



THE CLYDE YACHT CLUBS' ASSOCIATION

Hon Secretary,
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6 June 2008

Club Secretaries

URGENT - Race Management on the Clyde Estuary

Ladies and Gentlemen,

Particularly for those of you running races on the Clyde in the Clydeport area - north of Cumbrae Head - I would ask that you take immediate action to ensure your Sailing Instructions and Race Management guidelines for Race Officers take account of the attached letter received from Captain Henderson of Clydeport. Whilst his letter refers to specific Sailing Instructions containing an area plan, the same principles can be defined with reference to Admiralty Charts.

These principles apply on a general basis for all harbours. Clubs should bear in mind that Harbour Authority prescriptions are REQUIREMENTS and are not "optional". As reported in the most recent RYA Magazine (Summer 2008 - page 8), a recently-published Marine Navigation Bill may lead to further empowerment of harbour authorities to make "General Directions" affecting all harbour users, and we all need to ensure responsible behaviour in order to avoid the imposition of burdensome regulations.

It is disappointing that another incident has arisen. I would remind you of the "good practice" letter issued by this office last November which included the strong recommendation that the appropriate harbour control offices should be contacted to determine whether any movements were likely to occur which might interact with planned events.

Please pass this letter to all relevant officebearers within your club and request their immediate assistance to ensure compliance.

Donald McLaren
Honorary Secretary

cc:	Captain R Bailey	Clydeport Harbourmaster
	Captain G Henderson	Clydeport Deputy Harbourmaster
	I P C Mackenzie	Chairman, CYCA

3rd June 2008

CYCA Executive Committee
PO Box 5438
HELENSBURGH
Argyll and Bute
G84 8WH

Dear Sir/Madam

As a result of a recent “near miss” incident involving a CYCA member club and a large tanker following a narrow channel, it has come to my attention that not all CYCA members are fully conversant with what is required of them in regard to collision avoidance within the confines of the Clyde Estuary.

The bare minimum standard of seamanship and awareness I require from Clyde Yacht Clubs is contained within the General Sailing Instructions for Racing at Gourock:

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17 CLYDEPORT OPERATIONS LIMITED (COL) RESTRICTIONS

NARROW CHANNELS Attention is drawn to the International Regulations for the Prevention of Collision at Sea, 1972. Particular notice should be taken of Rule 9b which states ‘a vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a Narrow Channel or Fairway’. The Course Charts contained in the Appendices show ‘Recommended Channels’ marked as dotted lines. Whilst racing or on passage in the Firth of Clyde north of Cumbrae Head yachts must regard any such ‘Recommended Channels’ as a ‘Narrow Channel’ within the meaning of the IRPCS 9b.

Furthermore Clydeport Operations Limited has decreed that any waters of the Firth of Clyde where vessels by virtue of their size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a ‘Narrow Channel’. This also applies in waters of the Queens Harbour. Clydeport Operations Limited waters are to the south and west and Queens Harbour waters to the north of a line from Rosneath Point to a point approximately halfway between Craigendoran Pier and Ardmore Head (Admiralty Chart 1994 refers). Whilst racing, any yacht which is unable for reasons of lack of wind or other cause, to sail clear of a large power driven vessel shall start her engine and/or paddle in order to clear and thereafter shall report full details to the Race Committee. Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100 metres of any ferry terminal. Particular regard shall be paid to this when in the vicinity of the Caledonian MacBrayne and Western Ferries facilities at Gourock, Dunoon, McInroy’s Point and Hunter’s Quay.

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I would be most grateful if you could promulgate these requirements to your constituent clubs.

Yours sincerely

Captain Guy Henderson
Deputy Harbour Master – Marine Pilot