- b. Only authorised active escorting Tugmasters are to be utilised.

MASTER/PILOT EXCHANGE

- (1) In addition to the standard information to be passed between Pilot and Master, it is recommended that the Pilot is provided with a simple A4 arrangement of the Quarter / poop deck area showing the layout and safe working load (SWL) of the mooring fittings and inform him of the appropriate point for towing.
- (2) The Pilot will provide additional information to the Master over the escorting process.

Escorting is compulsory for Faslane :

- a. All vessels of 20,000 tonnes deadweight and above.
- b. Other vessels at the discretion of the Harbourmaster.

K I M Clark RN
Queen's Harbourmaster