

# Loch Lomond Byelaws Review

**CONSULTATION DOCUMENT  
27TH JULY - 19TH OCTOBER 2022**

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## Introduction

Loch Lomond ('the Loch') is a special place, for its value to nature and the environment, for the multiple recreation and wellbeing opportunities it offers, and the economic value it provides for the many businesses and communities around it.

It is the largest body of freshwater in mainland Britain and is an iconic place due to its range of special environmental qualities including Sites of Special Scientific Interest (SSSI), Special Areas for Conservation (SAC), and Special Protection Areas (SPA). Large numbers of people enjoy many types of recreation activities on and around the Loch all year-round and many businesses and communities also thrive on the opportunities that Loch Lomond offers.

[Byelaws](#) are in place on Loch Lomond, and not on other lochs in the National Park, because of these specific characteristics and to help manage the careful balance between these multiple uses and opportunities.

In particular, they were introduced to manage:

- ▶ **Safety on the Loch**
- ▶ **Disturbance to Loch users**
- ▶ **Disturbance to wildlife**

# Why are the byelaws being reviewed?

The Loch Lomond Byelaws are required by law to be reviewed every ten years and were last reviewed in 2012.

It is also important that the byelaws are reviewed to adapt to changes on the Loch to ensure they remain fit for purpose, providing clear rules and guidance to support safe and responsible enjoyment of the water and robust deterrents to change irresponsible and dangerous behaviours in relation to people and the environment.

## The main outcomes this review aims to achieve are:



Safer enjoyment of the water for all Loch users and especially young people



Protecting the environment



Increased participation in healthy recreation by making space for all users and types of activities



Minimising incidents of anti-social behaviour and disturbance to communities and Loch users



Appropriate and effective management and enforcement through clear and understandable rules

## Nature and climate

- ▶ The impacts of the twin global crises of [nature loss](#) and [climate change](#) are already being felt across the National Park.
- ▶ The National Park Authority has set ambitious targets for [restoring nature](#) and achieving [Net Zero](#) emissions as an organisation and will be stepping up work on nature and climate even further over the coming years.
- ▶ These ambitions will be explored and consulted on in more detail as part of the overarching strategic plan for the whole National Park, the National Park Partnership Plan, which is being developed later this year and will be consulted on in 2023.
- ▶ The Loch Lomond Byelaws along with a range of other existing legislation and designations will continue to play a part in helping to manage impacts on nature and climate on the Loch.
- ▶ This byelaw review also presents an opportunity to begin discussions with key stakeholders on how to further monitor and manage environmental impacts on Loch Lomond. In light of these discussions and impacts, the National Park Authority can and may choose to carry out a further review of the byelaws in the coming years if this is deemed appropriate.



# What has changed on Loch Lomond?

There have been significant changes in the type and volume of recreation activities enjoyed on Loch Lomond, particularly in recent years.

More and more people are enjoying non-powered activities such as swimming, paddleboarding and kayaking as well as spending time by the water, even if not taking part in a specific activity. Nationally there has been a 10% increase in non-powered, water-related activities and a 14% increase in people visiting lochs ([NatureScot](#)). This national upward trend in activity is generally felt by staff and stakeholders to be even higher on Loch Lomond.

At the same time, the volume of motorised craft registered with the National Park Authority for use on Loch Lomond has also increased (13% increase between 2019-21). Personal water craft (PWCs), commonly known as jet skis or jet bikes, have also become the most popular type of craft registered for use on the Loch, with a 38% increase seen in PWC registrations between 2019-21.

While more people enjoying the Loch responsibly is a positive, these changes combined also increase the potential for conflict between the ways different users want to use Loch Lomond. At times this has led to incidences of disturbance, anti-social behaviour and increased risks to different users.

The number of byelaw contraventions recorded by National Park Rangers has also significantly increased in recent years (119% increase in recorded contraventions between 2019-2021). The highest number of recorded contraventions (44%) was for speeding in areas with a 11kph speed limit. The majority of these recorded contraventions are concentrated into certain areas of

the Loch where increases in other activities are also taking place. While this may reflect a change in behaviours, it also indicates that the existing byelaws may not provide a strong enough deterrent to the minority of Loch users who are not receptive to general responsible enjoyment messages.


