

DUMFRIES AND GALLOWAY COUNCIL

# Harbour Directory

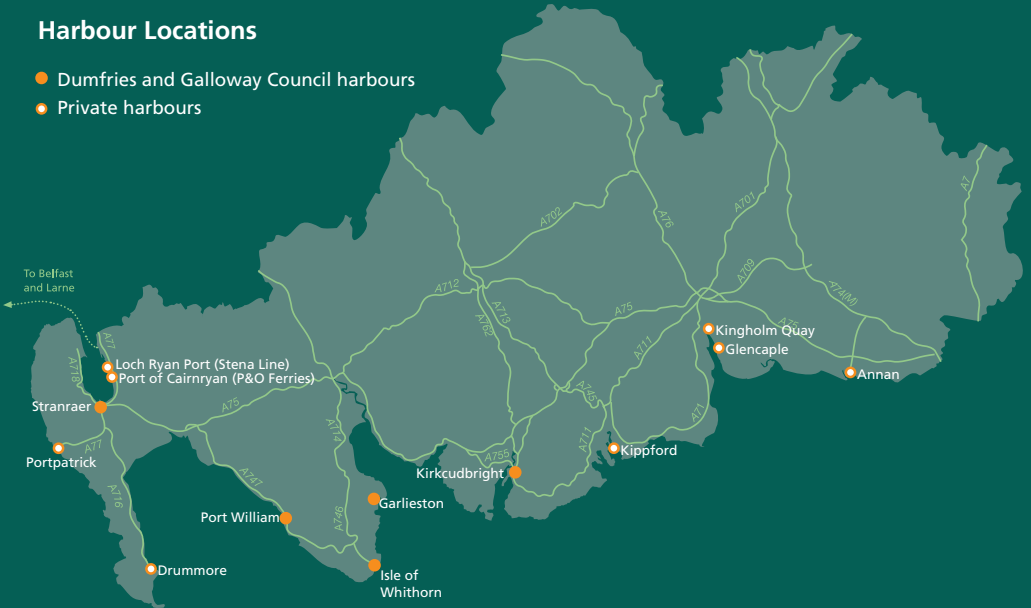


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# Dumfries and Galloway Council Harbours

Dubbed the Scottish Riviera, Dumfries and Galloway, situated in the south west of Scotland, is a hidden gem with rolling hills and dramatic coastline rivalling the splendour of the Scottish Highlands or English Lake District but without the queues.

The waters off the Dumfries and Galloway coast offer many opportunities and challenges to all seafarers including the sheltered waters of Loch Ryan for the novice and for the more experienced the often unsettled waters off the Mull of Galloway.

Dumfries and Galloway Council operates harbours at Kirkcudbright, Garlieston, Isle of Whithorn, Port William and Stranraer and these offer the chance to explore an often overlooked section of coastline with opportunities to travel further afield, with the Cumbrian Lake District, the Isle of Man, Ireland and the Clyde all within reach for the more adventurous.

Information on individual harbours is contained in this booklet and details of charges are on the Council website at [www.dumgal.gov.uk/harbours](http://www.dumgal.gov.uk/harbours) as are Notes to Mariners.

**Note that extracts from UKHO charts in this directory are not suitable for navigation.**

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This edition of the Dumfries and Galloway Harbour Directory aims to provide useful harbour related information. The Directory is available free of charge to harbour users and is available online at [www.dumgal.gov.uk](http://www.dumgal.gov.uk)



# Kirkcudbright



Admiralty Charts: 1121,1344,1346,1826 & 2094

Imray: C62

Harbour Master: Robbie Garside

Tel: 01557 331135

Mobile: 07709 479663

Email: [robbie.garside@dumgal.gov.uk](mailto:robbie.garside@dumgal.gov.uk)

## Facilities

Kirkcudbright, pronounced kir-coo-bree, is one of Scotland's most vibrant communities, with events, exhibitions and activities taking place throughout the year including historical walks, vintage fairs, Scottish nights, Arts and Crafts trail, Duck Race and Floodlit Tattoo and Fireworks Display. Behind the harbour the streets have housed generations of creative artists, a tradition maintained today by a flourishing colony of painters and craft workers leading to it being known as 'The Artists Town'.

Shops, hotels, cafes, restaurants, public houses, banks and a post office are all available in the town with a swimming pool, golf course tennis courts and a bowling green close at hand. Fuel is available from a garage close to the main harbour and toilet and shower facilities are available at the Marina.

Venturing further afield there are fun and thrills at the Laggan Outdoor Activity Centre or the Galloway Activity Centre with sailing and powerboat training available at the latter. For a more relaxed time you could try taking a trek with an alpaca at Senwick Alpacas or wander round the surprising Creetown Gem Rock Museum.

Local bus services are convenient for Castle Douglas, Dumfries or Gatehouse of Fleet.



## Traffic and Trade

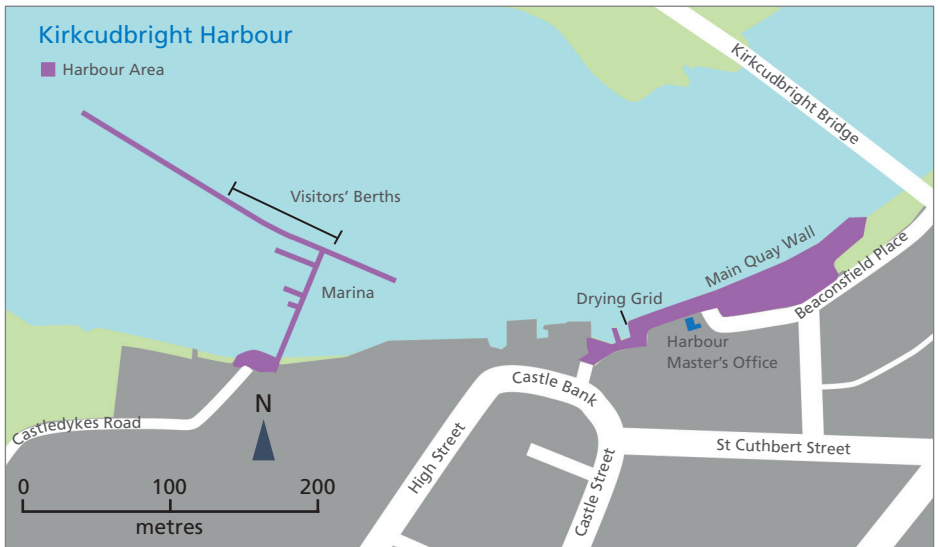
Kirkcudbright is currently the 5th busiest fishing port in Scotland and the 9th busiest in the United Kingdom. Approximately 24 fishing vessels use the port on a regular basis landing shellfish, principally scallops (*Pecten Maximus* and *Aequipecten Opercularis*). In recent years between 7,000 and 8,500 tonnes have been landed annually, making a significant contribution to the local economy and leaving Kirkcudbright the busiest port in the UK for scallop landings.

