

**Caledonian MacBrayne**  
Clyde & Hebridean Ferries

# Largs

Harbour User  
Meeting 26.11.25



# 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:

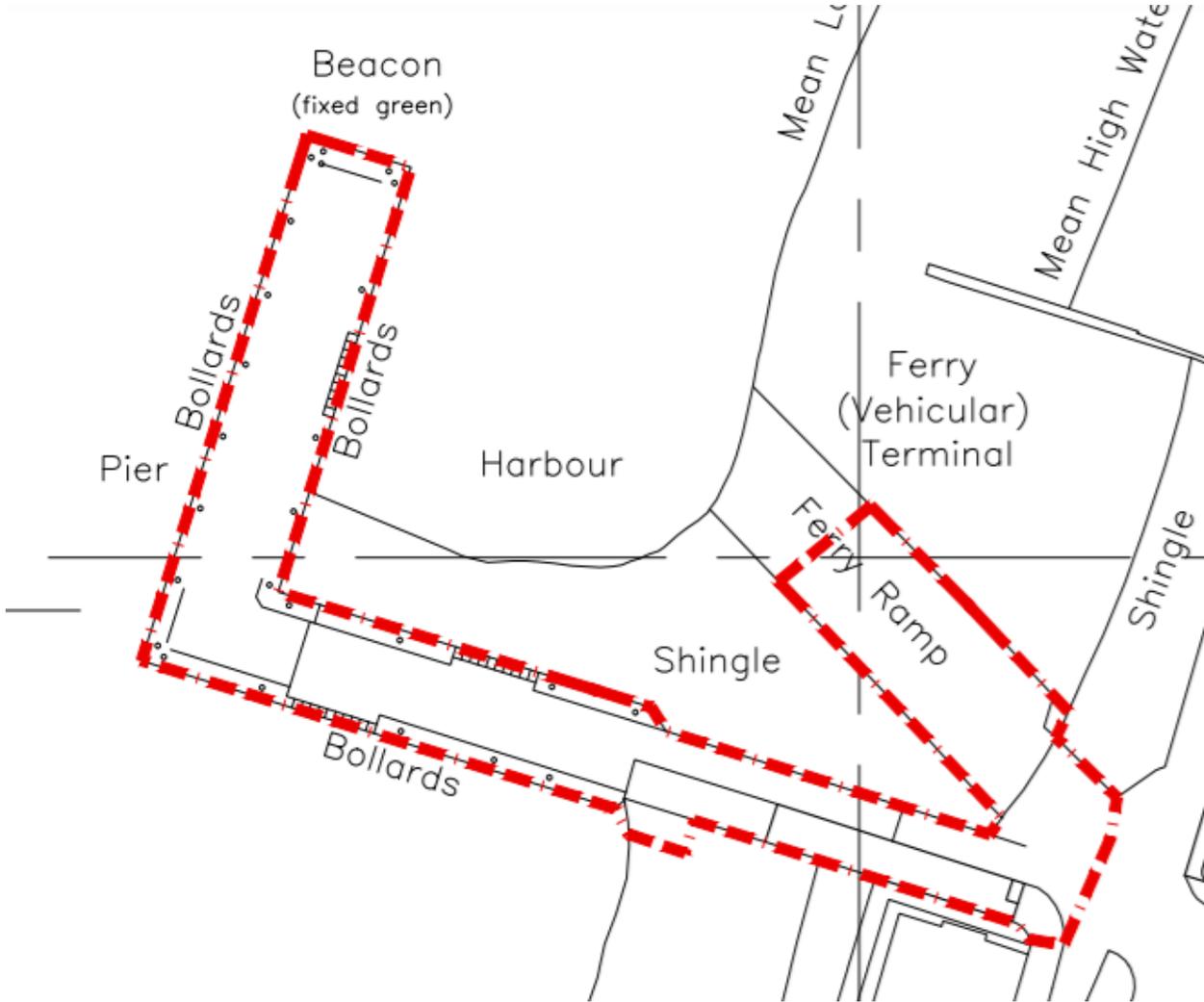
<i>Conservancy</i>	<i>AtoNs</i>	<i>Dredging</i>
<i>Wrecks</i>	<i>Dangerous Vessels</i>	<i>Vessel Detention</i>
<i>Bathymetric Surveys</i>	<i>Issuing NtMs</i>	

