

FORTH PORTS AUTHORITY

FORTH BYELAWS

Forth Ports Limited, in exercise of the powers conferred by Part VI of the Forth Ports Authority Order 1969 and of all other powers them enabling, has made the following Byelaws for the Forth.

PRELIMINARY

1. These Byelaws may be cited as the Forth Byelaws **Title**

2. These Byelaws are divided into Parts as follows:- **Division into parts**
 - Part I** Interpretation.
 - Part II** Lights, Daymarks, and Signals.
 - Part III** Navigation.
 - Part IV** Anchoring and Mooring.
 - Part V** Miscellaneous.
 - Schedule** Exemptions for Certain Pleasure Craft.
 - Appendix I** Description of the limits of the Forth.
 - Appendix II** Map of the Forth.

3. Except in so far as is inconsistent with The Dockyard Port of Rosyth Order 1975 or such subsequent Order these Byelaws shall apply in the Forth including the Dockyard Port of Rosyth but excluding: **Application of Byelaws**
 - (a) the area of Her Majesty's Dockyard, Rosyth, and the approach channel thence to a line joining Beamer Rock Light and the northern pier of the Forth Road Bridge, and,
 - (b) those ports, harbours (including the precincts of such ports and harbours), piers and jetties, which, although within the Forth, do not belong to the Authority.

Nothing in these Byelaws shall be deemed to apply to vessels and servants of Her Majesty or of Her allies engaged in operations for defence purposes (as to which the Queen's Harbour Master, Rosyth, shall be the sole judge).

4. The exemptions appearing in the Schedule to these Byelaws shall apply to pleasure craft (other than pleasure craft used wholly or mainly for the carriage of passengers for reward) having an overall length of less than 12 metres. **Saving for certain pleasure craft**

5. The Collision Regulations apply in the docks and harbours of the Authority and in the Forth; provided that where there is conflict between the said regulations and these Byelaws, the latter shall prevail. **Collision Regulations to be observed**

6. Any person who offends against these Byelaws is guilty of an offence and liable to a fine not exceeding £400 (Four Hundred Pounds Sterling). **Penalties for breach of Byelaws**

FORTH PORTS LIMITED	Document ID FPM DL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Part I – Interpretation

7. **Definitions** The definitions contained in the Collision Regulations (except in so far as inconsistent herewith) shall apply for the interpretation of these Byelaws.

In these Byelaws the following words and expressions shall have the following meanings:-

“at anchor” when used in relation to a vessel means that she is attached to the ground by one or more anchors.

“The Authority” means Forth Ports Limited as Statutory Harbour Authority, Pilotage Authority and Local Lighthouse Authority.

“Braefoot Marine Terminal” means the marine terminal and associated works situated between Braefoot Point and Vault Point, Dunfermline District, Fife Region, in Mortimer’s Deep at position – 56° 02’ .10 North and 03° 18’ .65 West.

“berthed” when used in relation to a vessel means secured to land, premises or a wharf, pier, pontoon, stage, jetty, dolphin or river wall or bank, or secured to any other vessel so berthed.

“boat” means any open boat, skiff, dinghy, punt, racing shell or canoe, whether propelled by mechanical power, sail, oars or other means.

“by day” means between the hours of sunrise and sunset.

“by night” means between the hours of sunset and sunrise.

“Collision Regulations” means regulations for the prevention of collisions made under Section 85 of the Merchant Shipping Act 1995.

“commercial craft” means any vessel whether self-propelled or not which is engaged in trade, carrying passengers or goods, or attending on vessels, craft, floating plant or works for remuneration.

“daymark” means any flag, burgee, pennant, ball, shape, cone, cylinder, drum or any other object whatsoever of such colour, form, dimensions or character as are prescribed by these Byelaws to be exhibited by day whether singly or in combination by any vessel as a visual signal.

