

A scenic view of Loch Lomond in Scotland, showing the lake, surrounding green hills, and a boat on the water. The sky is blue with some clouds. The water is calm with a small boat in the distance.

Loch Lomond
& The Trossachs
National Park

Loch Lomond
BYELAWS 2006



Loch Lomond BYELAWS 2006



Introduction

Loch Lomond is the largest body of freshwater in mainland Britain. It has been used by generations of Scots and visitors for boating, water skiing, bathing and other less active pleasures such as picnicking or just enjoying the unique atmosphere and scenery.

The Byelaws

The Loch Lomond Byelaws were introduced in 1996 by the Loch Lomond Regional Park Authority. Since July 2002 Loch Lomond and The Trossachs National Park Authority has been responsible for the byelaws and submitted proposals for revisions in 2006, following extensive consultation. These proposals were approved by Scottish Ministers in March 2007.

The byelaws set out on the pages of this booklet are effective from 21 May 2007.

Navigation

You should take care when navigating Loch Lomond. Many known hazards are marked with IALA recognised cardinal, lateral and isolated danger marks, which are explained in a separate leaflet available free of charge from the National Park Authority at the address on the back of this booklet.

You are strongly advised to read and familiarise yourself with these byelaws and the location and nature of the navigational hazards before using a boat on Loch Lomond. Admiralty Chart Number 5077 and *Loch Lomond – A Guide to Navigation* (available from The National Park Authority), are also essential reading.

Shores and Islands

Many parts of the loch shore and the islands have conservation designations because of their natural heritage importance. People live and work in many of these places and these same areas can be visited by large numbers of loch users. When boating on Loch Lomond have consideration for others using the loch and its shore. In particular be aware of your wake and its effect. Leave things as you find them and take your litter away with you.

National Park Countryside Rangers

The Loch Lomond Byelaws were introduced to reduce disturbance to wildlife, local people and visitors and promote safety. A dedicated team of National Park Rangers operates two patrol boats every day during the season, to encourage compliance. Police Officers regularly accompany and support the Rangers in this work.

The National Park Ranger Service is here to help you on the loch. Feel free to speak to them when you see them out on the water. Or call in to their office at the address on the back of this booklet where they will be happy to answer any questions you may have.

Registration

Boat users must register with the National Park Authority. You can get a registration form from our website or from the registration office at the address on the back of this booklet.



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Made by Loch Lomond & The Trossachs National Park Authority under Section 121 of the Civic Government (Scotland) Act, 1982, Paragraph 8 of Schedule 2 to the National Parks (Scotland) Act 2000 and Section 12 of the Land Reform (Scotland) Act 2003.

I GENERAL

I.1 TITLE

The Byelaws may be cited as The "Loch Lomond Byelaws 2006".

I.2 APPLICATION

- I.2 (1) These Byelaws shall be applicable to the waters, shores and banks of Loch Lomond and its navigable rivers within Loch Lomond & The Trossachs National Park, all as shown delineated in red on plan 1 annexed.
- I.2 (2) Nothing in these Byelaws shall prevent a riparian or other proprietor as **owner** of land in Loch Lomond or adjacent thereto from exercising a right vested in him as **owner** of that land. Riparian and other proprietors shall otherwise be subject to these byelaws to the same manner and extent as all other users of the waters, shores and banks of Loch Lomond.

Exemption

- I.2 (3) Except for Byelaw 3.6 these Byelaws shall not apply in respect of any **boat** being a passenger ship of Class IV, Class V or Class VI as specified in Regulation 2 of the Merchant Shipping (Fire Protection: Small Ships)

Regulations 1998 (SI 1998/1011). Where exempt from these Byelaws such **boats** shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.

I.3 DEFINITIONS AND INTERPRETATIONS

In these Byelaws the following words, phrases and expressions are printed in bold wherever they appear and they have the Interpretations meaning hereby assigned to them respectively:

- I.3 (1) "**Annual Mark**" means a mark of the size, colour and shape prescribed by **the Authority** in its registration documents for the purpose of indicating that a **power-driven boat** has been registered in any year.
- I.3 (2) "**the Authority**" means the Loch Lomond and The Trossachs National Park Authority.
- I.3 (3) "**Boat**" means every description of **water craft**, including sailing yacht (a **boat** primarily propelled by sails [larger than a dinghy] with a fixed keel or cabin), motor yacht (a **boat** largely propelled with an engine either steam or internal combustion including cabin cruisers), dinghy (all types of dinghy including rowboats and small sailing vessels without a fixed keel or cabin), motor sailer (a **boat** propelled by engine or sails with a keel and

cabin), all types of inflatable **boat**, sportsboat (including powerboats and launches), hovercraft, personal **water craft** (including jetskis, jetbikes), sailboard, canoe, kayak and shall also include any sea-plane or other plane intended for landing on water whenever such sea-plane or other plane is on the surface of **the loch**. In the case of a **boat** being used for the purposes of waterskiing and similar activities the expression '**boat**' shall be deemed to include any tow-rope attached thereto and any person, structure or other **boat** being towed therefrom.