South of the harbour is the Kirkcudbright Lifeboat Station. Established in 1862, it has been at its present location since 1893 and currently houses a Class B Atlantic 85 inshore lifeboat.

## Location and Layout

The Marina lies on the River Dee approximately 5 nautical miles north of Little Ross on the Solway Firth. A pontoon marina is aligned approximately SE-NW with accommodation for up to 50 craft and power and water points are available. Access to the marina is via a walkway with access restricted to users.

The main Quay, used by the fishing fleet, lies some 300 metres upstream and is approximately 175 metres long with a SW-NE alignment; the Harbour Masters Office is located at the south west end of the Quay.



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## Operating Constraints

The principal constraints for fishing vessels are the approach channel and the ability to take the ground alongside the quay wall at low tide. The Marina does not dry out at low water and fin keel recreational craft with a draft of up to 2.5 metres can be accommodated, Recreational craft must not moor alongside the quay wall without the specific permission of the Harbour Master. Visitor berthing is available at the Marina opposite No.26 port hand buoy. Access is available +/- HW 2.5

## Port Control

There is no formal system of port control. Recreational vessels and fishing vessels may contact the Harbour Master by telephone or text to advise of their ETA and other relevant information. When the Harbour Masters Office is manned a listening watch is kept on VHF Ch16; the port control uses Ch12 when required.

## Port Limits

Port limits lie between the south side of Kirkcudbright Bridge to a line from the lifeboat slipway at  $54^{\circ} 47.79'N$   $04^{\circ} 03.75'W$  to the west side of the bay at  $54^{\circ} 48.04'N$   $05.33'W$ ; effectively ESE-WNW across the southern end of the buoyed channel.



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## Approaches

The quay and marina are approached via a channel from Kirkcudbright Bay about three miles long and marked by lightbuoys. The channel has a minimum width of some 75 metres; at Chart Datum there is generally less than 1 metre depth of water, in places as little as 0.1 metre but with a few pools. There are isolated locations which dry to 1 metre above Chart Datum. The banks either side of the channel dry out at low water.

South of the channel entrance, charted depths gradually increase to the 5 metre contour running roughly between Torrs Point and Little Ross Island. The 10 metre contour runs from Gipsy Point to Little Ross marking the boundary with the Solway Firth.

Kirkcudbright Bay is exposed to southerly gales which, with long fetch, will produce significant waves in the entrance between Gipsy Point and Little Ross. A strong ebb against a southerly gale will produce a short steep sea immediately outside the buoyed channel and within the 5 metre depth contour. This area can be dangerous in strong southerly winds, especially for small craft.

There is an MOD live Firing Range on the east side of the entrance to Kirkcudbright Bay; this is clearly marked on charts 1344, 1346 and 2094. The range control vessel, Gallovidian, can be contacted on Channel 16 or 73 or by mobile phone on 07970 109814 for information regarding range activity. There are no restrictions on the right to transit the area however vessels are requested to comply with directions from Gallovidian to minimise disruption to the MOD range.

## Anchorage

Anchorage with good holding ground can be found between the 5 and 10 metre depth contours in the entrance to Kirkcudbright Bay, inward of the Firing Range limit line however it is exposed to southern gales; with the swell generated by southerly winds it would be unwise to anchor in those conditions. In a NW-SW wind shelter is available on the west shore close in near to Balmangan Farm and in a NE-E wind off Torrs Point. Note a gas pipeline passes close north and east of Little Ross Island.

## Pilotage

There are no authorised pilots for Kirkcudbright. The Harbour Master can arrange local advice if required.

## Controlling Depths and Drafts

The tidal range in the bay is from 0.8m to 7.5m above chart datum at Springs, 2.4m to 5.9m at Neaps. +/- 2.5 Hours- if outside contact the Harbour Master.

Vessels with a draft up to 2.5 metres can be accommodated at the Marina; the Harbour Master should be consulted in marginal cases. Care is needed when berthing at the Marina as tidal streams can be very strong, particularly on an ebb tide, and can be affected by the discharge from the hydro-electric power station up river. Depths below datum at the Marina vary between 0.9 and 4 metres and vessels are positioned to remain afloat.

Tidal heights at the Quay are affected by high pressure and strong winds. Tide heights in excess of 8 metres above chart datum are possible at which levels the quayside will flood. Fishing vessels using the Quay typically have drafts of 2.5 to 4.5 metres and take the ground for 2 to 3 hours either side of low water. The river bed alongside the quay face is maintained at a depth of 5 metres at Springs and 4 metres at Neaps but the Harbour Master should be consulted in marginal cases.

## Tides

Standard Port is Liverpool. Nearest Secondary Port is Kirkcudbright Bay.