“docks and harbours of the Authority” means the docks and harbours of Burntisland, Grangemouth, Granton, Kirkcaldy, Leith, Methil and Newhaven, the Hound Point Marine Terminal and any other works which may from time to time belong to the Authority and includes the jetties, piers, quays, slipways and wharves of the said docks and harbours, marine terminal and other works and the recognised water approaches thereto.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

“dredger” means any vessel, whether self-propelled or not, engaged in dredging, excavating, raking, breaking, drilling, boring, screwing or eroding or dispersing sand or other material in the Forth.

“fairway” means a navigable channel which is a regular course or track of shipping and, in particular, includes the recommended channel for deep draught vessels, as shown illustrated in Appendix II, between the Fairway Buoy and Grangemouth where such recommended channel is marked, dredged and maintained.

(Note: The Fairway Buoy is positioned at 56° 03'.50 North, 03° 00'.00West and is shown in Appendix II.)

“floating structure” means any non-propelled float, raft, pontoon, caisson, floating elevator, floating dock, floating crane, floating derrick, salvage lighter, pipelaying barge, oil rig, pumping platform or house-boat.

“the Forth” means so much of the river and the Firth of Forth, the estuary thereof and the sea as is within the limits described in Schedule I of the Forth Ports Authority Order Confirmation Act 1969 an extract of which is contained in Appendix I and as shown in Appendix II. (Map of the Forth).

“Forth Navigation Service” means the vessel traffic service operated by the Authority from the Harbourmaster’s Office lying to the North of the lock entrance, Leith Docks, Edinburgh.

“Forth Railway Bridge” means the bridge used by rail traffic across the Forth linking the Regions of Lothian and Fife.

“Forth Road Bridge” means the road bridge across the Forth linking the Regions of Lothian and Fife.

“harbour craft” means any vessel which is normally employed within the partially smooth water limits of the Forth or within the port area of Methil for the carriage of goods or passengers or for towing, attending on ships, floating plant, construction works, wharves, jetties or for patrolling or inspection duties.

“harbourmaster” means the Harbourmaster appointed by the Authority and includes his authorised deputies and assistants.

“Hound Point Marine Terminal” means the marine terminal and associated works situated off Hound Point, West Lothian District, Lothian Region in position – 56° 00'.35 North and 03° 21'.68 West.

“hovercraft” means a vehicle which is designed to be supported when in motion wholly or partly by air expelled from the vehicle to form a cushion of which the boundaries include the ground, water or other surface beneath the vehicle.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

“International Code of Signals” means the code adopted by the Fourth Assembly of the Inter-Governmental Maritime Consultative Organisation (IMO) in 1965 and any subsequent Amendments adopted thereafter.

“Kincardine-on-Forth Road Bridge” means the road bridge between Higginsneuck on the south shore of the Forth and Kincardine-on-Forth on the north side of the Forth.

“lighter” means any dumb barge or other like craft, without motive power, which is used for the carriage of goods.

“master” in relation to a vessel means any person having or taking the command, charge or management of the vessel for the time being.

“moored” when used in relation to a vessel means:-

- (a) made fast either ahead or astern or both at a mooring chain or buoy, or,
- (b) made fast both ahead and astern by anchors, or,
- (c) secured alongside another vessel so made fast.

“partially smooth waters” means the water area extending to the westmost limit of the Forth and lying to the west of an imaginary line drawn between Kirkcaldy on the north side of the Forth and Portobello on the south side.

“pleasure craft” means any vessel not used solely as a tug, dredger, pontoon or craft engaged in maintaining waterways or docks or wholly or mainly for the carriage of goods and includes any vessel of not more than 100 tonnes gross used wholly or mainly for the carriage of passengers for reward.

“prolonged blast” means a blast of from four to six seconds.

“Queen’s Harbour Master” means the person for the time being appointed under the Dockyard Port Regulation Act 1865 to be Queen’s Harbour Master for Rosyth and any person having authority to act as Queen’s Harbour Master.

