

Caledonian MacBrayne
Clyde & Hebridean Ferries

Brodick & Lochranza

Harbour User
Meeting 03.12.25



Harbour Authority & Harbour Operator



❖ **Caledonian Maritime Assets Ltd (CMAL):**

- ❖ Statutory Harbour Authority and Asset Owner

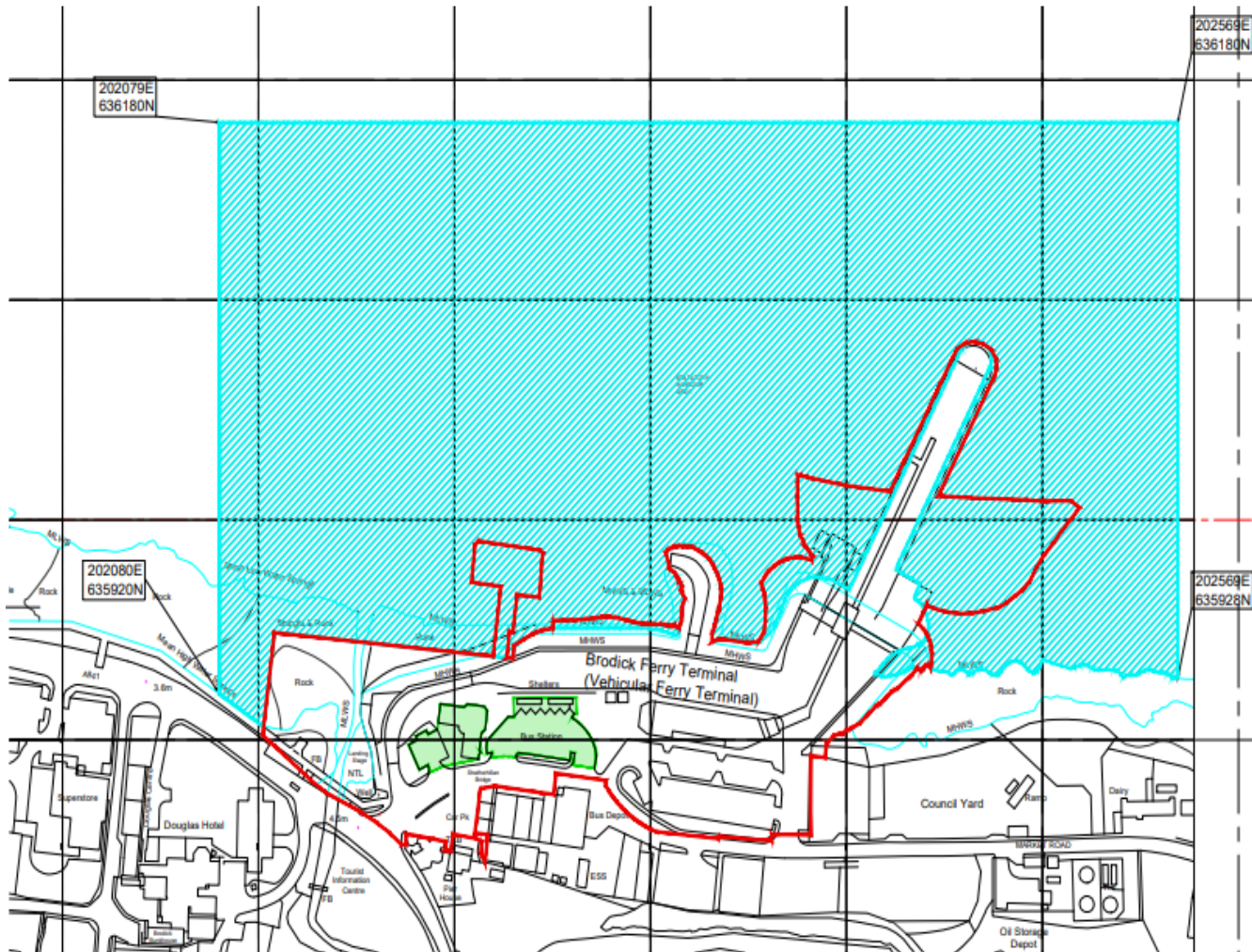
❖ **CalMac Ferries Ltd (CFL):**

- ❖ Ferry Operator under CHFS; and
- ❖ Harbour Operator under the **Harbour Operating Agreement (HOA)** to CMAL

❖ **CMAL delegate the vast majority of the operation of the Harbour to CFL under the HOA.** However, CMAL retain responsibility for:

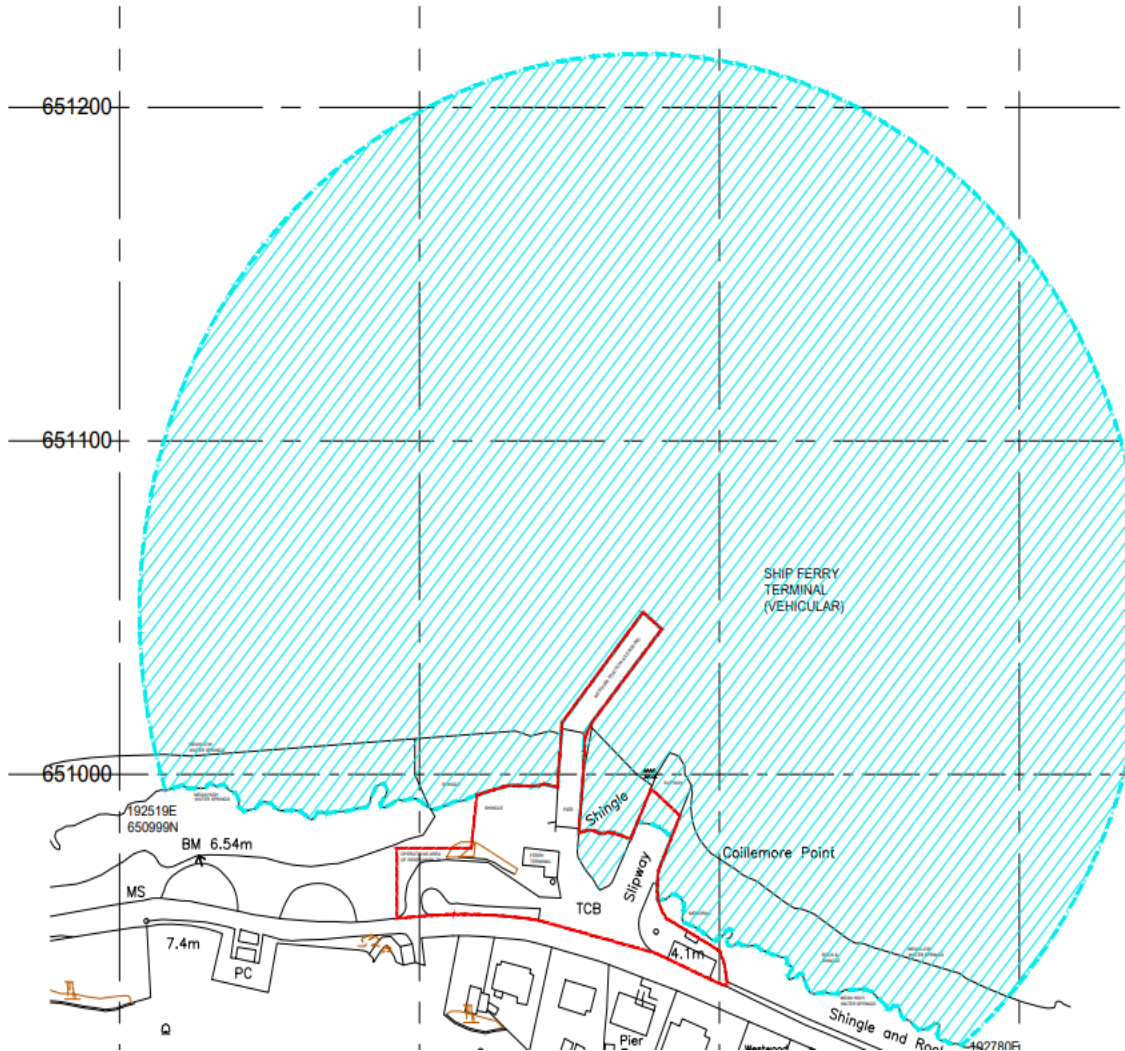
<i>Conservancy</i>	<i>AtoNs</i>	<i>Dredging</i>
<i>Wrecks</i>	<i>Dangerous Vessels</i>	<i>Vessel Detention</i>
<i>Bathymetric Surveys</i>	<i>Issuing NtMs</i>	

Statutory Harbour Area @ Brodick



- Coordinates - Lat: 55° 57' 51 N; Long: 005° 14' 52 W
- ISPS Facility – Yes
- Pier is 100m long with the lowest CD depth reading of 5.6m
- Water is available at the port
- Annually there are approximately 2500 ferry movements in addition to a small number of commercial and cruise vessel movements. The ferry service has priority berthing at the harbour.
- There are no Anchorage areas within the Statutory Harbour Area

Statutory Harbour Area @ Lochranza



- Coordinates - N 55.707702 , W -5.301746
- ISPS Facility – No
- Pier length of 45m
- Water is available
- Cruise ships of up to 73m and 1.8m draught can use the pier.
- Fishing vessels are advised to contact the Brodick Port Manager to discuss arrangements prior to berthing.