	MHWS	MHWN	MLWN	MLWS
Liverpool	9.3m	7.4m	2.9m	0.9m
Differences at Kirkcudbright Bay	-1.8m	-1.5m	-0.5m	-0.1m
Kirkcudbright Bay	7.5m	5.9m	2.4m	0.8m

Mean Ranges - Springs 6.7m; Neaps 3.5m

Time Differences - HW +0030 Dover; Zone UT(GMT)

	High Water		Low Water	
Liverpool	0000 and 1200	0600 and 1800	0200 and 1400	0800 and 2000
Differences at Kirkcudbright Bay	+0015	+0015	+0010	0000



## Currents

Within Port Limits and Kirkcudbright Bay, currents are principally tidal but strongly affected by discharges from the hydro-electric dams upstream of the harbour and the natural flow of the river. Maximum flow rates on the ebb can reach 5 knots but are generally between 2 and 3 knots, less on the flood. Discharges from the dams can cancel out the current on the flood.

Note that the direction of current through the Marina can vary depending on tide height; low water will see the current running SE-NW parallel to the visitor pontoon but at high water the current will be running E-W, pushing vessels onto the pontoon.

## Aids to Navigation

A lighthouse flashing every 5 seconds is located on the summit of Little Ross Island, visible for 12 nautical miles. A further beacon flashing twice every 5 seconds, visible at 5 nautical miles, is located on the northern part of the island. A transit of the lighthouse and beacon provides a leading line outbound of 201° from the end of the buoyed channel. A light flashing every 3 seconds, visible at 3 miles, atop the lifeboat station, leads inwards to the channel.

The navigable channel is marked by port and starboard lateral marks, all are lit. The Marina is marked by green navigation lights at either end.



St Cuthbert's Church

# The Machars Harbours

The Machars is a low lying peninsular on the northern Solway coast between Newton Stewart and Glenluce with shorelines on Wigtown Bay and Luce Bay.

Saint Ninian first brought Christianity to what would become Scotland via the Machars, starting his mission at the Isle of Whithorn in around 397AD however the area is probably better known as the location for much of the filming of the 1973 cult film 'The Wicker Man'

At the north east of the peninsula is Wigtown, officially designated as Scotland's National Book Town with a wide range of book-related businesses - a book lovers haven with a festival every Autumn ([www.wigtown-booktown.co.uk/](http://www.wigtown-booktown.co.uk/))

There are three Dumfries and Council operated harbours around the Machars, at Garlieston, Isle of Whithorn and Port William and all three harbours are supervised by a Harbour Observer.

*Port William*

*Garlieston*

*Isle of Whithorn*



Port William



Isle of Whithorn



Garlieston

# Garlieston



Admiralty Charts: 1121, 1411, 1826 & 2094

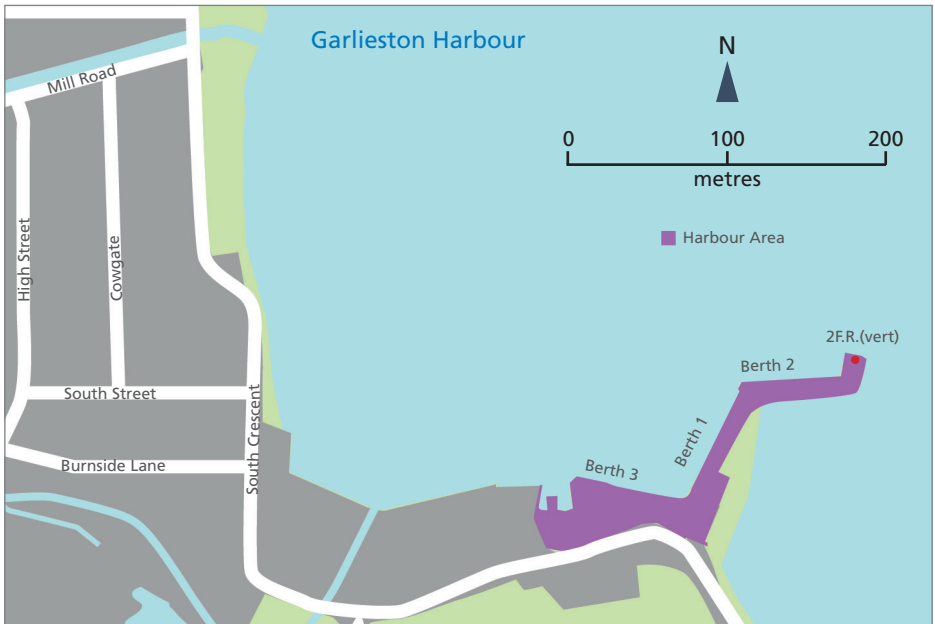
Imray: C62

Regional Harbour Master: William Jones

Mobile: 07771 678824

## Facilities

During the Second World War, Garlieston was the site of secret experiments to develop the floating Mulberry Harbour for the Normandy landings and reminders of that time are still visible with two wrecked 'beetle' pontoons visible on Eggerness Rocks. For the modern visitor Garlieston has shops, a public house, and church plus a café in the summer months. Fuel is available from a nearby garage and there is a waterside bowling green.



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## Location and Layout

The harbour is on the west side of Garlieston Bay, lying on the east side of the Machars peninsular at approximately 54° 47.3'N, 04° 21.7'W. The bay faces south-east into the larger Wigtown Bay with gradually shelving depths which dissipate the swells from that direction. Apart from outer Berth 2, the quays are protected from southerly seas. The quay walls form a rough 'S' shape in plan and total some 240 metres in length. Fishing vessels land at Garlieston and it is increasingly popular with recreational craft.

There are two fixed vertical red lights marking the eastern extremity of the breakwater and an east cardinal buoy approximately 1.5 nautical miles south of the harbour. There is an anchorage for small vessels with a depth of about 4 metres below chart datum some 0.5 nautical miles south east of the breakwater.

Maximum depths alongside the three berths at high water vary from 1.8 metres at Neaps to 3.8 metres at Springs. All berths dry out at low water but the Puton Burn flows through the harbour. There are significant flows across the entrance depending upon the state of the tide in the Solway Firth.

## Tides

Standard Port is Liverpool. Garlieston is a Secondary Port.

	MHWS	MHWN	MLWN	MLWS
Liverpool	9.3m	7.4m	2.9m	0.9m
Differences at Garlieston	-2.3m	-1.7m	-0.5m	0.0m*
Garlieston	7.0m	5.7m	2.4m	0.9m

\* Estimated value. No data available.