- 1.3 (4) "**Fairway**" means a navigable channel running between two areas of shallow water.
- 1.3 (5) "**Loch Lomond**" or "**the loch**" means the area of water and rivers described in 1.2 above.
- 1.3 (6) "**Master**" shall mean the person aboard having the control or charge of a **boat**, and in the case of any **young person** in control or charge of a **power-driven boat** it shall mean the adult on the **boat** supervising the **young person** in terms of Byelaw 3.5(4).
- 1.3 (7) "**Owner**" means any individual, firm or body corporate which owns the **boat** from time to time.
- 1.3 (8) "**Power-driven boat**" means any **boat** fitted with propelling machinery.
- 1.3 (9) "**Recreational towing activities**" means the activities of towing or being towed whilst taking part in water-skiing, wake-boarding, kneeboarding, parascending or being towed in or towing inflatable structures including but not limited to bananas, biscuits and ringos.
- 1.3 (10) "**Registration Number**" means the number allocated by **the Authority** to the **owner** of any powerboat, and being of a size, design and colour as may be prescribed by **the Authority** in its registration documents from time to time.
- 1.3 (11) "**Restricted visibility**" means any condition in which visibility is restricted by fog, mist, smoke, falling snow, heavy rain, restricted light or any other similar causes.
- 1.3 (12) "**Sailing boat**" means any **boat** under sail provided that propelling machinery, if fitted, is not being used.
- 1.3 (13) "**Small passenger boat**" means a **power-driven boat** in commercial use for sport or pleasure capable of carrying a maximum of 12 passengers in addition to the **Master** of the **boat**, and includes **power-driven boats** used for excursion trips, hotel **boats** and water taxis.
- 1.3 (14) "**Trolling shape**" is a round, orange coloured ball approximately 200mm in diameter fixed to a pole or rod .75 metres long and positioned in an appropriate part of the fishing **boat** where it is clearly visible.
- 1.3 (15) "**Young person**" means any person under the age of 16 years, and in connection therewith the word "adult" means any person of 18 years of age or over.

- 1.3 (16) A **boat** under mechanical power, whether also under sail or not, shall be deemed for the purposes of these Byelaws to be a **power-driven boat**.
- 1.3 (17) A **boat** is underway within the meaning of these Byelaws when it is not at anchor, made fast to the shore, aground, or attached to a mooring or other fixed object.

2 REGISTRATION

2.1 REGISTRATION – POWER DRIVEN BOATS

Subject to the provisions contained in Byelaw 2.5 no **owner**, or other person having the use or management of a **power-driven boat** shall knowingly, cause it to be brought on to, kept, let for hire or used on the loch unless it is registered with **the Authority** as provided by Byelaw 2.2.

2.2 METHOD OF REGISTRATION

A **power-driven boat** shall be registered by its **owner** with **the Authority** in the following manner:

- 2.2 (1) **Application Form**
An application for registration, or renewal of registration shall be made on a form supplied by **the Authority** and shall contain such information as may from time to time be prescribed by **the Authority**.
- 2.2 (2) **Registration Number**
Upon receipt of the form of application, **the Authority** shall allocate to the **power-driven boat** a **Registration Number** and it shall notify the same to the applicant.
- 2.2 (3) **Annual Marks**
Upon registering the **power-driven boat** in the manner specified in this Byelaw, **the Authority** shall also issue in respect of the powerdriven **boat** two **Annual Marks**.
- 2.2 (4) **Display of Registration Number**
The **owner** shall cause the **Registration Number** allocated to the power-driven **boat** to be displayed on both sides of the **power-driven boat** in such a manner as may be prescribed by **the Authority** and in such a position as to be clearly visible.
- 2.2 (5) **Display of Annual Marks**
The **owner** shall cause the **Annual Marks** to be displayed on both sides of the **power-driven boat** without obscuring the **Registration Number** referred to in Byelaw 2.2(4) and so as to be clearly visible.