“speed boat” means any vessel less than 12 metres in length capable of exceeding a speed of 15 knots in still water.

“underway” when used in relation to a vessel means a vessel that is not at anchor or moored or made fast or aground and includes a vessel drifting up or down the Forth with her anchor on the ground.

“vessel” means every description of water craft, however propelled or moved, and includes a hovercraft, a hydrofoil vessel and any thing (whether in or under water) constructed or used to carry persons or goods by water and a seaplane on or in the water.

(Notes to Byelaws: The Notes appearing in Byelaws 11, 23 and 58 are for information only and do not form part of these Byelaws.)

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Part II - Lights, Daymarks and Signals

8. The master of any harbour craft which on account of her special departure or construction is unable to position lights or daymarks in the manner laid down in these Byelaws shall comply therewith as closely as the construction of the said craft permits.
9. (a) A vessel moored either singly or alongside any other vessel shall display the appropriate lights or daymarks required by the Collision Regulations to indicate a vessel at anchor. Provided that this Byelaw shall not apply to:- **Vessels moored**
- (1) lighters and floating structures lying at moorings which have been approved by the Harbourmaster;
- (2) yachts moored or berthed in yacht-mooring areas which have been approved by the Harbourmaster;
- (3) vessels used as hulks and moored fore and aft.
- (b) Any vessel used as a hulk shall exhibit such light or lights as the Harbourmaster shall from time to time order or direct.
10. Sound signals made by whistle mentioned in these Byelaws shall not be used on any other occasion or for any other purpose except those hereinmentioned or those from time to time authorised by the Harbourmaster. **Sound signals - when to be used**
11. When a power-driven vessel, including a tug with a tow, is underway by night or by day and is about to turn around, she shall signify the same by four blasts of the whistle in rapid succession followed, if turning with her head to starboard, by one further short blast and, if with her head turning to port, by two further short blasts. Whilst turning the vessel shall repeat such signals at intervals of not more than two minutes. **Power-driven vessel turning.**
- (**Note:** These sound signals are to be used only by vessels in sight of one another.)
12. A power-driven vessel underway which runs aground shall immediately signify the same by six short blasts in rapid succession on her whistle and shall repeat such signal at short intervals until she shall have exhibited the lights and daymarks or commenced to make the sound signals prescribed in the Collision Regulations to indicate that she is aground. **Power-driven vessel aground gives six short blasts.**
13. When a power-driven vessel under way by day or by night is for any reason unable to manoeuvre as required by these Byelaws, she shall signify the same to any approaching vessel within sight by sounding at intervals of not more than two minutes, three blast in succession, namely one prolonged followed by two short blasts. **Power-driven vessel unable to manoeuvre gives three blasts in succession.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

- 14.** It shall be the duty of the person in control of the diving operations to comply with the requirements of the Collision Regulations and the International Code of Signals in so far as they relate to diving operations. **Vessels employed in diving.**
- 15.** A vessel, having a draught in excess of 10 metres and navigating in the fairway west of the Fairway Buoy, may exhibit the lights or signals prescribed for vessels constrained by their draught in Rule 28 of the International Regulations for the Prevention of Collisions at Sea, 1972 as amended by Resolution A 464 (xii) of the International Maritime Organisation. **Deep-draughted vessels.**
- 16.** A power-driven vessel about to enter a fairway from a dock, lock, basin, wharf, jetty or anchorage shall sound one prolonged blast. **Vessels entering a fairway.**
- 17.** When the North Queensferry Signal Station Traffic Light is in operation no vessel shall pass under the North or South Arch of the Forth Railway Bridge. **Forth Railway Bridge**
- 18.** A vessel intending to pass under the Bridge shall give one prolonged blast of the whistle. **Kincardine-on-Forth Road Bridge.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Part III – Navigation

