

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.

Annex 1 – Location of “Deeper Water in the Prohibited Anchorage Area”