2.3 EFFECTIVE DATE OF REGISTRATION

Except as stated in Byelaw 2.4 (1) below, registration shall take place when the allocated **Registration Number** is notified to the applicant together with the supply of the **Annual Marks** and shall lapse on the 31st January following.

2.4 TRANSFERS OF OWNERSHIP & NUMBERS

2.4 (1) Transfer of Ownership

Upon every transfer of ownership of a **power-driven boat** which is registered with **the Authority**, the transferor shall within fourteen days of the date of transfer notify **the Authority** in writing of the Number of the **power-driven boat** transferred and the name and address of the transferee.

2.4 (2) No Number or Annual Mark shall be transferred to another **power-driven boat** without the prior written consent of **the Authority**.

2.5 INSPECTION OF BOATS

The Authority shall have the right to inspect a **power-driven boat** prior to registration and at any other time to confirm the details given on the registration application form.

2.6 FALSE INFORMATION

No person shall knowingly provide **the Authority** with false information or fail to disclose any material information when making an application for registration or renewal of registration as provided in Byelaw 2.2 or when notifying **the Authority** of a transfer of ownership as provided in Byelaw 2.4 (1).

2.7 EXEMPTION FROM REGISTRATION

Any police or fire officer or other member of the emergency services in circumstances necessary to the proper execution of his or her duty, may use on **the loch** a **power-driven boat** which is not registered with the Authority.

3 RULES OF NAVIGATION

3.1 RULES OF NAVIGATION

Any person being the **Master** of a **boat** from time to time shall be responsible for ensuring compliance with the Rules of Navigation contained in Byelaw 3 and where any **power-driven boat** is under the control or charge of a **young person**, the adult supervising that young person in terms of Byelaw 3.5(4) shall be responsible for ensuring compliance with the requirements of Byelaw 3.

3.2 LIGHTS – ALL BOATS

The provisions of Byelaw 3.2 shall not apply to sailboards, canoes or kayaks or seaplanes.

3.2 (1) The **Master** of every **boat** shall comply with the provisions of Byelaw 3.2. concerning lights in all weathers from sunset to sunrise. The lights prescribed by said Byelaw shall also be exhibited from sunrise to sunset in **restricted visibility**.

(a) “Masthead light” means a white light placed over the fore and aft centre line of the **boat** showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the **boat**.

(b) “Sidelight” means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side.

(c) “Sternlight” means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the **boat**.

(d) “All round light” means a light showing an unbroken light over the whole circumference of the horizon of 360 degrees.

3.2 (2) A **power-driven boat** of 12 metres or more in length, when underway, shall carry lights of an intensity so as to be visible at the following minimum ranges:

(a) A masthead light, 4.83 kilometres, 2.5 metres above sidelights.

(b) Sidelights, 3.22 kilometres.

(c) A sternlight, 3.22 kilometres.

(d) All round light, 3.22 kilometres.

3.2 (3) A **power-driven boat** of less than 12 metres in length, when underway, shall carry lights of an intensity so as to be visible at the following minimum ranges:

(a) A masthead light, 3.22 kilometres.

(b) Sidelights, 1.61 kilometres.

(c) A sternlight, 3.22 kilometres.

(d) All round light, 3.22 kilometres, or, in lieu of the foregoing, an all round white light and side lights, minimum visibility 3.22 kilometres and 1.61 kilometres respectively.

3.2 (4) A **power-driven boat** of less than 7 metres whose maximum speed does not exceed 10 kilometres per hour may, in lieu of the lights prescribed in Byelaw 3.2(3) exhibit an all-round white light and shall, if practicable, also exhibit sidelights, minimum visibility 3.22 kilometres and 1.61 kilometres respectively.

3.2 (5) The masthead lights or all round white light on a **power-driven boat** of less than 12 metres in length may be displaced from the fore and aft centre line of the **boat** if centre line fitting is not practicable, provided that the side lights are combined in one lantern, which shall be displaced from the fore and aft centre line of the **boat** by the same amount and in the same direction.

3.2 (6) A **power-driven boat** when towing another **boat** shall carry, in addition to the lights prescribed in Byelaws 3.2(2) to 3.2(5) (as the case may be) an additional masthead light of similar intensity in a vertical line above or below that light.