Harbour Information Documents



- ❖ Terms and Conditions of Harbour Use
- ❖ Schedule of Harbour Charges
- ❖ Current Notices to Mariners
- ❖ CCTV System Privacy Notice
- ❖ Port Marine Safety Policy Statement
- ❖ Harbours Enforcement and Prosecution Policy
- ❖ Navigational Safety, Pilotage & Towage Policy
- ❖ Marine Conservancy Policy
- ❖ Port Environmental Conditions

Harbour Information & Links

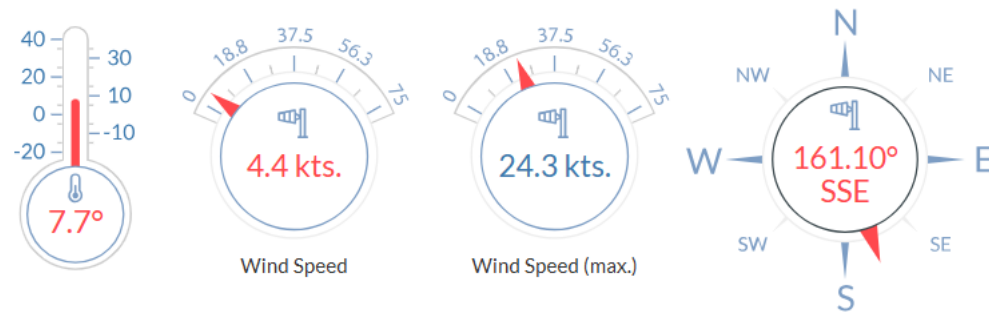


❖ Live environmental data

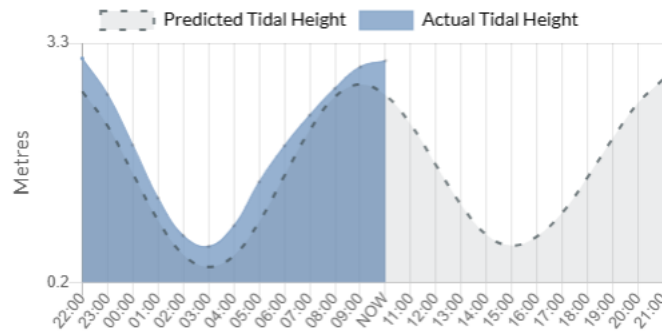
View a topographical and bathymetric overview of the Lochranza harbour area)



Live Wind and Weather Data



Tidal Data

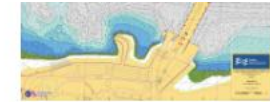


Predicted Tidal Data displayed for Loch Ranza

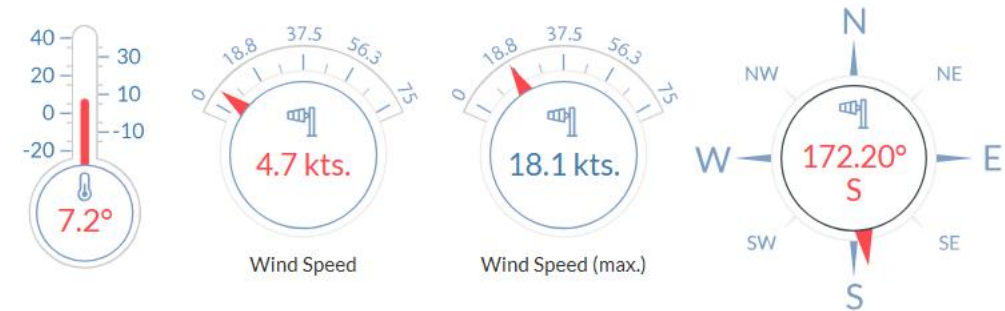
Observed	Predicted
3.09m @09:56 GMT	0.68m @15:03 GMT
Low Tide	0.40m 02:42
High Tide	2.78m 09:29
Low Tide	0.68m 15:03
High Tide	2.97m 21:51