# Statutory Harbour Area @ Largs



- There are four berths & a Slipway available to visiting vessels out with the CFL Ferry timetable operating times;
- CFLs Harbour Limits extends approx. 2miles from South to North & approx. 0.5mile East to West;
- A number of commercial vessels berth at Largs on a regular basis, with a length of up to 72m and a draft of up to 3m.
- Largs is used regularly by small fishing vessels to re-fuel and land catch. Fishing vessels can use the stairwells on the South Outer Berth and both sets within the inner harbour;
- Operating from the Slipway is the CFL service to the Isle of Cumbrae;
- There are no anchorages within the Largs Statutory Harbour Area;
- There are no moorings operated by CFL within the Harbour Area;
- CFL do not operate any pontoons within the Harbour Area;
- Yachts can berth at Largs on the West & South Outer Faces, as well as in the inner Harbour.

# Shore Area @ Largs



- **GPS Coordinates 55.875816 N, -4.891239 W**
- CFLs Area of Responsibility highlighted in **Red**;
- Pier and Slipway;
- Four berths;
- Small terminal building with ticket facilities, information desk and toilets;

# Harbour Information Documents

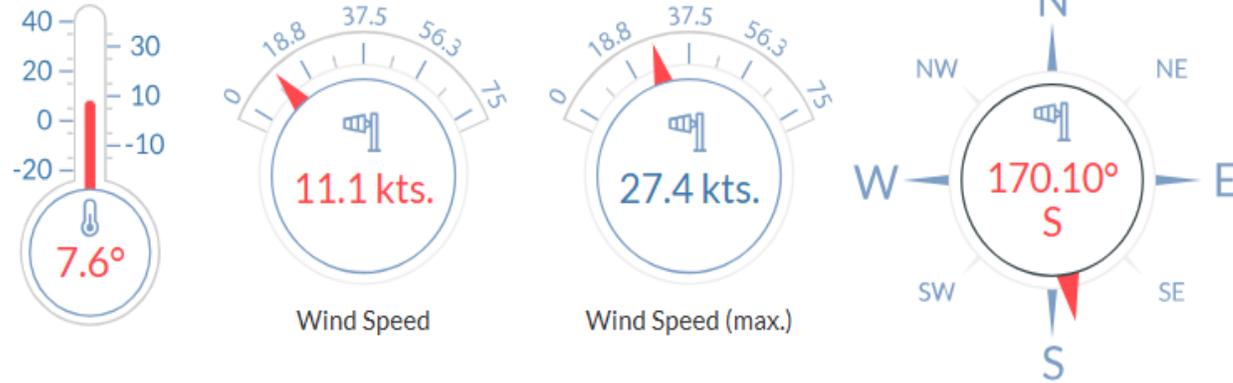


- ❖ **Terms and Conditions of Harbour Use**
- ❖ **Schedule of Harbour Charges**
- ❖ **Current Notices to Mariners**
- ❖ **CCTV System Privacy Notice**
- ❖ **Port Marine Safety Policy Statement**
- ❖ **Harbours Enforcement and Prosecution Policy**
- ❖ **Navigational Safety, Pilotage & Towage Policy**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