- 3.2 (7) A **boat** being towed shall exhibit:
- (i) Sidelights, minimum intensity 1.61 kilometres.
 - (ii) A sternlight, minimum intensity 3.22 kilometres.
- 3.2 (8) A **sailing boat** of greater than 7 metres in length underway shall exhibit:
- (i) Sidelights, minimum intensity 1.61 kilometres.
 - (ii) A sternlight, minimum intensity 3.22 kilometres.
- 3.2 (9) In a **sailing boat** of less than 20 metres in length the lights prescribed in Byelaw 3.2 (8) may be combined in one lantern carried at or near the top of the mast where it can best be seen.
- 3.2 (10) A **sailing boat** of less than 7 metres in length or a **boat** under oars or paddle shall, if practicable, exhibit the lights prescribed in Byelaw 3.2 (8) or 3.2 (9) but, if not, an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- 3.2 (11) A **boat** at anchor in or near a **fairway** shall carry forward, where it can best be seen, a white light visible all round the horizon at a distance of at least 1.61 kilometres. This Byelaw shall not apply to **boats** when at their permanent recognised moorings, if those moorings are out of the **fairway**.
- 3.2 (12) Between sunset and sunrise no **boat** shall show lights, other than those specified in Byelaws 3.2(2) to 3.2(11) inclusive, which are liable to be confused or mistaken for lights so specified.

3.3 CONDUCT IN RESTRICTED VISIBILITY

- 3.3 (1) **Safe Speed – all boats**
The **Master** of a **boat** shall, in **restricted visibility**, only go at such speed as appropriate to the circumstances and necessary to ensure the safety of the **boat**, all persons on the **boat**, and all other person using **the Loch** and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or injury.
- 3.3 (3) **Sound Signal – all boats**
The **Master** of a **boat** shall ensure that, if practicable, at all times the **boat** carries a horn, whistle or other means of making an efficient sound signal.
- 3.3 (4) **Sound Signal – power-driven boats**
The **Master** of a **power-driven boat** making way in **restricted visibility**, shall sound or cause to be sounded at intervals of not more than two minutes one prolonged blast of its sound signal of at least five seconds duration.
- 3.3 (5) The **Master** of a **power-driven boat** under way, but stopped and making no way through the water in **restricted visibility** shall sound or cause to be sounded at intervals of not more than two minutes two prolonged blasts of its sound signal each of at least five seconds duration in succession with an interval of about two seconds between them.
- 3.3 (6) **Boat aground – all boats**
The **Master** of a **boat** at anchor or aground in a **fairway**, a **boat** restricted in its ability to manoeuvre, a **sailing boat** or a **boat** engaged in towing shall, instead of the signals prescribed in Byelaws 3.3 (4) and 3.3 (5) sound or cause to be sounded at intervals of no more than two minutes, three blast of

its sound signal in succession, namely one prolonged blast, of at least five seconds duration, followed by two shorter blasts.

3.3 (7) **Steering and Sailing – all boats**

The **Master** of a **boat** shall, in **restricted visibility**, display the lights required to be carried on a **boat** of that type by virtue of Byelaw 3.2 Lights.

3.4 STEERING AND SAILING BYELAWS

3.4 (1) **Avoiding Risk of Collision – all boats**

The **Master** of a **boat** shall navigate in accordance with Byelaw 3.4. relating to steering and sailing and shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances.

3.4 (2) **Avoiding Risk of Collision – sailing boats**

When two **sailing boats** are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

- (a) When each has the wind on a different side, the **sailing boat** which has the wind on the port side shall keep out of the way of the other.
- (b) When both have the wind on the same side, the **sailing boat** which is to windward shall keep out of the way of the **sailing boat** which is to leeward.
- (c) If a **sailing boat** with the wind on the port side sees a **sailing boat** to windward and cannot determine with certainty whether the other sailing **boat** has the wind on the port or on the starboard side, the **sailing boat** with the wind on the port side shall keep out of the way of the other. For the purpose of this Byelaw, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried.

3.4 (3) **Avoiding Risk of Collision - power-driven boat**

When two **power-driven boats** are meeting head on, or nearly head on, so as to involve risk of collision, each shall alter its course to starboard so that each may pass on the port side of the other.

3.4 (4) **Avoiding Risk of Collision - power-driven boats**

When two **power-driven boats** are crossing so as to involve risk of collision, the **power-driven boat** which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other **power-driven boat**.

3.4 (5) **Avoiding Risk of Collision - power-driven boat and sailing boat**

When a **power-driven boat** and a **sailing boat** are proceeding in such directions as to involve risk of collision, the **power-driven boat** shall keep out of the way of the **sailing boat**.