LAST UPDATED 09:56 GMT

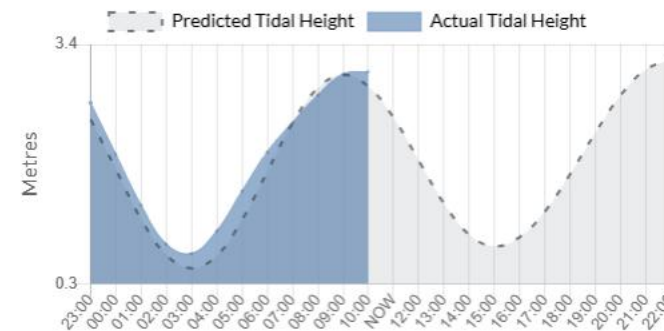
View a topographical and bathymetric overview of the Brodick harbour area)



Live Wind and Weather Data



Tidal Data



Predicted Tidal Data displayed for Brodick Bay

Observed	Predicted
3.02m @09:59 GMT	0.78m @15:03 GMT
Low Tide	0.50m 02:42
High Tide	2.98m 09:28
Low Tide	0.78m 15:03
High Tide	3.17m 21:50

LAST UPDATED 09:59 GMT

Harbour Information Available



The Following Information is available on request:

- **Bathymetric Survey** of the Port – Request from Port Manager;
- **Topographical Survey** of the Port – Request from Port Manager;
- **Vessel Arrival Booking Process** – also available via the CalMac Harbours Website;
- **Workboat Checklist** – also available via the CalMac Harbours Website;
- **Harbour User Consultative Forums** – also available via the CalMac Harbours Website

<https://www.calmac.co.uk/harbours/>

Health, Safety & Environmental Issues - Brodick



Current Issues:

➤ Accidents;

- Heavy contact from vessel onto fenders
- Vessel ran aground within the SHA

➤ Near misses;

- Loss of lighting on the pier during mooring ops
- Technical difficulties onboard vessel on approach
- Chaffed ropes during storm Amy

Health, Safety & Environmental Issues - Lochranza



Current Issues:

➤ Accidents;

- Mooring Lines parted
- Loss of propulsion on approach to pier

➤ Near misses;

- Persons in the water at the pier (Swimmers)

Port Waste Management Questionnaire



CALMAC PORT WASTE MANAGEMENT QUESTIONNAIRE

This port waste management questionnaire is relevant to:

CalMac Harbour Operations are seeking feedback from Harbour Users and selected other relevant stakeholders on port waste management at the harbour, the purpose being to ensure that marine waste provision is adequate and managed. Thank you for participating.

Completed questionnaires should be returned by the following means:

- E-mail to: harbour.operations@calmac.co.uk, or
- Handed in to the Harbour Manager / Supervisor at your local CalMac office

1. Do you support the principle of waste minimisation? Yes / No

2. Can you suggest any ways that you could minimise the waste you produce?

3. Do you think that the level of waste provision at the port facility is adequate? Yes / No

If no please explain:

4. Are the recycling facilities adequate? Yes / No

Please provide further information:

5. Do you currently recycle any of your waste at another facility? Yes/No

Please provide further information:

6. Would you be happy with an increase in harbour charges for better waste facility provision? Yes/No

Form 2.225
Rev. 1

➤ Purpose is to seek feedback from Harbour Users and selected other relevant stakeholders on port waste management at the harbour, the purpose being to ensure that marine waste provision is adequate and managed;

➤ Please complete & return your questionnaires to;