# Harbour Information & Links

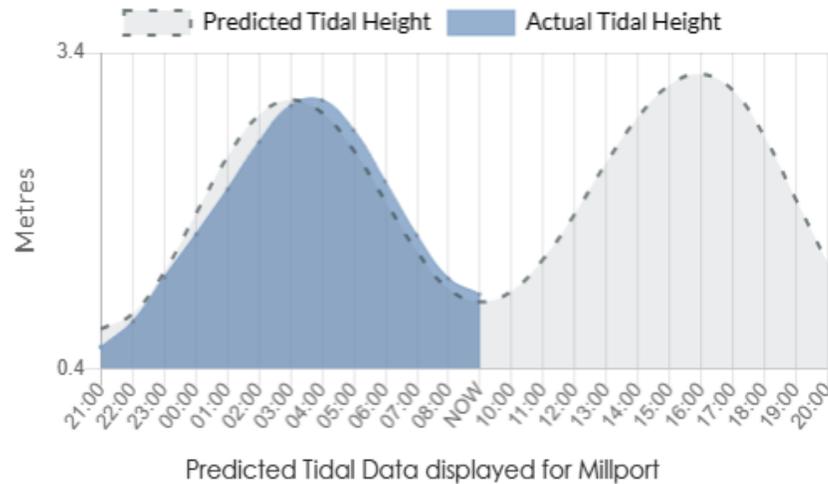


## Live Wind and Weather Data



❖ Live environmental data

## Tidal Data



Observed	Predicted
1.13m @08:47 GMT	1.06m @08:58 GMT
Low Tide	0.81m 20:51
High Tide	2.94m 03:28
Low Tide	1.06m 08:58
High Tide	3.18m 15:46

LAST UPDATED 08:47 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



- Current Issues:
- Accidents;
  - Oil Spill within the SHA
  - Sunken Yacht with the SHA
  - Grounded Yacht within the SHA
- Near misses;
  - No Navigational Near misses at this time

# 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](mailto: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](mailto:harbour.operations@calmac.co.uk)

# Navigation Safety



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NAVIGATIONAL RISK ASSESSMENT			
The Navigational Risk Assessment relates specifically to the following Harbour:			
<b>LARGS</b>			
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 Operational 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 process utilised and the responsibilities of those involved in the maintenance and review of the NRA.			
<b>Content:</b>			
Cover 1 - NRA Cover Page & Contents (this sheet)			
Cover 2 - Harbour Title & Location			
Cover 3 - Responsibilities for Additional Controls			
Cover 4 - Risk Matrix			
<b>Revision Control</b>			
Rev No	Revision Date	Revision Details	Authorised By
0	31/05/2019	Issued to Client	Dr Sid Rogan, Marlin Marine Ltd
1	30/12/2017	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 Questionnaire 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, BIMM will undertake a further review of the NRA with relevant feedback.	Scott Goodwill, Regional Harbour Manager
2	06/08/2018	Review of NRA taken up to date, reflecting analysis of incident data from SMS and Harman for the period October 2016 to May 2018 and incorporating and relevant feedback obtained from local harbour users from Navigational Questionnaire 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	08/05/2019	Review & updates to NRA Additional Controls.	Scott Goodwill, Regional Harbour Manager
4	27/05/2019	Review of NRA taken up to date, reflecting analysis of incident and near miss data from SMS and Pure systems for the period March 2019 to December 2019. Likelihood scoring reviewed against incidents and near miss. Additional Controls updated and amended.	Scott Goodwill, Regional Harbour Manager
5	23/01/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from SMS and Pure systems for the period March 2019 to December 2019. Likelihood scoring reviewed against incidents and near miss. Additional Controls updated and amended.	Scott Goodwill, Regional Harbour Manager
6	23/02/2020	Review of NRA following MV Loch Shira Grounding Incident at Largs Inner Harbour on 22/02/2020	Scott Goodwill, Regional Harbour Manager
7	08/06/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PUSE system for the period January 2020 to May 2020. Likelihood scoring reviewed against incidents and near miss. Additional Controls updated and amended.	Scott Goodwill, Regional Harbour Manager
8	07/07/2020	NRA updated following review of June 2020 Incidents/Near Miss Data in PUSE.	Scott Goodwill, Regional Harbour Manager
9	18/11/2020	Review of NRA taken up to date, reflecting analysis of incident and near miss data from PUSE system for the period July 2020 to October 2020. Likelihood scoring reviewed against incidents and near miss. Additional Controls updated as relevant.	Scott Goodwill, Regional Harbour Manager