Mean Ranges - Springs 6.1m; Neaps 3.3m

Time Differences - HW +0035 Dover; Zone UT(GMT)

	High Water		Low Water	
Liverpool	0000 and 1200	0600 and 1800	0200 and 1400	0800 and 2000
Differences at Garlieston	+0025	+0035	+0030	+0005

# Isle of Whithorn



Admiralty Charts: 1121,1411,1826, 2094

Imray: C62

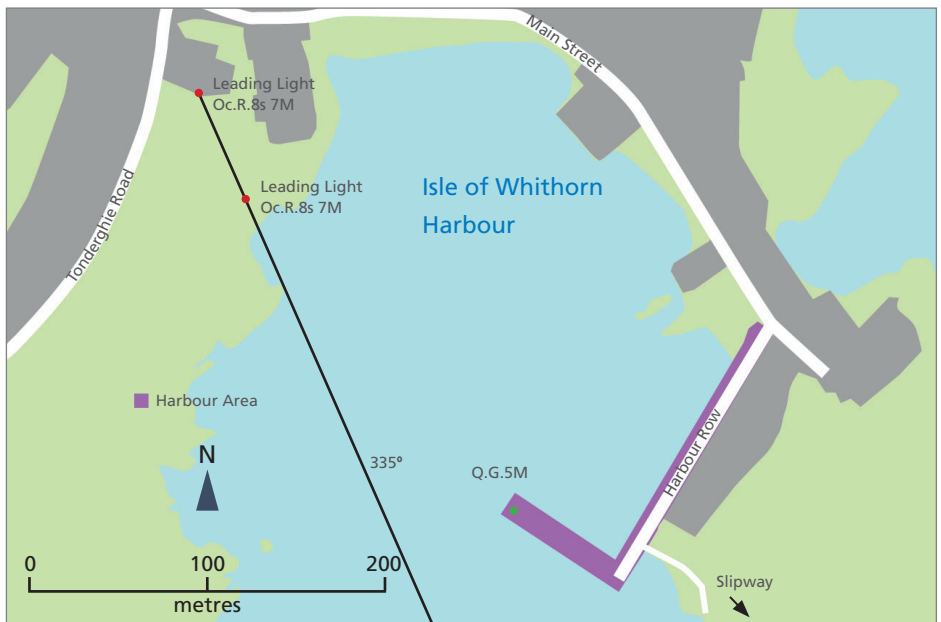
Regional Harbour Master: William Jones

Mobile: 07771 678824

## Facilities

'The Isle' as it is usually known, is a picture postcard harbour hiding at the southern tip of the peninsular, less than 17 nautical miles from the Isle of Man. This is a pilgrimage site due to St Ninian first bringing Christianity to Scotland at this location but it also attracts visitors due to filming of the 1973 cult classic 'The Wicker Man' taking place here.

The Isle of Whithorn has a shop, post office, hotel and church plus a bowling green. Note that fuel is not available.



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## Location and Layout

The harbour is at the south-east extremity of the Machars peninsular at 54° 41.8'N, 04° 21.8'W. The entrance faces south between rocky headlands. The quay wall is approximately 125 metres long with a SW-NE alignment along Harbour Row and a slipway at the NE end outwith the breakwater. A double faced pier 68 metres long aligned NW-SE is at the southern end of Harbour Row. The Quays are provided with bollards, wooden fenders, access ladders, water and electricity points. There are depths between 2.0 and 3.5 metres at the centre of the inner face of the pier at high water and between 4.1 and 5.6 metres at the outer end. All of the pier Harbour dries out at Springs; there is a shallow residual channel at the outer end of the pier at Neaps. The north-west end of the pier is 1.8 metres lower than the main structure and floods at high water springs. The end of the breakwater is marked by a beacon Q G 5Nm

The Harbour is exposed to the south and southerly gales drive a swell into the beach north of the pier. There can be significant currents in the approach depending upon the state of the tide in the Solway Firth; they set strongly across Screen Rocks.

Red lights provide a leading line of 335°T between the rocky headlands; a red and white sector light at St Ninian's Tower warns of the dangerous Screen Rocks.

Vessels should not anchor on the approach transit to the harbour. Vessels should be aware of the possibility of buoyed keep pots in the approaches. Vessels anchoring off the old lifeboat slipway should be aware of the limited swinging room.

There is an anchorage in Portyerrock Bay, close inshore in depths between 5 and 10 metres, just north of Cairn Head and about 2 nautical miles north of the Isle of Whithorn harbour entrance.



## Tides

Standard Port is Liverpool. Isle of Whithorn is a Secondary Port.

	MHWS	MHWN	MLWN	MLWS
Liverpool	9.3m	7.4m	2.9m	0.9m
Differences at Isle of Whithorn	-2.4m	-2.0m	-0.8m	-0.2m
Isle of Whithorn	6.9m	5.4m	2.1m	0.7m

Mean Ranges - Springs 6.2m; Neaps 3.3m

Time Differences - HW +0035 Dover; Zone UT(GMT)

	High Water		Low Water	
Liverpool	0000 and 1200	0600 and 1800	0200 and 1400	0800 and 2000
Differences at Isle of Whithorn	+0020	+0025	+0025	+0005