harbour.operations@calmac.co.uk

Navigational Safety - Brodick



CALMAC HARBOURS			
NAVIGATIONAL RISK ASSESSMENT			
This Navigational Risk Assessment relates specifically to the following Harbour:			
BRODICK			
For each CFL Operated Harbour, the Company shall undertake a formal assessment of marine navigational risk, referred to as a Navigational Risk Assessment (NRA).			
This CFL NRA shall be created, maintained, reviewed and updated in line with the CFL Harbour Operations Manual (HOM) which forms a critical element of the CFL Marine Safety Management System (MSMS).			
The CFL HOM describes the approach to the management of the NRA, the processes utilised and the responsibilities of those involved in the maintenance and review of the NRA.			
Contents:			
Sheet 1. NRA Cover Page & Guidance (this sheet)			
Sheet 2. Hazards, Table & Risk Assessment			
Sheet 3. Recommendations for Additional Controls			
Sheet 4. Risk Matrix			
Version Control			
Rev No	Revision Date	Revision Details	Authorised By
0	3/31/2015	Issued to Client	Dr Ed Rogers, Marico Marine Ltd
1	12/20/2017	Review of NRA taken up to date, reflecting recent improvements in CFL systems and processes. Further review to be undertaken with a view to analysis of incident data and local management input. In addition, Navigational Questionnaires to be circulated to all Harbour Users allowing them to feedback local views on navigational safety and the provision of aids to navigation. Once received, RHM will undertake a further review of the NRA with relevant feedback.	Scott Goodwill, Regional Harbour Manager
2	8/6/2018	Review of NRA taken up to date, reflecting analysis of incident data from SIMS and Hazman for the period October 2014 to May 2018 and incorporating and relevant feedback obtained from local Harbour Users from Navigational Questionnaires with their input and views on navigational safety and the provision of aids to navigation. Includes for the creation of an additional hazard category following incident data review. Likelihood scoring reviewed in relation to incident data available resulting in changes to overall risk levels of some hazards	Scott Goodwill, Regional Harbour Manager
3	3/8/2019	Review & updates to NRA Additional Controls.	Scott Goodwill, Regional Harbour Manager
4	5/27/2019	Review of NRA taken up to date, reflecting analysis of incident data from SIMS and Hazman for the period May 2018 to March 2019. Likelihood scoring reviewed but no changes to risk ratings. Additional Controls updated and amended.	Scott Goodwill, Regional Harbour Manager
5	1/23/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from SIMS and Pure systems for the period March 2019 to December 2019. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated and amended. Format of NRA form reviewed and updated, including changes to Risk Matrix.	Scott Goodwill, Regional Harbour Manager
6	6/9/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PURE system for the period January 2020 to May 2020. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated and amended.	Scott Goodwill, Regional Harbour Manager
7	9/4/2020	Review of NRA reflecting analysis of contact incident involving P.S Waverley on 03/09/2020. Likelihood scoring reviewed against incident.	Scott Goodwill, Regional Harbour Manager
8	11/19/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PURE system for the period June 2020 to October 2020. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated as relevant.	Scott Goodwill, Regional Harbour Manager
9	5/20/2021	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PURE system for the period November 2020 to April 2021, including Risk Hazardous Events. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated as relevant.	Scott Goodwill, Regional Harbour Manager
10	10/13/2021	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PURE system for the period May 2021 to September 2021, including Risk Hazardous Events. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated as relevant.	Scott Goodwill, Regional Harbour Manager

Harbour Assessed:		BRODICK							
Description of Activity:		The Assessment of Marine Navigational Risks							
Risk Assessment Reference:		Revision:		12					
Assessment Date:		Date of Next Review:		12 months, following an incident or Additional Controls Implementation Date					
Assessed by:		Authorised by:		CFL Head of Harbour Operations					
At Risk:		Risk Rating:		1 - 1 Low 6 - 10 Medium 11 - 16 Significant 17 - 24 High					
Hazard Ref.	Hazard	Risk Hazardous Event	Potential Harm Outcome	At Risk	Existing Risk Control Measures	L	S	Risk Rating	Additional Controls Yes/No
1	Contact Berthing - Commercial Vessel	Mechanical defect / failure: Fire and/or Explosion, Master error or incapacitation, Result of avoiding action with third party vessel, Sudden change in weather conditions during berthing manoeuvre, Reduced visibility, Shallow Water Effect	Minor injury to crew; Minor damage to vessel; Minor damage to pier.	1,2,3,4	<ul style="list-style-type: none">Operations are to be planned to the extent necessary to ensure safety, and Passage Planning & reviewing weather data;CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Marine;Operations are to be fully compliant with legislation, guidance and best practice;All those involved in operations are to be competent persons;All the necessary information is provided to undertake the movement safely, and Port Survey drawings;All equipment provided is fit for purpose & subject to review in: AtRisk;All necessary resources are allocated to mitigate identified risks;Operations are undertaken in accordance with up to date written procedures;Any exceptions to safe practice are reported;Incidents and near misses are investigated; andA planned response to emergencies is available;Clear division of roles and the responsibilities between CMAL as SHK and Calfmac Harbours as Harbour Operator;Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including Ferry Master/Skipper;Port Managers appointed, with assistance from Supervisors, with delegated powers to act on behalf of the Harbour Master;Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearance when navigating in CFL operated harbours, including key defined considerations for Skippers and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts;Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Websites;Local Port Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users;The CFL series, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge;	4	3	12	Yes
3	Mooring Breakout of a Major Calfmac Ferry / Cruise Ship	Failure of ship's mooring gear; Failure of fixed mooring gear; Inadequate seamanship / watch keeping; Extreme weather; Excessive wash or draw-off; Vandalism.	Minor damage to vessel and / or pier.	1,2,3,4	<ul style="list-style-type: none">Operations are to be planned to the extent necessary to ensure safety, and Passage Planning & reviewing weather data;CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Marine;Operations are to be fully compliant with legislation, guidance and best practice;All those involved in operations are to be competent persons;All the necessary information is provided to undertake the movement safely, and Port Survey drawings;All equipment provided is fit for purpose & subject to review in: AtRisk;All necessary resources are allocated to mitigate identified risks;Operations are undertaken in accordance with up to date written procedures;Any exceptions to safe practice are reported;Incidents and near misses are investigated; andA planned response to emergencies is available;Clear division of roles and the responsibilities between CMAL as SHK and Calfmac Harbours as Harbour Operator;Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including Ferry Master/Skipper;Port Managers appointed, with assistance from Supervisors, with delegated powers to act on behalf of the Harbour Master;Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearance when navigating in CFL operated harbours, including key defined considerations for Skippers and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts;Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Websites;Local Port Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users;The CFL series, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge;	3	3	9	Yes