It is recognised that some of the data presented here covers an exceptional period of time during the COVID-19 pandemic during 2020-2021 when UK and international travel was restricted. This period had wide-ranging impacts on recreation opportunities and behaviour. Data is being collected throughout 2022 and beyond to help us better understand whether these changes in activity and behaviours on the Loch are reflective of a sustained trend or whether they will begin reverting to levels seen prior to the pandemic. However, it is vital that this review takes these changes into account in order to address and manage the uses and behaviours taking place on the Loch.

The experience of the National Park Authority and Police Scotland in implementing and enforcing the byelaws over the years also provides further valuable information which must be taken into account to ensure that the byelaws can be understood and implemented as effectively as possible.


These changes and experiences, along with insight from key stakeholder groups, have been used to inform proposed changes to the byelaws outlined in this document, particularly to create clear rules for the

busiest areas of the Loch to avoid accidental contraventions and provide deterrents and efficient enforcement processes to reduce deliberate contraventions.

## BETWEEN 2019-2021

**10%**  
INCREASE ▲ 

nationally in non-powered, water-related activities such as swimming, fishing and paddle sports. ([NatureScot](#))

**13%**  
INCREASE ▲ 


in all powered vessels registered for use on Loch Lomond

**38%**  
INCREASE ▲ 

in Personal Water Craft registered for use on Loch Lomond

 **119%**  
INCREASE ▲

in total number of recorded byelaw contraventions

 **44%**

The majority (44%) related to speeding in the existing lower speed (11kph) areas.

# Key issues to address

To help achieve the outcomes proposed, the following key issues have been identified to be addressed by this byelaw review:

- ▶ Irresponsible use or antisocial behaviour by some Personal Water Craft users
- ▶ Disturbance to communities and other Loch users
- ▶ Powered vessels travelling at speed close to shore
- ▶ The risk of fatalities due to cold water shock
- ▶ Young people (under 16) in sole charge of powered vessels
- ▶ Challenges identifying individuals leading to difficulty progressing enforcement cases
- ▶ Unnecessary duplication of procedures where legislation already exists to regulate business practices on the Loch

## Proposals to address these issues

With these outcomes and issues in mind, a suite of revisions to [the current byelaws](#) are being proposed. Each of these proposals has and will continue to be tested based on the following principles:

- **Proportionality** – is the proposal a reasonable and proportionate response to the issue identified?
- **Evidence base** – is there evidence to support this proposal?
- **Enforceability** – can this be easily enforced, or will it make enforcement easier?
- **Practicability** – how easily can this be implemented?
- **Impact** – will the proposal truly help to address the issues required and not cause additional issues?
- **Alternatives** – can this issue be addressed in another way (for example through our own procedures, highlighting this issue in a national conversation, through communications campaigns, etc) rather than through the byelaws?

**Based on the tests above, six fundamental changes to the existing byelaws have been identified. In preparing our proposals, Park Authority staff explored these with a wide range of stakeholders with an interest in Loch Lomond.**

**These proposed changes are explained on pages 7-23 of this document.**

The full scope of changes being proposed to the byelaws is set out in a table on pages 26-49. You can then read the proposed Loch Lomond Byelaws 2023 in full on pages 50-70.







## Proposal 1

### Introduce Low-Powered Activity Zones

#### What is being proposed?

- ▶ Introduction of a new byelaw creating zones for only low or non-powered activities, such as paddleboarding, swimming, kayaking and fishing.
- ▶ These zones would be small in size and in areas already covered by speed restrictions where there is considered to be an increased risk of conflict, disturbance and safety issues.
- ▶ Powered vessels permitted to use these zones would be limited only to vessels under 15 horsepower (11.2 kilowatts), such as a tender or small fishing boat, often with a cuddy, that are generally used for trolling on Loch Lomond.
- ▶ When considering these proposals, potential displacement to other lochside settings was also taken into account.

#### Outcomes this would help to achieve:

-  Safer Loch
-  Increasing participation in healthy activities
-  Minimising disturbance and anti-social behaviour
-  Better management and enforcement

#### Reasons for this proposal

As indicated on Page 5 (What has changed on Loch Lomond?), more people enjoying the water in different ways and for their physical and mental wellbeing is a positive, but this does also raise the risk of conflict between types of use of the Loch, particularly in certain areas where these activities are most popular.