19. Without prejudice to any directions issued by the Forth Navigation Service, the master of every vessel which trades to sea shall, whenever practicable, give prior notice to the Harbourmaster of that vessel's arrival, departure or movement. **Notice of arrival, departure or movement.**
20. Vessels (other than vessels or boats engaged in rescue work) must keep clear and reduce speed when passing close to vessels and barges at the following anchorages and mooring buoys lying to the south of Burntisland.
- Anchorage B (2) 56° 02'.70 North, 03° 12'.85 West.
 Anchorage B (5) 56° 02'.88 North, 03° 13'.65 West.
 Anchorage B (2) 56° 02'.73 North, 03° 14'.17 West.
21. The master of every power-driven vessel underway shall either be on the bridge or control position of the vessel himself or ensure that there is on the bridge or control position a member of the crew who is capable of taking command of the vessel and, when a pilot is on board, is capable of understanding the pilot's directions. **Master or competent person to remain on bridge.**
22. The master of every vessel shall navigate his vessel:- **Vessels to be navigated with care and caution.**
- (a) with due care and caution;
 - (b) at a speed and in a manner which shall not endanger the safety of any other vessel;
 - (c) so as not to cause damage to any buoy, mooring or any other property, and;
 - (d) so as not to endanger the safety of or cause any injury to any person.
- In addition, the master shall ease the engines of the vessel when passing any other vessel employed in dredging, diving, underwater work, removing a sunken vessel, wreck or other obstruction, or working at any buoy or mooring.
23. The master of every vessel when navigating the Forth shall ensure that a careful lookout is maintained in order to avoid damage to fishing vessels, gear or nets. Signals for fishing vessels are specified in the Collision Regulations and should be observed by all vessels at all times. **Avoidance of damage to fishing vessels, gear or nets.**
- (**Note:** Attention is drawn to the fact that fishing nets may extend up to a mile from the fishing vessel and that gear may cover a wide area.)
24. The master of a vessel which has sunk or has grounded shall forthwith give to the Harbourmaster notice thereof and of the position of such vessel and such particulars as may be required by the Harbourmaster for the safety of navigation and the prevention of pollution. **Notice to be given of position of sunken vessels.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

25. The master of a vessel which has been in a collision or on fire, or has sustained damage or which has caused damage to other vessels or property shall give immediate notice of the incident to the Harbourmaster and where the damage to a vessel is such that it affects or is likely to affect her seaworthiness the master thereof shall not move the vessel, other than to clear the fairway or moor or anchor in safety, except with the permission of the Harbourmaster and in accordance with his directions. **Notice to be given of incidents.**
26. The master of a vessel :- **Notice to be given of damaged vessels.**
- (a) which has sustained damage outside the area of the Authority which affects or is likely to affect her seaworthiness, or,
- (b) from which oil or some dangerous or flammable substance is escaping or likely to escape;
- shall give notice thereof to the Harbourmaster and the vessel shall not proceed west of the Fairway Buoy 56° 03'.50 North, 03° 00'.00 West except with the permission of the Harbourmaster and in accordance with his directions.
27. A vessel whether under power or sail which is not confined to a fairway shall not make use of a fairway so as to cause obstruction to other vessels which can navigate only within such fairway and shall give such vessels a clear course and as wide a berth as safe navigation requires. **Vessels not to obstruct fairways.**
28. Notwithstanding the Collision Regulations, no vessel shall enter or cross a fairway except when the fairway in the vicinity of the vessel is clear and only in such a manner as not to impede or endanger other vessels navigating in the fairway. **Vessels entering or crossing a fairway.**
29. A vessel crossing, turning or manoeuvring in a fairway and for which the North Queensferry Signal Station Traffic Light is not in operation shall be navigated so as not to hamper, impede or cause damage to any other vessel. **Vessels manoeuvring not to hamper other vessels.**
30. No person of less than 16 years of age shall be in charge of a power-driven vessel having a power unit installation in excess of ten horse power as rated by the manufacturer or having a potential speed in excess of 8 knots in still water. **Person in charge of vessel.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