Top three ranked hazards:

- Contact berthing of Major CFL Vessel
- Mooring Breakout of Major CFL Vessel
- Grounding of Commercial vessel

- CFL maintain a live Navigational Risk Assessment (NRA) which is the very basis of the safe management of the harbour;
- The NRA is aimed at recording our assessment of all navigational hazards and identifying measures to reduce risk to an acceptable level.
- NEW NRAs ARE CURRENTLY UNDER REVIEW

Navigational Safety - Lochranza



CALMAC
HARBOURS

NAVIGATIONAL RISK ASSESSMENT		
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		Revision Details
		Authorised By
0	3/31/2015	Issued to Client
1	12/20/2017	Review of NRA taken up to date, reflecting recent improvements in CFL systems and processes. Further review to be undertaken with a view to analysis of incident data and local management input. In addition, Navigational Questionnaires to be circulated to all Harbour Users allowing them to feedback local views on navigational safety and the provision of aids to navigation. Once received, RHM will undertake a further review of the NRA with relevant feedback.
2	7/12/2018	Review of Hazardous Events & Existing Control Measures following assessment of harbour movements.
3	11/29/2018	Review of NRA taken up to date, reflecting analysis of incident data from SIMS and Hazman for the period October 2014 to May 2018 and incorporating and relevant feedback obtained from local Harbour Users from Navigational Questionnaires with their input and views on navigational safety and the provision of aids to navigation. Includes for the creation of an additional hazard category following incident data review. Likelihood scoring reviewed in relation to incident data available resulting in changes to overall risk levels of some hazards
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6	1/23/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from SIMS and Pure systems for the period March 2019 to December 2019. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated and amended. Format of NIA form reviewed and updated, including changes to Risk Matrix.
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10	10/11/2021	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PURE system for the period May 2021 to September 2021, including Risk Hazardous Events. Likelihood scoring reviewed against incidents and near misses. Additional Controls updated as relevant.