The National Park Authority receives complaints from members of the public about the conduct of others via direct contact with our Ranger Service and via email. These can be a useful indicator of trends in behaviours, particularly when viewed beside the complaints escalated through our official complaints procedure and data on byelaw contraventions recorded by our Ranger Service.

#### Complaints

From 223 frontline complaints recorded between April 2016 – May 2022 linked to irresponsible vessel use on the Loch, many were concentrated around busy locations which have good access and facilities, such as Luss (31%), Duck Bay area (12%), Milarrochy (9%), and Balloch (8%). 58% of the 223 complaints related to Personal Water Craft (PWC) behaviour. This is seen most acutely at Luss where 64% of frontline complaints related to irresponsible behaviours by PWCs.

Similarly, 83% of complaints escalated to our official complaints procedure were in relation to PWCs and motorised vessels, with irresponsible use of PWCs, noise and speeding being the three most common types of complaint. 28% of all escalated complaints were in the Luss area, with 26% in the Balloch and Duck Bay areas.

## Recorded contraventions

Throughout the summer, National Park Rangers patrol the Loch and its shorelines daily to promote responsible behaviour and enforce the byelaws. They employ an 'education first' approach, recording contraventions and engaging with Loch users in the first instance before progressing enforcement action where necessary. Joint patrols are often carried out with Police Scotland.

Over 2019-21 Rangers recorded a significant increase in byelaw contraventions, with the highest number of contraventions attributable to PWCs.

The majority of contraventions recorded by Rangers (44%) related to speeding in the existing lower kph areas, with the Leven Basin, Duck Bay and Luss the standout hotspots.

The charts and visuals provided here and on page 9 outline the types of contraventions recorded and the areas in which they occurred.

## Between 2019-2021 we saw:



**119%**  
INCREASE ▲

119% increase in total number of byelaw contraventions recorded

185 in 2019 > 406 in 2021



**102%**  
INCREASE ▲

102% increase in total number of contraventions recorded for non-compliance with 11kph speed limit

86 in 2019 > 174 in 2021

## Of the 684 byelaw contraventions recorded between 1st April 2019 - 31st May 2022



**44%**  
were for exceeding an 11kph speed limit

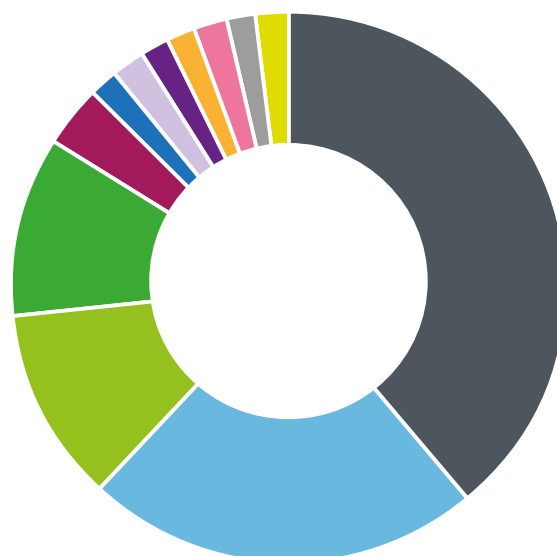


**52%**  
were attributable to Personal Water Craft (354 of 684)



## Byelaw contraventions by type (1st April 2019 - 31st May 2022)

Type	No.	%
Exceeding 11 kph Speed Limit	300	44%
Display Annual Mark	178	26%
Failure to register	87	13%
Display of Registration Number	86	12.5%
Not wearing/carrying PFD*	11	2%
No Observer for Recreational Towing	7	1%
Reckless Navigation	4	0.5%
Transfer of Ownership Notification	4	0.5%
Young Persons	3	0.5%
Failure to Conform to Direction of Ranger	2	0.3%
Display of Correct Lights	1	0.1%
Due Care & Attention	1	0.1%
<b>Total</b>	<b>684</b>	<b>100%</b>