Isle of Whithorn



# Port William



Admiralty Charts: 1121, 1411, 1826 & 2094

Imray: C62

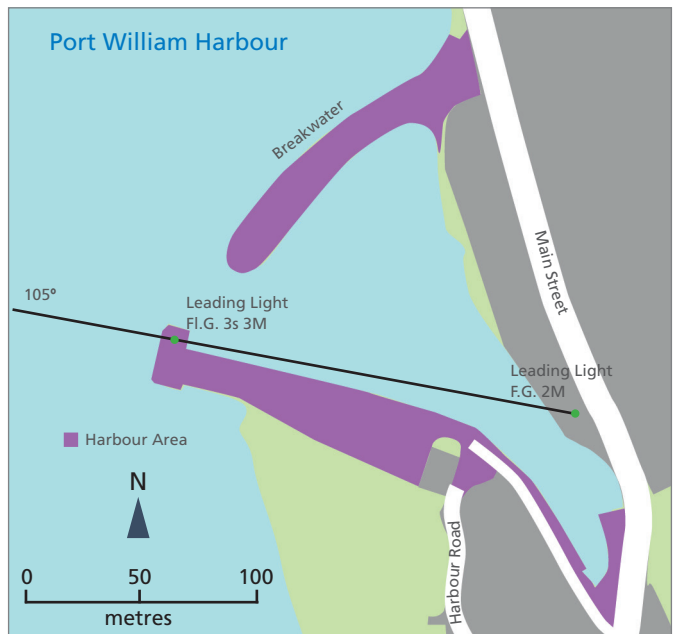
Regional Harbour Master: William Jones

Mobile: 07771 678824

## Facilities

In the late 1770s smuggling was rife in this area with much of the contraband shipped in from the Isle of Man; many of the local farms had secret caches, 'brandy holes', where they could conceal the smuggled goods. These days, if in need of a drink, Port William has a hotel and restaurants but there is also a welcoming café above the Port William Inshore Lifeboat Station with views over the harbour.

The village also has shops, a café, a bank and church. Fuel is available from a nearby garage and a bowling green is a short walk from the harbour.



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## Location and Layout

The harbour is on the west coast of the Machars peninsular at 54° 45.7'N, 04° 35.1'W and the entrance faces west-north-west. The quayside is nearly 200 metres in length from the entrance to its inner end. It is fitted with bollards, wooden fenders, access ladders, water and electricity points. A rock breakwater extends for about 100 metres from the shore north of the pier. There is between 2.5 and 3.8 metres of water at the outer end of the pier at high water; between 1.4 and 2.6 metres at the inner (south-east) end. The harbour dries out at low water. The pier is only accessible to vessels drawing more than one metre for two hours either side of high water.

A gravel bank builds off the entrance in southerly gales and over winter; reference should be made to the Dumfries & Galloway Council website for latest details. It should be noted that in W to NW winds the harbour is very exposed with heavy swell and vessels should seek alternative shelter in those conditions.

Fixed and flashing green lights provide a leading line into the harbour in a direction of 105°T. There is an anchorage for small vessels in depths of about 3 metres below Chart Datum about 0.4 nautical miles off the entrance but the approach is exposed to winds and seas between south and north-west.

## Tides

Standard Port is Liverpool. Port William is a Secondary Port.

	MHWS	MHWN	MLWN	MLWS
<b>Liverpool</b>	9.3m	7.4m	2.9m	0.9m
<b>Differences at Port William</b>	-2.9m	-2.2m	-0.8m	-0.2m*
<b>Port William</b>	6.4m	5.2m	2.1m	0.7m

\* Estimated value. No data available.

**Mean Ranges** - Springs 5.7m; Neaps 3.1m

**Time differences** - HW + 0035 Dover Zone UT(GMT);

	High Water		Low Water	
<b>Liverpool</b>	0000 and 1200	0600 and 1800	0200 and 1400	0800 and 2000
<b>Differences at Port William</b>	+0030	+0030	+0025	0000

# Stranraer and Loch Ryan



Stranraer Marina (photo: G Clyne)

**Admiralty Charts:** 1121, 1404, 2198 & 2199

**Imray:** C62, C63, C69

**Harbour Master:** Lesley Smith

**Telephone:** 07734 073421

## Facilities

Stranraer was once best known as the ferry port for Ireland; with the relocation of the ferry services to Cairnryan it has now become a developing recreational marine destination with ambitious plans for the future.

Facilities in Stranraer include supermarkets, restaurants, takeaways, pubs, banks and garages. There is a swimming pool, cinema and theatre at the local Ryan Centre and attractions such as Stranraer Museum (with one of Scotland's oldest ploughs on display) and the medieval tower house Castle of St John with stunning views over Loch Ryan from the roof. For exploring the local area car hire is available and attractions include the magnificent Castle Kennedy Gardens and Logan Botanic Gardens plus the Mull of Galloway, Scotland's most southerly point, with an RSPB reserve and visitor centre, a lighthouse with views of England, Ireland, the Isle of Man and on a really clear day Snowdon, 133 miles away in Wales.

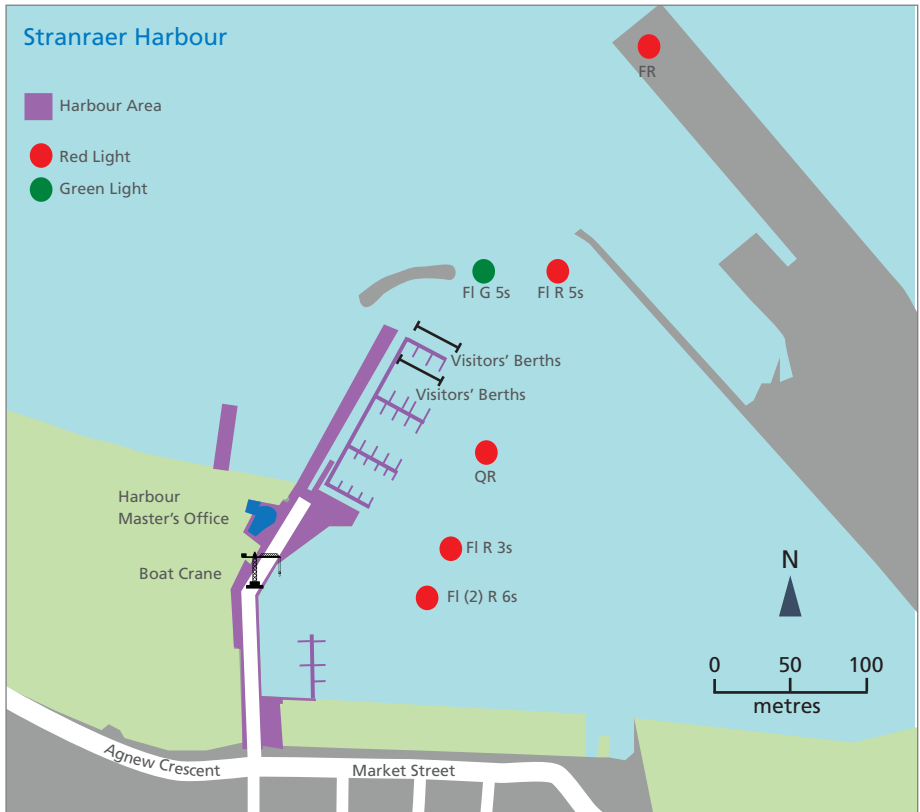
Regular bus and rail services are available with bus connections to the ferry ports at Cairnryan and also Glasgow, Edinburgh, Dumfries, Belfast, Manchester, Birmingham, London and Portpatrick. A rail service from the station at the end of the East Pier travels to Glasgow via Ayr, Troon, Irvine (home of the Scottish Maritime Museum) and Glasgow Airport making Stranraer a perfect location for exploring further afield or for crew changes.