3.4 (6) **Under Oars**

When two **boats**, one of which (whether or not fitted with propelling machinery or carrying sails) is being manually propelled solely by the use of oars or paddles, and proceeding in such direction as to involve risk of collision, the **boat** which is not under oars or paddles shall keep out of the way of the other.

- 3.4 (7) **Avoiding Risk of Collision – all boats**
Where, by any of the provisions of Byelaw 3.4 one of the two **boats** is to keep out of the way, the other shall keep its course and speed. When, from any cause the **Master** of the latter **boat** finds himself so close that collision cannot be avoided by the action of the giving-way **boat** alone, he shall also take such action as will best avert a collision.
- 3.4 (8) A **boat** which is directed by any of the said provisions to keep out of the way of another **boat** shall, so far as possible, take positive early action so as to ensure a safe passing distance.
- 3.4 (9) A **power-driven boat** which is directed by any of the said provisions to keep out of the way of another **boat** shall, on approaching the other **boat**, if necessary, slacken speed, stop or reverse or take such other actions as would avoid a collision.
- 3.4 (10) **Avoiding Risk of Collision – Seaplanes**
Seaplanes landing and taking off from the water must do so in a manner designed to ensure that the seaplane keeps clear of all other loch users.
- 3.4 (11) **Inability to Manoeuvre – all boats**
If a **power-driven boat** is in any circumstances unable to manoeuvre in compliance with any of the said provisions the **Master** shall sound the letter 'D' in Morse Code (that is to say one long blast followed by two short blasts of its sound signal) to indicate 'I am unable to give way'. It shall then be the duty of the other **boat** to keep clear.
- 3.4 (12) Notwithstanding anything contained in any of the said provisions, every **boat** overtaking any other **boat** shall keep out of the way of the overtaken **boat**.
- 3.4 (13) When two **power-driven boats** are approaching from approximately northerly and southerly directions respectively a pier or landing stage preparatory to going alongside it and both **boats** are at nearly equal distance therefrom, the **boat** which is to the northward of the other shall give way and allow the other **boat** to go alongside first.
- 3.4 (14) If necessary to attract attention in the interests of safety, one prolonged blast of its sound signal shall be sounded by a **power-driven boat** when starting from any pier or landing stage.
- 3.4 (15) **Boat Engaged in Trolling – all boats**
No **boat** shall approach within 100 metres astern of a fishing **boat** engaged in trolling and displaying a “trolling shape”.
- 3.4 (16) When navigating in a channel or area where there is less than 150 metres between one area of shore or island and another area of shore or island, the **Master** shall navigate the **boat** so as to be on the starboard (right) side of mid channel so as to permit **boats** to pass port (left) side to port side.
- 3.4 (17) In a channel or area where there is less than 150 metres between one area of shore or island and another area of shore or island, so as to avoid the likelihood of collision, Masters of **boats** shall keep on special lookout and be prepared to stop and go astern.

- 3.4 (18) No **boat** shall impede the passage or block any channel for **boats** passing through any of the restricted areas.

3.5 GENERAL BYELAWS RELATING TO NAVIGATION & BEHAVIOUR

- 3.5 (1) **Reckless Navigation – all boats**
No **Master** of any **boat** shall navigate or permit any **boat** to be navigated recklessly.
- 3.5 (2) **Drunken Navigation – all boats**
No **Master** of any **boat** or any other person shall navigate while under the influence of drink or drugs.
- 3.5 (3) **Navigating Without Due Care and Attention – all boats**
No **Master** of any **boat** shall navigate or permit the **boat** to be navigated without due care and attention or without reasonable consideration for other **boats** or persons using the loch.
- 3.5 (4) **Young persons – power boats**
No **power-driven boat** with a greater engine power than 5 horse power (3.7 kilowatts) shall be under the control or charge of a **young person** unless supervised by an adult who is present on the **boat** at the same time.
- 3.5 (5) **Securing a Boat and tying up, anchoring and mooring – all boats**
(a) Save as in an emergency, no **Master** shall moor, anchor or tie up a **boat** in any part of Loch Lomond where it is likely to cause nuisance, injury or damage to individuals or property.
(b) Save as in an emergency, no **Master** shall tie or otherwise secure a **boat** to any buoy, beacon or pole marking a navigation hazard or instruction.
- 3.5 (6) **Lifejackets – all boats**
The provision of byelaw 3.5.6 shall not apply to seaplanes.
(a) The master of a **boat** (other than a personal **water craft** including a jet ski or jet bike) shall ensure that at all times the **boat** is carrying sufficient lifejackets or buoyancy aids of the standard specified in sub section (d) of an appropriate size and weight for each person on board at any one time;
(b) The master of a **boat** shall ensure that a person wears a suitable lifejacket or buoyancy aid at all times when being towed by a **boat** or on board an object of any kind which has been towed by a **boat**, except where a person is being towed whilst bare foot skiing and is wearing an adapted wet suit which aids buoyancy;
(c) Every person on a personal **water craft** shall wear a lifejacket or buoyancy aid of the type described at sub section (d) at all times while on board the **personal water craft** including a jet ski or jet bike, or being towed by another **boat**;
(d) A personal floatation device means any lifejacket or personal buoyancy aid complying with British Standards BS/EN393, 395, 396 or 399.