\*Personal Flotation Device



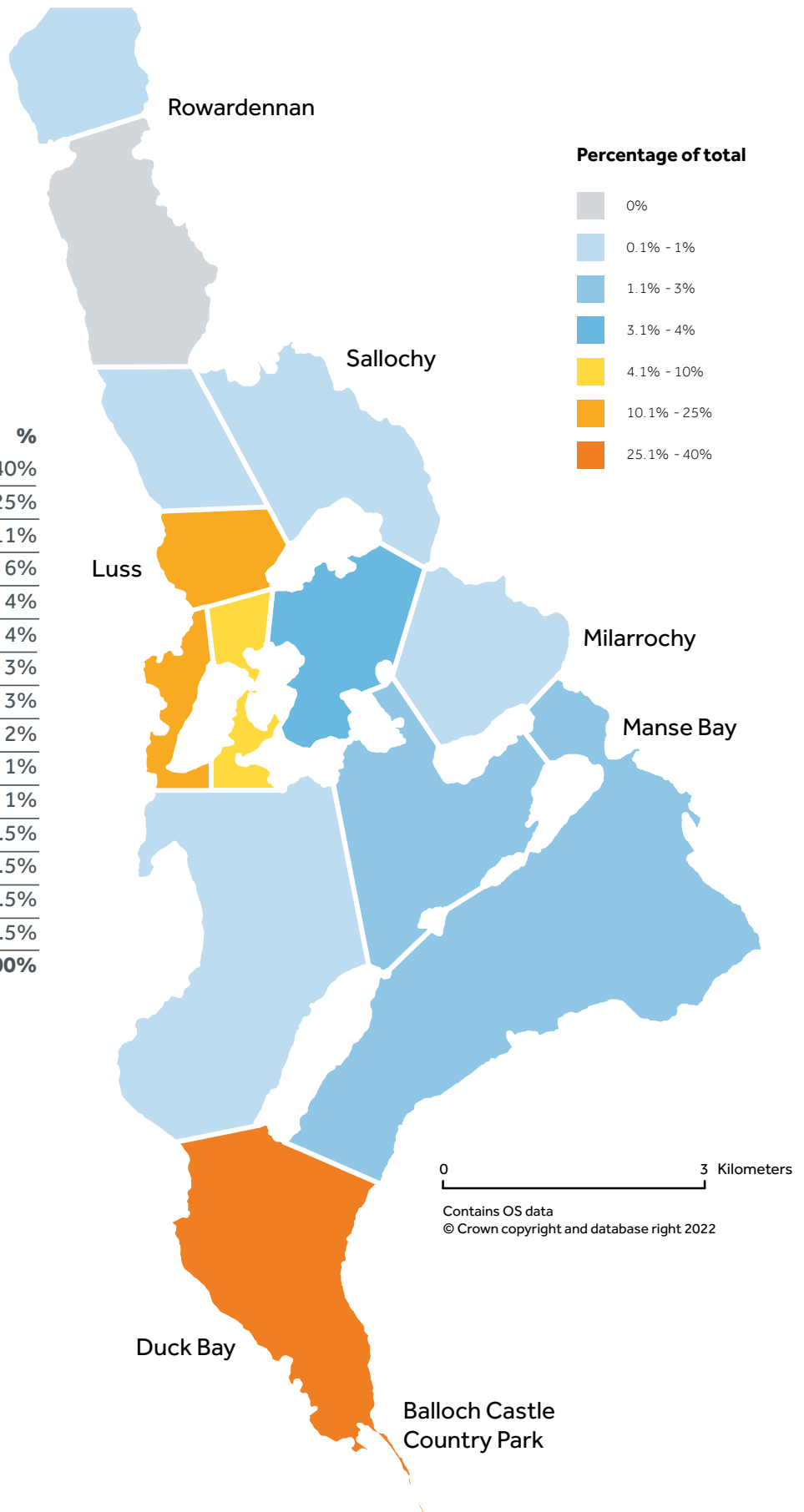
# Byelaw contraventions by area

(1st April 2019 - 31st May 2022)

	No.	%
Leven Basin/Duck Bay	227	40%
Luss	142	25%
Inchtavannach	64	11%
The Narrows	34	6%
Inchmoan North Bay	24	4%
Inchmoan South	21	4%
Little Ireland	19	3%
Balmaha Basin	15	3%
Milarrochy	7	2%
Culag	5	1%
Midross	4	1%
Inveruglas	2	0.5%
Sallochy	2	0.5%
Inversnaid	1	0.5%
Rowardennan	1	0.5%
<b>Total</b>	<b>568</b>	<b>100%</b>

**Disclaimer:**

The zones depicted on this diagram are for illustrative purposes only.