At the harbour there is a new purpose built Harbour Masters Office with toilets, showers and laundry facilities. Other recent additions to the harbour include a 30 tonne capacity boat crane, a wash down area, a self-propelled boat transporter, a secure boat storage area and a new free to use slipway adjacent to the Marina. With the ferry services now located in the northern half of Loch Ryan the whole of the southern loch provides a large sheltered area, free of ferry traffic which is ideal for water sports.

## Traffic and Trade

The stone West Pier was built in 1820 and by the 1830s steam packets were making regular trips from the pier to Glasgow, Girvan and Belfast; the wooden extension was built in about 1850. The East Pier was built in 1863 with the coming of the railways and the Mail Packet to Larne operated from here. Various ferries used the East Pier until recently but all the ferry traffic has now moved to the north of the loch with numerous sailings daily, peaking in the summer months. In the late 20th century, small cargo vessels up to about 500 tonnes used the harbour at Stranraer but that trade has now ceased.

Fishing vessels, generally less than 12 metres length and 2 metres draft are based in the harbour and land their catches there.



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The Marina is popular, with many recreational craft based there. Up to 10 visiting craft can be accommodated. Recreational craft are also based at other bays and inlets around Loch Ryan including Loch Ryan Sailing Club based at the former flying boat slipway at Wig-Bay.

### **Location and Layout**

Stranraer Harbour is located at position 54° 54.45'N, 05° 01.75W at the southern end of Loch Ryan adjacent to the town of Stranraer. It consists of a dog-leg quay approximately 100 metres long with a modern marina at its northern end. The wooden West Pier is immediately to the west of the marina. A finger pontoon parallel to the quay, based on the waterfront, is used by small fishing vessels, excursion and recreational craft. Access to the marina and finger pontoon is restricted to users. Outwith office hours visitors to the marina should phone 03 33 33 3000 to obtain the code for the marina security gate. Visiting leisure craft at the Marina must use the visitors' berths as shown on the chartlet.

The quay walls have vertical wooden fenders and well-constructed access ladders. Both the quay and marina are provided with electrical and water points.

Situated approximately 250 metres east of the marina, the East Pier used to be the terminal for Stena ferries to Northern Ireland but was closed down in 2012 with the linkspans and other infrastructure being removed. The pier, despite losing its ferries, still has one of the few remaining active pier railway stations.

Two modern ferry terminals are located on the east side of the loch approximately 4 nautical miles north of the town. P&O operate out of Port of Cairnryan and Stena operate out of Loch Ryan Port; each port is a separate Statutory Harbour Authority within the Loch.

### **Operating Constraints**

Depths alongside the quay walls are between 2.7 and 3.5 metres at Springs, 2.2 and 3.0 metres at Neaps. There is a minimum depth of 2.8 metres above Chart Datum in the immediate approach to the harbour. The longest section of quay wall is some 65 metres long. A drying bank lies about 50 metres east of the quay walls and Marina. In general any vessel drawing 3 metres or less can reach the harbour but may take the ground over low water.

## Port Control

There is currently no active port control for Loch Ryan.

Stena ferries operate from Loch Ryan Port to Belfast and P&O ferries operate from Port of Cairnryan to Larne.

**NOTE: Ferries have agreed operating procedures in Loch Ryan which might see ferries passing starboard to starboard. All ships party to the Agreement call on Channel 16 prior to entering the Loch and prior to departure from their berths advising all vessels to listen to Channel 14 for passage information. The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 will always prevail but vessels transiting Loch Ryan are advised to keep well clear of ferries by avoiding the east side of the loch.**

## Approaches

Loch Ryan is entered between Milleur Point and Finnarts Point. A north cardinal buoy is installed approximately 0.2 nautical miles north-east of Milleur Point. A deep-water channel on a heading of 142°T, marked by buoys and leading lights leads to Loch Ryan Port. A channel with depths of at least 7 metres lies some 0.4 nautical miles to the west; passing close to Cairn Point, it leads to the ferry terminal at Cairnryan Point.

The south-eastern extremity of a rocky bank called The Scar is marked by Spit lightbuoy. Fishing and recreational craft bound to and from Stranraer Harbour should pass to the east of this buoy and the three metre depth contour, but remaining to the west of the deep channels above, so as to avoid interactions with ferries.

From Spit buoy a channel marked by three starboard hand light beacons leads to the East Pier with nominal depths of 5 metres Chart Datum. These beacons are considered redundant and may be removed in coming years. Depths in the channel have not been actively maintained since ferry traffic there ceased however, the approach onward to Stranraer has consistent depths of at least 3 metres Chart Datum. The channel into the harbour has a minimum depth of about 2.8 metres Chart Datum and is marked by No1 Starboard (FIG5s) and No2 Port (FIR5s) buoys. The drying bank to the east of the Pier and Marina is marked by buoys.