LARGS				
Harbour Assessment		The Assessment of Marine Navigational Risks		
Description of Activity		Recommendations for Additional Controls		
Ref No	Recommendation	Assignee/Responsible Person	Target Implementation Date	Review Comments & Observations
1	Clarify the definition of the role and responsibilities of the Harbour Master (HM) and the role of the Harbour Master (HM) in the operation of the PUSE in the Harbour.	COMPL/PT		The HM has been through the Harbour Operating System (HOS) which contains a detailed Checklist of Responsibilities (CLR) in relation to the CLR and the PUSE in the Harbour.
2	Equip an individual with appropriate powers to act as the day to day Harbour Master in the Harbour.	COMPL/PT		The HM has the appropriate powers and the appropriate design process is well understood and well implemented. Harbour Master's duties are well understood and the Harbour Master's duties are well understood and the Harbour Master's duties are well understood.
3	Inform CalMac Ferry Users and local Harbour Users of the identification of the local Harbour Master and the role of the HM and CalMac in the Harbour.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
4	Minimise local Harbour User disturbance, engagement and consultation.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
5	Consider thinking weather and sea state conditions to ferry and commercial operations in the Harbour.	Further discussion to be undertaken involving CALM, CFL, Harman, CFL, Operations and other relevant users. CFL Harman's intention to arrange an initial meeting with CALM, CFL, and Operations to agree the way forward.	Regional Harbour Manager	31 Mar 21
6	Consider thinking conditions under load (wave force).	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
7	Review a consistent incident database.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
8	Review the effectiveness of the current risk matrix.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
9	Review VHF working to reduce the number of VHF messages.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
10	Review the effectiveness of the current risk matrix.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
11	Minimise local Harbour User disturbance, engagement and consultation.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
12	Consider thinking conditions under load (wave force).	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
13	Review the effectiveness of the current risk matrix.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.
14	Consider the suitability of the current risk matrix.	COMPL/PT		Harbour User Consultative Forum (HUCF) used as the primary engagement tool. Including issuance of all Ferry Users' Registers and all other 3rd party registers.

Harbour Assessment		LARGS		
Description of Activity		The Assessment of Marine Navigational Risks		
Risk Assessment Reference:		Risk Assessment Reference:		
Assessed Date:		Date of Next Review:		
Assessed By:		Authorised By:		
At Risk:		Risk Rating:		
Hazard Ref	Hazard	Risk	Potential Harm	At Risk
1	Contact Berthing - Small CalMac Ferry	1.2,3,4	Miscellaneous Board Incident	1.2,3,4
2	Grounding of a Small CalMac Ferry	1.2,3,4	Miscellaneous Board Incident	1.2,3,4
3	Collision between Small CalMac Ferry and Fishing Vessel - Small Commercial Craft (including other passenger vessels)	1.2,3,4	Miscellaneous Board Incident	1.2,3,4

## Top three ranked hazards:

1. Contact Berthing – Small CalMac Vessel;
2. Grounding of a Small CalMac Ferry;
3. Collision between Small CalMac Ferry and Fishing Vessel / Small Commercial Craft.

- 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.

# Navigational Safety Questionnaire



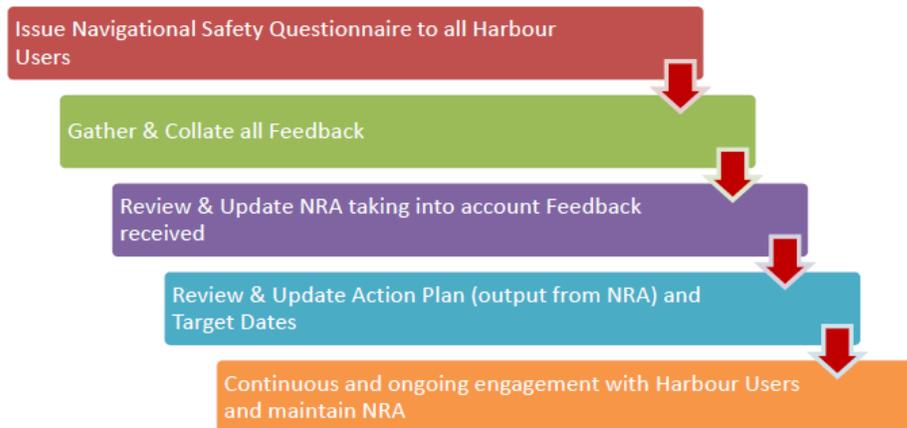
- The Navigational Safety Questionnaire is aimed at providing all users a voice with regards to the provision of safe navigation within the harbour;



## 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:

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:

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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:

- No Marine Development projects planned for this time for Largs

# 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