Harbour Assessed:		LOCHRANZA		The Assessment of Marine Navigational Risks		12	
Description of Activity:		Risk Assessment Reference:		Revision:		12	
Assessment Date:		Tuesday, April 9, 2024		Date of Next Review:		12 months, following an incident or Additional Controls Implementation Date	
Assessed by:		CFL Area Harbour Operations Manager		Authorised by:		CFL Head of Harbour Operations	
At Risk:		1- PEOPLE 2- PROPERTY 3- ENVIRONMENT 4- STAKEHOLDERS / BUSINESS		Risk Rating:		1-6 Low 7-10 Medium 11-16 Significant 17-24 High	
Hazard Ref.	Hazard	Hazardous Event Incident	Potential Harm Outcome	At Risk	Existing Risk Control Measures	L	S
2	Contact Slipway - Small CalMac Ferry	Mechanical defect / failure; Fire and/or Explosion; Skipper error / incapacitation; Result of avoiding action with third party vessel; Sudden change in weather conditions during berthing manoeuvre; Low water; Shallow Water Effect	Minor injury; Minor damage to vessel.	1,2,3,4	Operations are to be planned to the extent necessary to ensure safety, including Passage Planning & reviewing weather data; CFL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Mariners; Operations are to be fully compliant with legislation, guidance and best practice; All those involved in operations are to be competent persons; All the necessary information is provided to undertake the movement safely, including Port Survey drawings; All equipment provided is fit for purpose & subject to review as Applicable; All necessary resources are allocated to mitigate identified risks; Operations are undertaken in accordance with up to date written procedures; Any exceptions to safe practice are reported; Incidents and near misses are investigated; and A planned response to emergencies is available; Clear division of roles and the responsibilities between CALMAC, SH&K and CalMac Harbours as Harbour Operator; Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including Ferry Master/Skipper; Port Managers appointed, with assistance from Supervisors, with delegated powers to act on behalf of the Harbour Master; Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skipper and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Whodabets; Local Port Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; The CFL, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge.	3	3
16	Contact Berthing - Small CalMac Ferry	Mechanical defect / failure; Fire and/or Explosion; Skipper error / incapacitation; Result of avoiding action with third party vessel; Sudden change in weather conditions during berthing manoeuvre; Shallow Water Effect	Minor damage to vessel; Minor damage to jetty and/or tenders; Minor damage to third party vessels; Minor injuries.	1,2,3,4	Operations are to be planned to the extent necessary to ensure safety, including Passage Planning & reviewing weather data; CFL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Mariners; Operations are to be fully compliant with legislation, guidance and best practice; All those involved in operations are to be competent persons; All the necessary information is provided to undertake the movement safely, including Port Survey drawings; All equipment provided is fit for purpose & subject to review as Applicable; All necessary resources are allocated to mitigate identified risks; Operations are undertaken in accordance with up to date written procedures; Any exceptions to safe practice are reported; Incidents and near misses are investigated; and A planned response to emergencies is available; Clear division of roles and the responsibilities between CALMAC, SH&K and CalMac Harbours as Harbour Operator; Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including Ferry Master/Skipper; Port Managers appointed, with assistance from Supervisors, with delegated powers to act on behalf of the Harbour Master; Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skipper and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Whodabets; Local Port Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; The CFL, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge.	3	3
25	Wreck or other Solid Object floating, submerged or otherwise creating a navigation hazard within SH&K or approaches	Sunk Wreck / Oil Spill / Oil / Yokohama tender (area outflowing / heavy / post / or pier infrastructure defect / parts or equipment coming free from vessels) either object takes into harbour on the people swimming, diving or other recreational activities in the water	Collision with vessels using, approaching or leaving the harbour / Damage to vessels / Vessels having to take avoiding action	1,2,3,4	Operations are to be planned to the extent necessary to ensure safety, including Passage Planning & reviewing weather data; CFL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Mariners; Operations are to be fully compliant with legislation, guidance and best practice; All those involved in operations are to be competent persons; All the necessary information is provided to undertake the movement safely, including Port Survey drawings; All equipment provided is fit for purpose & subject to review as Applicable; All necessary resources are allocated to mitigate identified risks; Operations are undertaken in accordance with up to date written procedures; Any exceptions to safe practice are reported; Incidents and near misses are investigated; and A planned response to emergencies is available; Clear division of roles and the responsibilities between CALMAC, SH&K and CalMac Harbours as Harbour Operator; Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including Ferry Master/Skipper; Port Managers appointed, with assistance from Supervisors, with delegated powers to act on behalf of the Harbour Master; Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skipper and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Whodabets; Local Port Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; The CFL, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge.	2	4

Top three ranked hazards:

- Contact berthing – Small CFL Vessel
- Contact Slipway – Small CFL Vessel
- Wreck or another Solid Object floating, submerged or otherwise creating a navigation hazard within SHA or approaches

- CFL maintain a live Navigational Risk Assessment (NRA) which is the very basis of the safe management of the harbour;
- The NRA is aimed at recording our assessment of all navigational hazards and identifying measures to reduce risk to an acceptable level.
- NEW NRAs ARE CURRENTLY UNDER REVIEW