## Anchorage

There is anchorage for small craft south-west of The Scar in depths of 2 metres and in the vicinity of the former flying boat slipway at Wig Bay, currently used by Wig Bay Sailing Club.

There is also anchorage for small craft in depths of 3 metres Chart Datum in Lady Bay on the west side of the loch near to its northern entrance however this area is exposed to northerly winds and potentially to ferry wash.

## Pilotage

Pilotage is not available for Stranraer Harbour.

## Tides

Standard Port is Greenock. Stranraer is a Secondary Port.

	MHWS	MHWN	MLWN	MLWS
Greenock	3.4m	2.9m	1.0m	0.4m
Differences at Stranraer	-0.4m	-0.4m	-0.4m	-0.2m
Stranraer	3.0m	2.5m	0.6m	0.2m

Mean Ranges - Springs 2.8m; Neaps 1.9m

Time differences - HW +0055 Dover; Zone UT(GMT)

	High Water		Low Water	
Greenock	0000 and 1200	0600 and 1800	0000 and 1200	0600 and 1800
Differences at Stranraer	-0030	-0025	-0010	-0010

## Currents

The currents within Loch Ryan are tidal and not significant.

## Wind and Wave

Loch Ryan is exposed to strong winds and gales from the north. For the northern part of the Loch a maximum significant wave height of 2.0 metres can be expected; south of the line from Cairn Point to Kirkcolm Point the maximum significant wave expected is 1.2 metres. On a sustained northerly an uncomfortable swell can be expected at the marina and harbour.



Stranraer Marina

## Ferry Services in Loch Ryan

Regular ferry services operate from Loch Ryan to Northern Ireland.

Within the loch the ferries will normally be restricted to the main deep-water channel which is to the east side of the loch..

**Note that at the entrance to the loch, ferries by arrangement might sometimes pass starboard to starboard however collision regulations apply to all vessels at all times.**

### Port of Cairnryan

P&O operate their ferry service to Belfast from Port of Cairnryan.

This port is not accessible to recreational vessels.

### Loch Ryan Port

Stena operate their ferry service to Larne from Loch Ryan Port.

This port is not accessible to recreational vessels.

## Other Non-Council Harbours

### **Annan**

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Annan is a bustling town that is memorable for its red colour with many of the buildings built from the local dark red sandstone. Situated a short walk from the harbour, the town centre has all amenities including supermarkets, restaurants, museum, banks, cinema, garages and railway station.

The harbour is situated on the east bank of the River Annan in the inner reaches of the Solway Firth, about one nautical mile upriver from the river mouth, next to large stone warehouses. The quay is over 100 metres long and there is a small slipway at its southern end. Note that there is a private quay approximately 150 metres down river of the harbour which is not accessible to visiting vessels.

There is no buoyage on the river.

Further information can be obtained from Alan Thomson on 01461 728210 or [ahagharbouofficer@gmail.com](mailto:ahagharbouofficer@gmail.com)

### **Glencaple Pier**

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The pier at Glencaple is situated approximately two nautical miles upriver from the mouth of the River Nith on the Solway Firth. Channels are susceptible to movement and caution should be shown if visiting. Nith Inshore Rescue, an independent lifeboat serving the Dumfries area, is based at Glencaple. Kingholm Quay is approximately 3 nautical miles further upriver.

The Nith Hotel is situated across the road from the pier offering a restaurant, bar and accommodation with splendid views to Criffel and a new tea room and shop is open on the pier. A bus service is available to Dumfries, dubbed 'The Queen of the South', where all facilities are available including supermarkets, restaurants, banks cinemas, garages and a rail station.

Further information can be obtained from Roy Kerr on 07801 321457 or [cargo@nith-navigation.co.uk](mailto:cargo@nith-navigation.co.uk)





## Kingholm Quay

The Quay is situated on the River Nith approximately 5 nautical miles from the river mouth on the Solway Firth. Channels are susceptible to movement and caution should be shown if visiting Kingholm Quay or Glencaple. Glencaple Pier is approximately 3 nautical miles downriver.

At Kingholm you can enjoy the hospitality of The Swan public house, less than 50 metres from the Quay. The Quay is approximately 2.5km from Dumfries town centre, where all facilities are available including supermarkets, restaurants, banks, cinema, garages and a railway station and is accessible by a regular service bus.

Further information can be obtained from Roy Kerr on 07801 321457 or [cargo@nith-navigation.co.uk](mailto:cargo@nith-navigation.co.uk)

Urr Water at Kippford



## Kippford

Kippford is a popular sailing village with a shop, restaurant and chandlers. Dalbeattie is approximately 6km away and accessible by infrequent service bus; facilities such as supermarkets, restaurants, banks and a garage are available in Dalbeattie.

The harbour is approximately 3 nautical miles north of Hestan Island on the River Urr. Limited mooring is available alongside the Solway Yacht Club pontoon or the Kippford Slipway pontoon.

Further information can be obtained from the Solway Yacht Club on 01556 620312.

## Drummore

The most southerly village in Scotland, Drummore has limited facilities although there are several shops and an inn. There is an infrequent bus service to Stranraer from Monday to Saturday; Stranraer has all facilities including supermarkets and a rail service.

The Mull of Galloway is approximately 8km from Drummore by road and is the most southerly point in Scotland. Attractions at the Mull include a RSPB reserve, a lighthouse and visitor centre with spectacular views from the top and a welcoming cliff top café with views across to Ireland

The harbour is approximately 4 nautical miles North of the Mull of Galloway on the west side of Luce Bay and might offer shelter from south-westerly winds.

There is no active management of the harbour at this time.



## Port Logan

A delightful village, Port Logan was the main filming location for the BBC series '2,000 Acres of Sky'. The Port Logan Inn is a short walk from the harbour while the Logan Botanic Gardens are approximately 2km away ([www.rbge.org.uk/the-gardens/logan](http://www.rbge.org.uk/the-gardens/logan)). There is an infrequent bus service to Stranraer from Monday to Saturday; Stranraer has all facilities including supermarkets and a rail service.

