

Loch Ryan Passage Plan for Arrival and Departures from Port of Cairnryan Ltd.

Pilotage in Loch Ryan is not compulsory and there is no formal Port Control at Cairnryan. Decisions on approach to and departure from the berths are left to each individual Master who will liaise with other vessels involved. Besides vessels using the port of Cairnryan, this will include vessels transiting the Loch enroute to and from Loch Ryan Port & Stranraer

There is a Local Port Service in operation in the Loch Ryan area, known as Cairnryan Port Service (CPS). This service is intended to aid in organisation and coordination in the Cairnryan area via dissemination of current port information. This service is NOT an authorised VTS.

Periodically, or when deemed necessary, CPS can provide information which may include:

- Port conditions at the time.
- Weather data, both meteorological and hydrological.
- Navigational Hazards.
- Any information affecting the berth or the vessels transit to it.
- Reports on the position, identity and intentions of known traffic.

Courses in Loch Ryan follow the line of deepest water. This involves keeping to the western side of the Loch at the seaward end, passing close to Forbes Shoal starboard hand mark, and then setting a course to pass close to Cairn Point.

Departure courses generally follow the reciprocal of the inbound route to maximise water depth. However, north of Forbes Shoal the vessel approaches the western side of the Loch and is vulnerable to inbound vessels rounding Milleur Buoy. The Loch Ryan Ferry Navigation Committee (see appendix to this plan) has recommended that outbound vessels pass at least 0.7 miles from the Milleur Buoy to avoid confrontation with inbound traffic.

North of Forbes Shoal there is generally sufficient depth of water towards the Eastern side of the Loch; however caution should be exercised especially under the following circumstances:

- Low Water
- NW'ly swell entering the Loch
- Due regard should be taken of the effects of squat

Arriving

1. Inbound.

1. Approach Posn Milleur Buoy 225°T x 0.'2 on 090°T
2. From Milleur Buoy 225°T x 0.'2 55° 01'.42N 005° 05'.40W 139°T x 1'.0
3. From 55° 00.68N 005° 04.20W 166°T x 0'.95
4. From Abeam Safe Water Mark 54° 59'.5N 005° 03.99W 139°T x 1'49
5. From 54° 58'.62 005° 02'.20 147°T x 1'.1
6. Off Cairnryan Basin, #2 berth.

2. Reporting

Reporting for ferries should be as per The Summary of Agreements made by the Loch Ryan Ferry Navigation Committee on 1st May 2016, on VHF Ch. 14 (25 watt power to ensure reception by other parties in the vicinity), having first made a call on Ch 16 advising all ships to listen for further communications on Ch 14.

1. When due North of Corsewall Point Light, Call "All Ships Ch 16, This is (Ships Name) For traffic information Loch Ryan listen Ch 14. Then on Ch 14 call " all ships" this is (ships name) rounding Corsewall Point inbound for Cairnryan using the West side of the Loch. Any ships transiting should acknowledge your call on Ch 14.
2. At Milleur Buoy Call on Ch 14, " all ships" this is (ships name) rounding Milleur Buoy inbound for Cairnryan using the West side of the Loch. Any ships transiting should acknowledge your call on Ch 14. You will receive an acknowledgement call from "Cairnryan Port Services", and you may ask "Cairnryan Port Services for a wind speed and direction and height of tide at Cairnryan.
3. When all fast at Cairnryan #2, Call "Cairnryan Port Services" on Ch 14 and advise all fast at Cairnryan No. 2 and the time all fast.

3. Abort Positions

- 1 Cable west of Milleur buoy to avoid entering Loch Ryan
- 2 Cables North West of Forbes Shoal buoys, thereafter the vessel is committed to the charted course until south of the stone breakwater at Cairn Point.
- 1 Cable north of Cairnryan, there is swinging room available to enable the vessel to return to the seaward end of the Loch.

4. Anchorages

1. Lady Bay Approx. 55° 01'0N 005° 04'.5W, 8.2 metres.
2. If inadequate shelter leave Loch Ryan.

5. Berthing Advisor Embarkation/Disembarkation

- Lady Bay.

Departing

6. Outbound

1. Off Cairnryan Basin, #2 berth 327°T x 1'.1
2. From 54° 58'.62 005° 02'.20 319°T x 1'.49
3. From Abm Safe Water Mark 54° 59'.5N 005° 03.99W 346°T x 0'.95
4. From 55° 00.68N 005° 04.20W 166°T x 0'.95
5. To Milleur Buoy 225°T x 0'.7 344°T x 1'.14
6. From Milleur Buoy, as required for next port, but if steaming West keep 090°T till past Corsewall Point.

7. Reporting

1. 5 minutes prior to departure make a call on Ch 14, *"All Ships in or approaching Loch Ryan, this is (Ships Name) intending to depart Cairnryan within the next 5 minutes, outbound for sea using the West side of the Loch"*.
2. When passing Forbes Shoal again on Ch 14, *"All Ships in or approaching Loch Ryan, this is (Ships Name) passing Forbes Shoal outbound for sea, intending to use the West side of the Loch"*.

8. Anchorage

- Is the same as inbound.