- 31.** The master of a speed-boat shall be in a position where he can exercise proper control of the vessel and ensure that all persons in the vessel shall be safely seated and shall not ride or sit on the gunwales or decking of such vessel when under way. **Speed-boats.**
- 32.** (a) No person or persons shall engage in water skiing or aqua-planing except with the permission of the Harbourmaster and only in such areas as he may designate after consultation with local authorities and in accordance with such reasonable conditions as he may impose. **Water ski-ing and aqua-planing.**
- (b) A vessel towing a person water ski-ing shall have on board a lifebuoy or other sufficient form of life preserver and two persons able to take charge of the vessel and to give such assistance as may be reasonable required during towing.
- (c) An internal combustion engine in a vessel used in connection with water ski-ing and aqua-planing shall be fitted with a silencer expansion chamber or other contrivance suitable and sufficient for reducing so far as may be reasonable the noise caused by the escape of exhaust gases from the engine.
- 33.** Except in the case of rescue craft or in an emergency the master of a power-driven vessel shall not cause or permit his vessel to:- **Restrictions on towing and pushing.**
- (a) push ahead one or more vessels where the total length of such vessels exceeds 60 metres unless the vessel is constructed for pushing operations and is approved by the Harbourmaster;
- (b) tow alongside more than one vessel at a time;
- (c) tow a vessel when pushing one or more vessels ahead;
- (d) push one or more vessels when towing another vessel alongside;
- (e) tow more than two vessels astern unless they are placed at least two but not more than three abreast in the tow;
- (f) proceed for more than 1,000 metres in a fairway when his vessel has in tow:-
- (1) more than six other vessels;
- (2) six or fewer other vessels and the distance between the stern of the towing vessel and the stern of the aftermost vessel in the tow exceeds 120 metres;
- (3) three vessels abreast of each other and the total width of such vessels exceeds 20 metres.
- 34.** (a) Vessels must reduce speed if necessary and must not approach within 100 metres when passing vessels berthed at the Hound Point Marine Terminal. **Hound Point Marine Terminal.**
- (b) No person other than a person authorised by the Authority shall approach within 100 metres of the terminal.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

35. :

Kincardine-on-Forth Bridge.

- (a) Only one vessel at a time shall approach the Bridge with the intention of passing under the Bridge.
- (b) In the event of vessels approaching the Bridge from opposite directions, the vessel or vessels from seaward shall have precedence. A vessel outbound from Alloa shall not pass a line 1,000 metres from the Bridge until it is evident that no vessel is attempting inward passage.
- (c) In the event of two or more vessels abreast or nearly abreast approaching the Bridge from the same direction the vessel to starboard shall have precedence and this precedence is to be given in sequence from starboard to port.
- (d) There is to be a distance of at least 600 metres between vessels when about to pass under the Bridge.
- (e) Vessels are to approach the Bridge at reduced speed which must not exceed 10 knots over the ground.
- (f) No vessel is to anchor in the fairway within 1,000 metres of the Bridge.
- (g) All other vessels are to keep out of the way of any vessel approaching the Bridge and intending to pass under the Bridge.

36. Vessels must not approach within 100 metres of the main piers of the Forth Road Bridge.

Forth Road Bridge.

- 37. (a) No vessel shall enter Mortimer's Deep without the express permission of the Harbourmaster unless the vessel is destined for Braefoot Marine Terminal.
- (b) No vessel shall enter Mortimer's Deep when a vessel is berthed at the Braefoot Marine Terminal or when any vessel is bound for such Terminal or is manoeuvring in or in the vicinity of Mortimer's Deep. This byelaw shall not apply to a second vessel or harbour craft bound for such terminal except that the second vessel or harbour craft shall not enter Mortimer's Deep until the first vessel is securely berthed at such Terminal.