(e) This byelaw shall multiply in respect of a small passenger **boat** carrying (a) a minimum of two suitable life buoys, at least one of which is fitted with a buoyancy line of at least 18m in length and if operating at night at least one of which is fitted with a light and (b) lifejackets for use by every person on board in the event of an emergency, and if operating at night are each fitted with a light.

3.6 SPEED LIMITS – ALL BOATS

- 3.6 (1) Subject to Byelaw 3.6 (2), and except with the written approval of the Authority complying with any conditions therein, the maximum speed of any **boat** using **the loch** shall be 90 kilometres per hour or such lower speed as is consistent with the safety of the **boat**, its passengers and other users of **the loch** considering the conditions prevailing on the Loch from time to time.
- 3.6 (2) Notwithstanding Byelaw 3.7(1), and except with the prior written approval of **the Authority**, the **Master** of a **power-driven boat** shall not permit his **boat** to travel at a speed greater than 11 kilometres per hour in any of the following areas all as shown dark blue on the plan 1 annexed:
- (a) The whole area of water lying on the south side of an imaginary line drawn from Rhu point (OS GR NS 3608 9382) at Luss camp site to the most westerly point on Inchlonaig (OS GR NS 37389303);
- (b) The whole area of water lying on the south side of an imaginary line drawn from the most south westerly point on Inchlonaig (OSGR NS 3744 9286) to a point 150 metres north of the northerly point of Ceardach island (OS GR NS 3911 9198);
- (c) The whole area of water lying on the south side of an imaginary line drawn from the peninsula on the eastern shore of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western shore of Inchfad (OS GR NS 3947 9090)
- (d) The whole area of water lying on the north side of an imaginary line drawn from Rossdhu House Point (OS GR NS 3625 8972) to the most southerly point of Inchfad (OS GR NS 3976 9048);
- (e) The whole area of water lying on the south side of an imaginary line drawn from Cameron House Marina Clubhouse (OS GR NS 3788 8275) to the **boat** house on the east shore at Balloch Castle Country Park (OS GR NS 3867 8299);
- (f) The whole area of water lying on the east side of an imaginary line drawn from Ross Priory jetty (OS GR NS 4145 8776) to the most southerly point of Inchcailloch (OS GR NS 4068 8963);
- (g) The whole area of water lying on the east side of an imaginary line drawn from the most north westerly point of Inchcailloch (OS GR NS 4080 9069) to the most northerly point of Inchfad (OS GR NS4048 9141); and
- (h) The whole area of water lying on the east side of an imaginary line drawn from the most northerly point of Inchfad (OS GR NS 40489141) to Strathcashell Point (OS GR NS 3929 9310)

(i) Within 150 metres off all shores, both mainland and island, the distance to be measured at right angles from the water's edge other than in the following areas:

- (i) from Cameron House Marina Clubhouse OS GR NS 37888275) to a point fifty metres south of the peninsula from the north end of Cameron House estate (OS GR NS 3765 8334);
- (ii) from the South Lodge of Lomond Castle (OS GR NS 3677 8398) to Burnfoot boathouse (OS GR NS 3628 8483);
- (iii) from Culag Farm (OS GR NS 3535 9524) to 100 metres south of Rubha Mor Point (OS GR NS 3466 9992);
- (iv) from north of Tarbet Isle (OS GR NN 3292 0559) to 200 metres south of Inveruglas camp site jetty (OS GR NN 3216 0884);
- (v) from Pulpit Rock (OS GR NN 3267 1371) to Stuckendroin, south of Ardlui Bay (OS GR NN 3239 1443);
- (vi) from Strathcashell point (OS GR NS 3929 9310) to 200 metres south east of Carraig Rock (OS GR NS 3870 9496);
- (vii) from the most southerly point on the east shore of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east shore of Inchlonaig (OS GR NS 3833 9394); and
- (vi) from the most south easterly pier on Inchmurrin Island (OS GR NS 3777 8638) proceeding north-easterly to a point on the most northern tip of Inchmurrin (OS GR NS 3861 8822).