# Proposed Low-Powered Activity Zones

Low-Powered Activity Zones are being proposed at Balloch Castle Country Park, Duck Bay, Luss, Manse Bay, Milarrochy, Sallochy and Rowardennan. See individual maps of these proposed zones on pages 11-17 for more detail.

If implemented, these zones would be clearly marked by buoys on the water (subject to planning permission and the outcome of a visual impact study).







Scan me to view indicative area in Google Maps



Please note that the Ordnance Survey (OS) maps on pages 11-17 indicate the proposed areas for the Low-Powered Activity Zones. Any other maps used are for illustrative purposes only.





Scan me to view  
indicative area in  
Google Maps

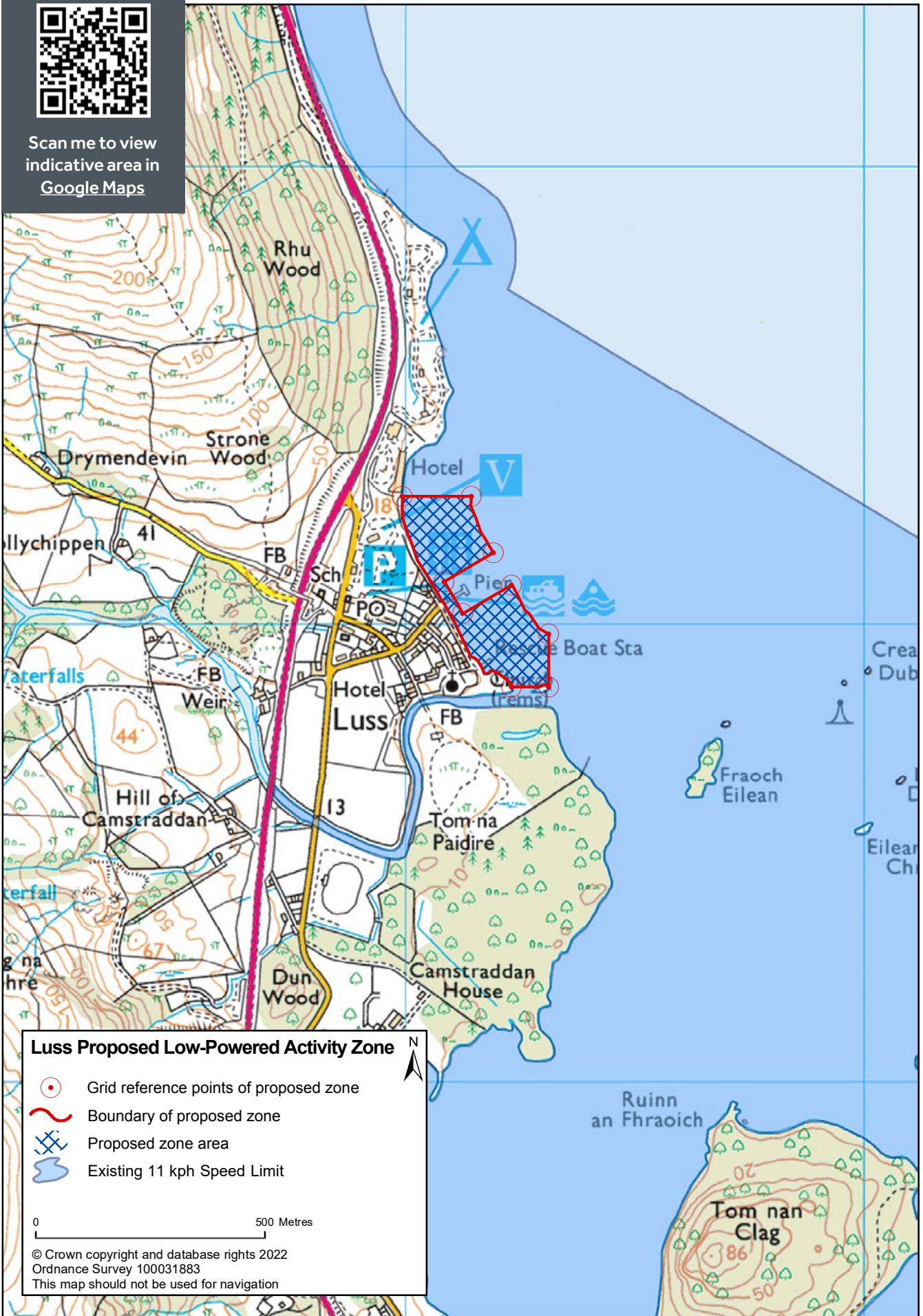


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indicative area in  
Google Maps

