

All fishing vessels are reminded that they must not impede the safe passage of vessels following a Narrow Channel as defined in Rule 9 of the "International Rules for the Prevention of Collision at Sea". Clydeport Operations Ltd has designated the following as Narrow Channels (as shown on the relevant Admiralty Chart):

Firth of Clyde Channel	Hunterston Channel	Skelmorlie Channel
Loch Long Channel	Ardmore Channel	River Channel east of Greenock
Kilcreggan	Kyles of Bute incl approaches	

Fishing vessels shall also comply with Rule 5 of the above rules: *"Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision"*.

Piloted and commercial vessels transiting the channels maintain a continuous watch on VHF Ch12. As such fishing vessels should maintain a loudspeaker listening watch when operating North of the Cumbrae Gap in the Firth of Clyde.

By an Order made under the Inshore Fishing (Scotland) Act 1984, sea fishing by trawlers within the Firth of Clyde is prohibited between midnight Friday and midnight Sunday. Creel vessels may lay static gear on the seabed outside of narrow channels as defined above between midnight Friday and midnight Sunday, providing that the risers are at least 50 metres from the channel edge.

Any creels laid must be adequately marked at each end by buoys in accordance with the **Marking of Creels (Scotland) Order 2020** (<https://www.legislation.gov.uk/ssi/2020/168/made>). The riser buoys must clearly display the name of the fishing boat that has laid the gear. Creels must not be laid in the approaches to berths, piers, jetties, on marked ferry crossings, marinas and anchorages. Further guidance is published by The Scottish Government <https://www.gov.scot/publications/creel-marking/#:~:text=Marine%20Scotland%20has%20therefore%20introduced,milk%20cartons%20and%20netted%20footballs>.

Clause 56 of **The Harbours, Docks and Piers Clauses Act 1847**, incorporated into **The Clyde Port Authority Order Confirmation Act 1965** allows the Harbour Master to remove any obstruction which impedes navigation. Under this authority:

MARINERS ARE REMINDED THAT ANY CREELS CONSTITUTING A DANGER TO NAVIGATION WILL BE REMOVED WITHOUT NOTICE - THE COST OF WHICH WILL BE RECOVERED FROM THE OWNERS WHERE IDENTIFIED