3.7 RECREATIONAL TOWING

Water Skiing, Wakeboards, Knee Boards, Airchairs – power-driven boats

- 3.7 (1) The **Master** of a **power-driven boat** shall not knowingly cause or permit it to be used for the purposes of recreational towing activities except in accordance with the following paragraphs:-
- Observer**
- (a) When towing a person engaged in a **recreational towing activity**, the **power-driven boat** shall carry two competent persons, one of whom shall navigate the **boat** and the other of whom shall watch the person being towed and relay his signals to the navigator.
- Mirror**
- (b) The **power-driven boat** shall be equipped with a mirror so constructed and fixed as to enable the navigator of the **boat** to observe the person being towed and **boats** to the rear of his **boat**.
- 3.7 (2) **Paddle**
- No **power-driven boat** shall be used for a recreational towing activity unless it has a paddle or other alternative means of propulsion in the event of engine failure so as to enable the retrieval of a person being towed from the waters of **the loch**.
- Nuisances**
- 3.7 (3) No water skier shall ski in such a manner as to cause a nuisance or to be a danger to any **boat** or to any other person using **the loch**.

- 3.7 (4) No water skier shall ski while under the influence of drink or drugs.

Maximum Numbers and Speed

- 3.7 (5) The **Master** of a **power-driven boat** shall not knowingly cause or permit it to tow at any time more than two water skiers, provided that this Byelaw shall not apply to any person who has first obtained the written approval of **the Authority**.
- 3.7 (6) The **Master** of a **power-driven boat** shall not knowingly cause or permit it to tow at any time more than one structure or **boat** which has no independent means of propulsion or mechanical directional control.
- 3.7 (7) No **boat** shall tow at a speed above 30 kilometres per hour any structure or **boat** which has no independent means of propulsion or mechanical directional control.

3.8 PARASCENDING

No person shall knowingly cause or permit to be used any **boat** for the purposes of parascending unless the prior written approval of the Authority has first been obtained.

3.9 NOISE AND SILENCERS – ALL BOATS

- 3.9 (1) The **Master** of a **boat** propelled by an internal combustion engine shall comply with byelaws 3.9 (2), (3) and (4) relating to the emission of noise and the fitting of silencers.
- 3.9 (2) A **boat** propelled by an internal combustion engine shall be fitted with a silencer expansion chamber or other contrivance suitable and sufficient to prevent the occurrence of noise amounting to a nuisance caused by the escape of the exhaust gases from the engine.
- 3.9 (3) A **boat** propelled by an internal combustion engine shall be used on the loch so that the exhaust gases from the engine do not escape into the atmosphere without first passing through the silencer, expansion chamber or other contrivance required by these Byelaws to be fitted.
- 3.9 (4) Every such silencer expansion chamber or other contrivance shall at all times, while the **boat** is used on **the loch**, be maintained in good and efficient working order and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

3.10 GENERAL RULES RELATING TO BOATS

3.10 (1) General Rules Relating to Boats

No person shall navigate, or cause to be navigated any **boat** which, by reason of its construction, or fitting out, could be liable to cause a hindrance to free navigation or danger to persons, other **boats** or property.

- 3.10 (2) No person shall operate a **boat** on **the loch** in such a manner or for such a time as to give any other person reasonable cause for annoyance.

3.10 (3) Drifting, Unattended Boat

Where a **boat** has been found drifting or abandoned, whether or not it is for the time being a hazard to navigation, it shall be taken to the nearest suitable safe place at the discretion of an authorised officer of **the Authority**. **the Authority** shall levy such charges on the **owner** of the **boat** necessary to cover cost thereby incurred, and in the case of a power-driven **boat** the person last registered with **the Authority** as the **owner** shall be liable for such charges. No responsibility of any kind whatsoever can be attached to **the Authority** for any damage to or loss of any **boat** or for inconvenience caused when such action has been taken.