9. Chart

- BA 1404

10. Publications

1. Admiralty Sailing Directions No. 66 West Coast of Scotland,
2. Admiralty List of Lights and Fog Signals Volume A.

11. Tides

1. MHWS 2.8m MLWS 0.4
2. Tidal streams 150°/340° across mouth of basin, rate about 1.4knt.

Summary of agreements made by:**THE LOCH RYAN FERRY NAVIGATION COMMITTEE**as of 0001Hrs GMT on 1st May 2016

- affecting vessels operated by P&O Ferries & Stena Line

Nothing in these agreements relieves any vessel of its duty to comply with the MS Distress Signals and Prevention of Collisions Regulations 1996 (COLREGS as amended).

The use of the phrase “deeper water in the prohibited anchorage area” within this document shall be taken to mean the deeper water to be found within the prohibited anchorage area towards the west side of Loch Ryan and as indicated upon the chart extract included in this agreement at Annex 1.

1. Intership Communications

All ships that are party to the agreement are to call on Ch. 16 prior to entering the Loch and before departing their berths advising all vessels to listen to Ch.14 for further communications regarding movements and manoeuvres. Communications can then be monitored by all other ships in the vicinity. Ship's AIS may be used to identify other vessels.

VHF Communications by ships navigating the loch should be transmitted using 25 Watts power and those communications should be positively acknowledged by ships party to this agreement

All vessels inbound to Loch Ryan will:-

- On passing Corsewall Point make an “*Approaching Loch Ryan*” broadcast on VHF Ch.14 to “*All ships in Loch Ryan*” and thence maintain a listening watch on both VHF Ch.14 & 16. At this point the inbound ship's intention to use the deeper water in the prohibited anchorage area should be stated.
- Make a further “*All ships in Loch Ryan*” broadcast on VHF Ch.14 reporting passing Milleur Buoy. At this time the inbound ship will establish communication with any outbound ship. Intention to use the deeper water in the prohibited anchorage area should be re-stated.

Loch Ryan Port bound vessels already routinely report on VHF Ch.14 passing Milleur Buoy, and their call will be acknowledged by Loch Ryan Port.

All vessels departing from berths in Loch Ryan will:-

- Five minutes prior to departure, make an *“Intention to depart”* broadcast on VHF Ch.14 to *“All ships in or approaching Loch Ryan”*, and thence maintain a listening watch on both VHF Ch.14 & 16. At this point intention to use the deeper water in the prohibited anchorage area shall be stated.

All vessels proceeding outbound in Loch Ryan will:-

- Make a further *“All ships approaching Loch Ryan”* broadcast on VHF Ch.14 reporting passing Forbes Shoal buoy outwards.

These reporting points should be included in each ship's passage plans and checklists to ensure that they became routine and are not overlooked.

2. Operating Principles

In the event of a High Speed Craft operating in Loch Ryan they will endeavour not to operate in the critical speed range between Cairn Point and Forbes Shoal if there is another ship in that area.

3. Passing Manoeuvres

Risk Assessment has identified the need for control measures:

1. Conventional ships may use the deeper water in the prohibited anchorage area.
2. An inbound ship passing Milleur Buoy shall communicate with an outbound ship to confirm intentions.
3. Safe separation of inbound and outbound ships will be ensured by use of agreed waypoints off Milleur Buoy as detailed in Paragraph 5..

4. If an outbound P&O vessel has passed Cairn Point a Stena Line vessel will not depart the berth at Loch Ryan Port until the P&O vessel is past and clear. Ships that have requested the use of the deeper water in the prohibited anchorage area shall remain within the deeper water in the prohibited anchorage area until clear of the safe water mark.

4. Overtaking Manoeuvres Within Loch Ryan and Immediate Approaches:-

Ships party to this agreement will not overtake anywhere within Loch Ryan unless positive agreement has been received from the ship they intend to overtake and others in the vicinity. The overtaking vessel shall make such agreements in good time.

5. Tracks To Maintain Safe Separation At Milleur Buoy

Normal outbound and inbound tracks will pass close to Milleur Buoy, however, in the event of Ferries passing in the vicinity of Milleur Buoy, the following tracks have been agreed to ensure safe separation between outbound and inbound traffic:-

Outbound

Once clear of the deeper water in the prohibited anchorage area, or past Forbes Shoal Buoy, outbound ships should set course for a point 0.7 nm northeast of Milleur Buoy.

Inbound

Inbound ships should head for a point 0.2 nm north of Milleur Buoy, thereby maintaining a safe separation from any outbound ship.

6. Information to Relieving Vessels

When a relief vessel is operating instead of one of the regular ferries that is party to the Agreement, the master of the relief vessel must be informed of the Agreements reached by this Committee. The responsibility for ensuring this will lie with the Management of the company whose vessel is being relieved.

7. Relations with the Glasgow and Belfast Marine Offices of the Maritime and Coastguard Agency

1. Copies of the minutes of all Loch Ryan Ferry Navigation Committee meetings shall be forwarded to the Glasgow and Belfast Marine Offices.
2. Any near misses that occur within Loch Ryan shall be reported to the Maritime and Coastguard Agency by the Master(s) of the vessels involved.
3. Any changes to this agreement shall be notified to the Maritime and Coastguard Agency prior to implementation.