Braefoot Marine Terminal.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Part IV - Anchoring and Mooring

- 38.** (a) On the arrival of a vessel within the Forth, the master shall forthwith apply to the Harbourmaster for an anchorage, mooring or berth and shall not change such without his approval. **Master to apply for an anchorage,**
- (b) Except with the permission of the Harbourmaster no vessel (other than a vessel or boat engaged in rescue work) shall use moorings in the control or possession of the Authority and not more than one vessel shall be placed at any one mooring.
- 39.** No vessel shall anchor in the Forth for the purpose of discharging or loading cargo, bunkering or taking water without the permission of the Harbourmaster. **Permission of harbourmaster required for discharge or loading of cargo, etc.**
- 40.** (a) Except with the permission of the Harbourmaster no vessel (other than a vessel or boat engaged in rescue work) shall be moored to, berthed at or remain at any pier or premises owned by the Authority. **Vessels not to moor to piers.**
- (b) A vessel shall move away from any pier or premises owned by the Authority when directed so to do by the Harbourmaster.
- 41.** The master of every vessel which is berthed or moored shall ensure that such vessel is securely made fast and that her moorings are adjusted as and when necessary to allow for the rise and fall of the tide and for the loading and unloading of cargo or ballast. **Moorings to be tended.**
- 42.** The master of every vessel which is berthed shall ensure that the vessel is laid as close as possible alongside the land or premises at which she is berthed and that neither the vessel nor her moorings obstruct other vessels, nor hamper the use of the dock entrance, pier, wharf or jetty. **Vessels berthed to be layed close alongside.**
- 43.** Vessels shall not lie more than two abreast alongside the docks and harbours of the Authority without the permission of the Harbourmaster. **Vessels not to lie more than two abreast.**
- 44.** The master of every vessel which is berthed shall ensure that means are provided for safe access to and from the vessel. **Master of vessel at berth to ensure access to and from vessel.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

- 45.** The master of every vessel which is berthed or moored shall ensure that her engines are not worked in such a manner as to cause damage to moorings or other property. **Use of engines when berthed or moored.**
- 46.** Except in an emergency, no vessel shall anchor in a fairway or in any other area which has been designated a prohibited anchorage as shown on the largest scale Admiralty Chart published for the area. **Vessels not to anchor in a fairway.**
- 47.** No vessel shall be immobilised for any purpose except with the permission of the Harbourmaster and subject to any conditions he may reasonably impose. **Immobilisation of vessels.**
- 48.** No private chain or chains shall be affixed to moorings in the control or possession of the Authority. **Private chain not to be fixed to moorings.**
- 49.** No person shall set a vessel adrift or interfere with her moorings or fastenings. **Setting vessels adrift, interference with moorings.**
- 50.** No person shall trespass on, make a vessel fast to, damage or interfere with any navigational buoy, light, beacon, seamark or tide board. **Interference with buoys and marks.**
- 51. (a)** No person shall lay down a mooring without the permission of the Harbourmaster and all such moorings shall be to such specification and in such a position as the Harbourmaster shall deem fit and shall be removed forthwith if the Harbourmaster so directs. **Moorings.**
- (b)** If the owner of any mooring shall fail to comply with any direction of the Harbourmaster to move or remove the said mooring, the Harbourmaster may on giving, where reasonably practicable, seven day's notice to the last known address of the owner, take such reasonable steps as he may think fit for the purpose of moving or removing said mooring.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Part V – Miscellaneous