3.11 NOTIFICATION OF ACCIDENTS – ALL BOATS

- 3.11 (1) If in any case owing to the presence of a **boat** in or on **the loch** an accident occurs whereby a **boat** is damaged or personal injury is caused to any person, each and every **boat** involved shall stop as soon as is practicable and the **Master** of each **boat** shall, if required to do so by any person having reasonable grounds for so requesting, give his name and address, and also the name and address of the **owner** and the name and, if a powered **boat**, **Registration Number** of the **boat**.
- 3.11 (2) The **owner** or **Master** of a **boat** which through accident or other cause has sunk or is stranded in **the loch** shall at the earliest reasonable opportunity give notice to **the Authority** or to the Police of the position of such **boat**.

3.12 INVESTIGATION – ALL BOATS

3.12 Responsibility of Owner and Master to co-operate with investigation

The **owner** (whether or not he was the **Master** of the **boat**), and the **Master** (where the **owner** was not the **Master** at the time) of a **boat** shall each co-operate in any investigation that is carried out into any accident or incident involving that **boat** at the time of such accident or incident.

3.13 GENERAL BYELAWS RELATING TO THE LOCH AND SHORE

3.13 (1) Trade or Business

No person shall conduct any activity by way of trade or business with, or in expectation of personal reward from members of the public on the shore, without the prior written permission of **the Authority**.

3.13 (2) Damage to natural and cultural heritage

- (a) No person shall damage or through their actions cause to be damaged either the flora and fauna of the banks and shore of **the loch**, or the amenity or any physical features on or forming part of **the loch** or its banks and shore.
- (b) No person shall deposit or leave any litter, rubbish or waste in **the loch** or on its banks or shore, including any hook, line, weight or other item of fishing tackle.

3.13 (3) **Damage to Property**

No person shall remove or damage a pillar, post, stone, mound, bunding or any other structure, erected by or with the permission of the landowner to prevent vehicular access to a shore, other than an authorised officer of **the Authority**.

3.13 (4) No person shall overcome any such structure as described in 3.13 (3) above by driving over it or by any other means, other than an authorised officer of **the Authority**.

3.13 (5) No person shall remove or damage a sign or instruction erected by the Authority.

3.14 **INTERFERENCE WITH BOATS**

3.14 (1) Except in an emergency no person other than an authorised officer of the Authority or a Police Constable shall cast off the mooring line or lines of any secured **boat** without the consent of the **owner** or the **Master** of the **boat**.

3.14 (2) No person shall start the engine or in any way interfere with the machinery, equipment or accessories of a **boat** without the permission of the **owner** or **Master** of the **boat**.

3.15 **TROLLING**

3.15 (1) When trolling, the **Master** of the **boat** shall ensure that a trolling shape is displayed to indicate that the **boat** has a troll line or lines behind it.

3.15 (2) Notwithstanding any provision made elsewhere all trolling **boats** must conform to Byelaw "Lights" Section 3.2.

3.16 **DIRECTION OF AUTHORITY PERSONNEL OR POLICE**

Enforcement of Byelaws

3.16 (1) A person on land or water owned or managed by **the Authority** in those areas described in Byelaw 1.2 (1) shall obey and conform to the directions of a Ranger, Police Constable or any other person authorised by **the Authority** and identified as such on matters relating to provisions in these Byelaws.

3.16 (2) Any person suspected of being in breach of these Byelaws shall provide their name and address to a Ranger, Police Constable or other authorised person when asked to do so.

3.16 (3) Where it is suspected that there has been a breach of the Rules of Navigation in Byelaw 3 the **owner** of a **boat** shall provide the name and address of the person having use or control of the **boat** where such person was not the **owner** at the material time when asked to do so by a Ranger, Police Constable or other authorised person.

3.16 (4) Where a request for the information specified in Byelaw 3.16 (2) or Byelaw 3.16 (3) is refused or the person gives a name or address which is false or misleading that person shall be guilty of an offence.

3.17 **DEFENCE OF DUE DILIGENCE**

In any proceedings for an offence under these Byelaws, other than an offence arising from Contravention of Byelaw 3.5 (1) and (3), it shall be a defence for any person charged to show that he used all due diligence to avoid the commission of the offence, or that in all the circumstances it was not reasonably practicable or necessary for him to act in accordance with the requirements of the Byelaw which he is charged with contravening.

3.18 **PENALTIES**

Any person contravening any of the provisions of these Byelaws shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding Level 2 on the Standard Scale.

Speed Reduction Zones Loch Lomond BYELAWS 2006



