

CODE OF PRACTICE FOR OBAN BAY AND ITS APPROACHES

This Code of Practice has been developed to promote safety of navigation in the Oban Bay area and its approaches. The area covered by this Code of Practice is defined as a Minimum Wake Zone. The attention of owners, masters and crew of ALL vessels is drawn to the International Regulations for Preventing Collisions at Sea, 1972, as amended, (COLREGS), published in Merchant Shipping Notice No.1642/COLREG 1; and in particular to Rules 2, 5, 6 and 9. (See reverse)

1. The Oban Bay area referred to shall be bounded to the north by a line from the north-west tip of Kerrera to the north-west tip of Maiden Island and to the south by a line drawn east-west through Sgeirean Dubha light tower (Cutter Rock Beacon, Kerrera Sound). Oban Harbour is defined as the area to the east of a line drawn from Dog Stone to the north and Brandy Stone to the south.

2. For the purpose of this Code the North and South entrances to Oban Bay shall be deemed to be "Narrow Channels".

3. For the purpose of this Code a large vessel shall be defined as a vessel of more than 20 metres in length, or a vessel with a draft in excess of three (3) metres.

4. Large vessels "leaving" Oban Bay shall have the right of way over all vessels "entering" Oban Bay. No small vessel, including a sailing vessel, will be permitted to impede the passage of a large vessel entering or leaving Oban Bay.

5. Small vessels entering or leaving Oban Bay shall keep as near to the starboard side of the channel as is safe and practicable.

6. All vessels within the Oban Harbour limits shall not exceed 5 knots, except in the case of an emergency. Outwith the Oban Harbour limits, displacement vessels shall not exceed 7 knots north of the Kerrera Ferry Slips, except in the case of an emergency.

(A case of an emergency is defined as that involving safety of life at sea, safety of injured persons or passengers being carried by a vessel, safety of a vessel or actions in preventing pollution of the marine environment.)

7. All vessels operating in Oban Bay should listen on VHF Channel 16. Vessels of over 40 metres should make a brief safety announcement on VHF Channel 16 prior to entry or departure.

8. A seaplane service operates to and from Oban Bay. The aircraft commander will ensure that the area is clear of surface craft before landing or taking off, and will, when on the surface, be governed by the International Rules for the Prevention of Collision at Sea.



Code for
SAFE

NAVIGATION

in and around

OBAN BAY



**STRATHCLYDE
POLICE**



This Code of Practice has been developed and supported by:

Printing funded by the Strathclyde Joint Police Board Community Safety Initiative Fund - Oban, Lorne & Islands Safety Forum

EXTRACT FROM INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972, AS AMENDED. (COLREGS)

RULE 2 - Responsibility

- (a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.
- (b) In construing the complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

RULE 5 - Look-out

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.

RULE 6 - Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
 - (i) the state of visibility;
 - (ii) the traffic density including concentrations of fishing vessels or any other vessels;
 - (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
 - (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
 - (v) the state of wind, sea and current, and the proximity of navigational hazards;
 - (vi) the draught in relation to the available depth of water.
- (b) Additionally, by vessels with operational radar:
 - (i) the characteristics, efficiency and limitations of the radar equipment;

- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

RULE 9 - Narrow Channels

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (b) 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.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such a channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.
- (e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).
- (ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) A vessel hearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).
- (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.