- 52.** The master of a vessel shall whenever so required by the Harbourmaster afford him access to any part of the vessel and all reasonable facilities for the inspection and examination of the vessel in order that the Harbourmaster may ascertain whether these Byelaws are being duly observed. The master shall provide the Harbourmaster with all relevant information concerning his vessel. **Harbourmaster's powers to inspect vessels.**
- 53.** A vessel which is nuclear-powered or a vessel with a cargo containing nuclear fuel or other radioactive matter shall not enter or leave the Forth unless the master or owner shall previously have obtained the permission of the Harbourmaster. **Notification of nuclear-powered vessel or radioactive cargoes.**
- 54.** (a) The master of a vessel which has slipped, parted from or lost any anchor, chain, cable, propeller or object over one tonne in weight shall forthwith give to the Harbourmaster notice thereof and, if possible, of the position of such anchor, chain, cable, propeller or object and if the Harbourmaster so directs shall cause such anchor, chain, cable, propeller or object to be recovered as soon as practicable. **Notifying lost anchor, cable or propeller.**
- (b) A vessel slipping or parting from her anchor shall leave a buoy to mark the position of such anchor.
- 55.** Every vessel when navigating the Forth shall have her name or identification numbers clearly painted or otherwise marked thereon. **Vessel to have name marked thereon.**
- 56.** The master of a vessel which normally trades to sea shall not absent himself from such vessel unless he leaves in charge thereof some person who shall continue in charge of the vessel and shall be capable of moving or positioning the vessel and carrying out the instructions of the Harbourmaster when required so to do. **Competent person to be in charge.**

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

- 57.** (a) No shipbuilder or other person (which persons are collectively hereinafter referred to as "the shipbuilder") shall launch or allow to be launched any vessel within the Forth unless the shipbuilder has:- **Launches.**
- (1) given the Harbourmaster at least twenty eight days' notice in writing of:-
- (i) the size and tonnage of the vessel;
 - (ii) the date and hour at which it is proposed to launch the vessel; and,
 - (iii) the place at which it is proposed to launch the vessel;
- (2) obtained the prior consent in writing of the Harbourmaster to such launch.
- (b) In launching or allowing to be launched any vessel the shipbuilder shall comply with the terms and conditions attached to any consent given by the Harbourmaster.
- 58.** No person shall lay down any buoy or marker for, or organise, boat or yacht races in the docks and harbours of the Authority or in a fairway or in an anchorage or mooring area used by commercial craft without the prior approval of the Harbourmaster. **Boat or yacht races.**
- (Note: The approval of the Queen's Harbourmaster should be obtained for boat or yacht races within the Dockyard Port of Rosyth.)
- 59.** No person shall cast, deposit or throw or cause or procure to be cast, deposited or thrown any dirt, rubbish, soil, ashes, plastic or other matter or put or cause or procure or allow to fall or flow any offensive or injurious matter or thing whether solid or liquid into the Forth or upon the shores of any part thereof. The provisions in this Byelaw shall not apply to the discharge or escape of any substance the discharge or escape of which is subject to the provisions of or exempted in terms of an Act of Parliament. **Rubbish not to be thrown into Forth or on shore.**
- 60.** No houseboat shall be berthed or moored within the Forth without the permission of the Harbourmaster. **Berthing or mooring of houseboats**
- 61.** No person shall bathe in the docks and harbours of the Authority, where a notice is displayed by the Authority prohibiting such bathing. **Bathing.**
- 62.** No person shall without the written consent of the Harbourmaster exhibit an advertisement except:- **Advertisements.**
- (a) an advertisement exhibited on a vessel by the owner of the vessel and in relation to his trade or business; or,
 - (b) an advertisement exhibited on a vessel and not visible from the shore.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

- 63.** No unauthorised person shall move, deface or damage any notice, notice-board, lifebuoy, work or thing set up by the Authority or with its consent. **Damage to property.**
- 64.** No person shall place or leave unsecured on the shore anything that is likely to become an obstruction to navigation. **Obstruction to navigation.**
- 65.** No person navigating the Forth or using the docks and harbours of the Authority shall:- **Disorderly behaviour.**
- (a) use any obscene or offensive language to the annoyance of any person; or,
- (b) behave in a riotous, disorderly, indecent or offensive manner.

GIVEN under the Common Seal of the Forth Ports Authority.