The harbour is approximately 9 nautical miles south of Portpatrick harbour and is only suitable for small boats.

There is no active management of the harbour at this time.

## Portpatrick

Portpatrick was once a busy ferry port between Scotland and Ireland but is now one of the most popular holiday villages on the coast of south west Scotland. The village has shops and restaurants and is the starting point for the 212 mile Southern Uplands Way walk. There are bus services to Stranraer where there are all facilities including supermarkets and a rail service.

Local attractions include the magnificent ruins of Dunskey Castle and also Dunskey Gardens with Tea Room, Terrace and Maze ([www.dunskeygardens.co.uk/](http://www.dunskeygardens.co.uk/)).

The harbour is approximately 24 nautical miles east of Larne. The inner harbour offers good shelter but entry can be difficult in strong SW/NW winds. [www.portpatrickharbour.org/](http://www.portpatrickharbour.org/)

Further information can be obtained by contacting the Harbour Master on 07565 102096.



Summary of Agreements Made by:

# The Loch Ryan Ferry Navigation Committee

As of 0001Hrs GMT on 1st April 2012

Affecting Vessels Operated by P&O Ferries & Stena Line

Nothing in these agreements relieves any vessel of its duty to comply with the MS Distress Signals and Prevention of Collisions Regulations 1996 (COLREGS as amended).

The use of the phrase “deeper water in the prohibited anchorage area” within this document shall be taken to mean the deeper water to be found within the prohibited anchorage area towards the west side of Loch Ryan and as indicated upon the chart extract included in this agreement at Annex 1.

## 1. Intership Communications

All ships that are party to the agreement are to call on Ch. 16 prior to entering the Loch and before departing their berths advising all vessels to listen to Ch.14 for further communications regarding movements and manoeuvres. Communications can then be monitored by all other ships in the vicinity. Ship's AIS may be used to identify other vessels.

VHF Communications by ships navigating the loch should be transmitted using 25 Watts power and those communications should be positively acknowledged by ships party to this agreement.

**All vessels inbound to Loch Ryan will:**

- On passing Corsewall Point make an “Approaching Loch Ryan” broadcast on VHF Ch.14 to “All ships in Loch Ryan” and thence maintain a listening watch on both VHF Ch.14 & 16. At this point the inbound ship's intention to use the deeper water in the prohibited anchorage area should be stated.
- Make a further “All ships in Loch Ryan” broadcast on VHF Ch.14 reporting passing Milleur Buoy. At this time the inbound ship will establish communication with any outbound ship. Intention to use the deeper water in the prohibited anchorage area should be re-stated.
- Loch Ryan Port bound vessels already routinely report on VHF Ch.14 passing Milleur Buoy, and their call will be acknowledged by Loch Ryan Port.

**All vessels departing from berths in Loch Ryan will:**

- Five minutes prior to departure, make an "Intention to depart" broadcast on VHF Ch.14 to "All ships in or approaching Loch Ryan", and thence maintain a listening watch on both VHF Ch.14 & 16. At this point intention to use the deeper water in the prohibited anchorage area shall be stated.

**All vessels proceeding outbound in Loch Ryan will:**

- Make a further "All ships approaching Loch Ryan" broadcast on VHF Ch.14 reporting passing Forbes Shoal buoy outwards.

These reporting points should be included in each ship's passage plans and checklists to ensure that they became routine and are not overlooked.

**2. Operating Principles**

High Speed Craft will endeavour not to operate in the critical speed range between Cairn Point and Forbes Shoal if there is another ship in that area.

**3. Passing Manoeuvres**

Risk Assessment has identified the need for control measures:

1. Conventional ships may use the deeper water in the prohibited anchorage area.
2. An inbound ship passing Milleur Buoy shall communicate with an outbound ship to confirm intentions.
3. Safe separation of inbound and outbound ships will be ensured by use of agreed waypoints off Milleur Buoy.
4. If an outbound P&O vessel has passed Cairn Point a Stena Line vessel will not depart the berth at Loch Ryan Port until the P&O vessel is past and clear.

Ships that have requested the use of the deeper water in the prohibited anchorage area shall remain within the deeper water in the prohibited anchorage area until clear of the safe water mark.

#### **4. Overtaking Manoeuvres Within Loch Ryan and Immediate Approaches**

Ships party to this agreement will not overtake anywhere within Loch Ryan unless positive agreement has been received from the ship they intend to overtake and others in the vicinity. The overtaking vessel shall make such agreements in good time.

#### **5. Tracks to Maintain Safe Separation at Milleur Buoy**

The following tracks have been agreed to ensure safe separation between outbound and inbound traffic at Milleur Buoy:

##### **Outbound**

Once clear of the deeper water in the prohibited anchorage area, or past Forbes Shoal Buoy, outbound ships should set course for a point 0.7 nm northeast of Milleur Buoy.

##### **Inbound**

Inbound ships should head for a point 0.2 nm north of Milleur Buoy, thereby maintaining a safe separation from any outbound ship.

**To ensure consistency these tracks shall be followed at all times, where practicable to do so.**

#### **6. Information to Relieving Vessels**

When a relief vessel is operating instead of one of the regular ferries that is party to the Agreement, the master of the relief vessel must be informed of the Agreements reached by this Committee. The responsibility for ensuring this will lie with the Management of the company whose vessel is being relieved.

#### **7. Relations with the Glasgow and Belfast Marine Offices of the Maritime and Coastguard Agency**

1. Copies of the minutes of all Loch Ryan Ferry Navigation Committee meetings shall be forwarded to the Glasgow and Belfast Marine Offices.
2. Any near misses that occur within Loch Ryan shall be reported to the Maritime and Coastguard Agency by the Master(s) of the vessels involved.
3. Any changes to this agreement shall be notified to the Maritime and Coastguard Agency prior to implementation.

## Annex 1 - Location of “Deeper Water in the Prohibited Anchorage Area”

The “Deeper Water in the Prohibited Anchorage Area” is contained within the magenta lines indicated on this extract from BA Chart 1403.