Navigational Safety Questionnaire



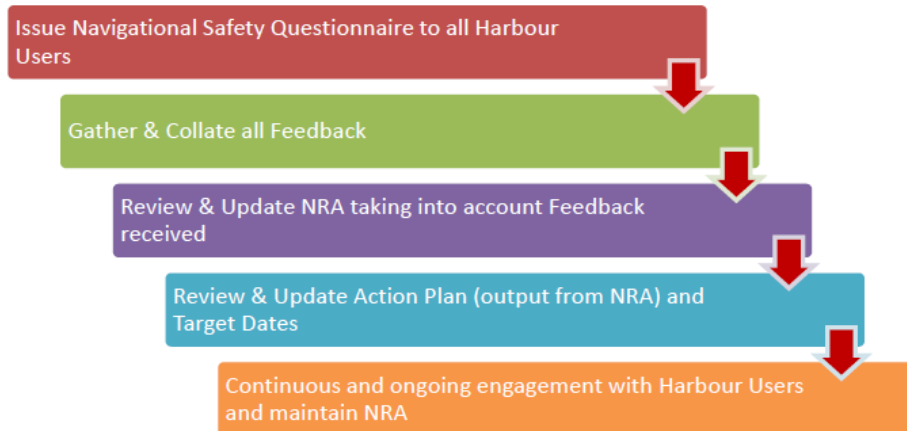
- The Navigational Safety Questionnaire is aimed at providing all users a voice with regards to the provision of safe navigation within the harbour;



CALMAC MARINE NAVIGATIONAL SAFETY QUESTIONNAIRE

CalMac Harbour Operations are seeking feedback from Harbour Users and selected other relevant stakeholders on navigational safety within the harbours we operate. The purpose of this questionnaire is to give ALL users of our harbours the opportunity to comment on the safety of navigation in those areas you sail or operate. CalMac welcomes all relevant feedback in order to identify areas for improvement and make our harbours a safe place for all.

The basic process CalMac Harbour Operations will use is:



CALMAC
HARBOURS

CALMAC MARINE NAVIGATIONAL SAFETY QUESTIONNAIRE

This navigational safety questionnaire is relevant to:

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1. Do you feel that the harbour is a safe place to operate within and navigate? Yes / No

2. Can you suggest any ways that navigation could be improved in the harbour?

3. Do you think the provision of Aids to Navigation (AtoN) is suitable? Yes / No

If no please explain:

4. Are you aware of any incidents or near misses in the past 12 months which CalMac should be aware of or consider when assessing navigation risks? Yes / No

If yes could you please outline some further details of the incident:

5. Do you have any other comments relating to safe navigation, AtoN provision or marine safety? Yes/No

If yes please explain:

Form 2.221
Rev. 1

Notices to Mariners

Standing NtMs

- SN/01 – Dive Projects
- SN/02 – Recognised Anchorages
- SN/03 – Fuel Bunkering
- SN/04 – Safe Speed & UKC
- SN/05 – Weighted Heaving Lines
- SN/08 – Reporting of Incidents, Infrastructure or Aids to Navigation Defects.

Current NtMs

- Always Live Updates [here](#); and
- NTM 02/25 – Sanctions on Russian and Belarus Vessel update



NTM SN/08 Reporting of Incidents, Infrastructure or Aids to Navigation Defects

📅 2 June 2022 **ACTIVE** NTM SN/08

INCIDENT REPORTING

Mariners are advised that any marine incident or near miss should be reported to CMAL's harbour operator, CalMac Ferries Ltd.

This can be done by use of the Harbour Incident Report Form which is available to download at:

<https://www.calmac.co.uk/article/6115/Harbour-Incident-Reporting>

This incident reporting process is for all users of the harbour and should be used as an alternative method of reporting if immediate and direct reporting of an incident to local CalMac port staff is not possible.

A list of CMAL harbours operated by CalMac can be found here:

<https://www.calmac.co.uk/harbours/list>

Engagement, Consultation & Roles



- Primary purpose of the HUCF: **To permit formal engagement and consultation with all users of the Harbour;**
- Normally, formal **HUCF meeting will be once per year** supported by more frequent, less formal engagement. Currently using Microsoft Teams.
- **CFL Port Manager** – Responsible for the safe and effective delivery of the local CFL Ferry and Harbour Services;
- **CFL Deputy Area Manager** – Supporting the CFL Port Manager in the delivery of the local CFL Harbour Operation and Services;
- **CFL Area Harbour Manager** – Creating the standards to which the CFL Harbour Operation and Services will strive and monitoring and supporting the delivery.

Development Projects



Current and Planned Marine Developments at Brodick and Lochranza:

- No Marine Development projects planned for this time for Brodick and Lochranza

Harbour Specific Issues



Open forum to raise and discuss
issues relating to operations at
Gourock

AOB – Any other business?

Attendee & Agenda Review



To confirm:

1. Attendees are suitable – any users missing?
2. Agenda Items – are there other items you would like to cover?

Caledonian MacBrayne
Clyde & Hebridean Ferries