W.A.C. THOMSON (CHAIRMAN)

G. RENWICK (SECRETARY)

These Byelaws were confirmed by the Secretary of State for Transport on the 24th November 1978 and amended by Byelaws confirmed by the Secretary of State for Transport on the 24th February 1981 and the 9th October 1987.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Schedule

Exemptions for Pleasure Craft (other than pleasure craft used wholly or mainly for carriage of passengers for reward) having an overall length of less than 12 metres.

BYELAW

EXEMPTIONS

Byelaw 24
Notice to be given of position of sunken vessels.

Byelaw 24 shall not apply to such pleasure craft unless such a pleasure craft is likely to constitute a danger to any other vessel.

Byelaw 25
Notice to be given of incidents.

Byelaws 25, 26 and 38 shall not apply to such pleasure craft except at the docks and harbours of the Authority and in a fairway, or an anchorage or mooring area used by commercial craft.

Byelaw 26
Notice to be given of damage to vessels

Byelaw 38
Master to apply for an anchorage etc.

Byelaw 34
Hound Point Marine Terminal.

Byelaw 34 shall not apply to such pleasure craft provided such pleasure craft do not approach within 30 metres of the Hound Point Marine Terminal.

Byelaw 35
Kincardine-on-Forth Road Bridge.

Paragraphs (a), (b), (c) and (d) of Byelaw 35 shall not apply to such pleasure craft except when a commercial craft is making passage under the bridge.

Byelaw 36
Forth Road Bridge.

Byelaw 36 shall not apply to such pleasure craft.

Byelaw 37
Braefoot Marine Terminal.

Byelaw 37 shall not apply to such pleasure craft provided such pleasure craft, whether propelled by power, sail or other means, reduce speed to as low as is practicable in the circumstances and they do not approach within 100 metres of vessels berthed at such Terminal.

Byelaw 44
Master of vessel at Berth to ensure access to and from vessel.

Byelaw 44 shall not apply to such pleasure craft.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

**Byelaw 47
Immobilisation of
vessels.**

Byelaw 47 shall not apply to such pleasure craft except at the docks and harbours of the Authority and in a fairway or an anchorage or mooring area used by commercial craft.

**Byelaw 57
Launches.**

Byelaw 57 shall not apply to such pleasure craft except where such pleasure craft are to be launched within the docks and harbours of the Authority.

**Byelaw 59
Rubbish not to be
thrown into the Forth
or on the shore.**

Byelaw 59 shall not apply to the toilets or sinks of such pleasure craft.

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
Forth Byelaws	Date Revised	Revised By	Review Due

Appendix I

Description of the limits of the Forth

Forth Ports Authority Order Confirmation Act 1969 - Schedule 1

The limits shall commence at a line drawn transversely to the River and Firth of Forth from a point on its west bank south of the West Pier at the Abbey Ferry at Stirling and shall extend down both banks of the River and Firth of Forth at a level of high water to a line drawn from the North Carr Beacon in the county of Fife to the South Carr Beacon in the county of East Lothian but excluding works constructed or owned by the Secretary of State for Defence on the bed of the Forth.

NOTE: FORTH BYELAWS

On the 1st of April 2003 the Dockyard Port of Rosyth Order 1975 was revoked. Any reference to the area of Her Majesty's Dockyard Rosyth or Queens Harbour Master is no longer valid, responsibility and control of these areas, outside of the enclosed Dock at Rosyth, being devolved to Forth Ports Authority.

The North Queensferry Traffic Light referred to in **Part I – Interpretation** is no longer operational.

Part II – Lights, Daymarks and Signals, Byelaw No.17 is no longer valid.

Mariners should note that Forth Navigation Service is no longer located at Leith Docks but is now situated adjacent to the lock entrance at Grangemouth Docks. Forth Navigation Service has also been renamed Forth and Tay Navigation Service (FTNS).

FORTH PORTS LIMITED	Document ID FPMDL/FTNS(F)/01/01	Authorised By CHM	Original Date 2007
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