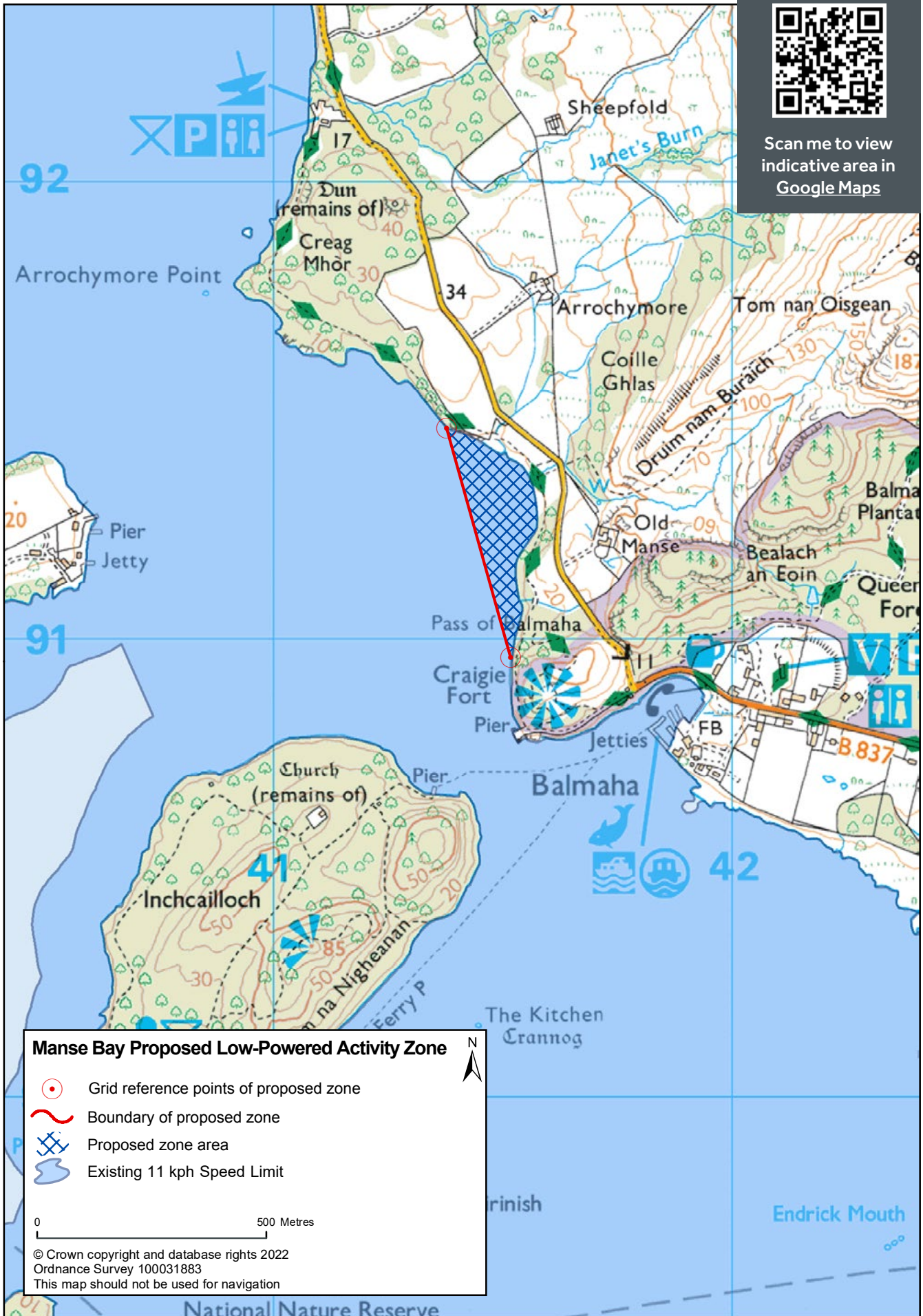


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Scan me to view indicative area in Google Maps

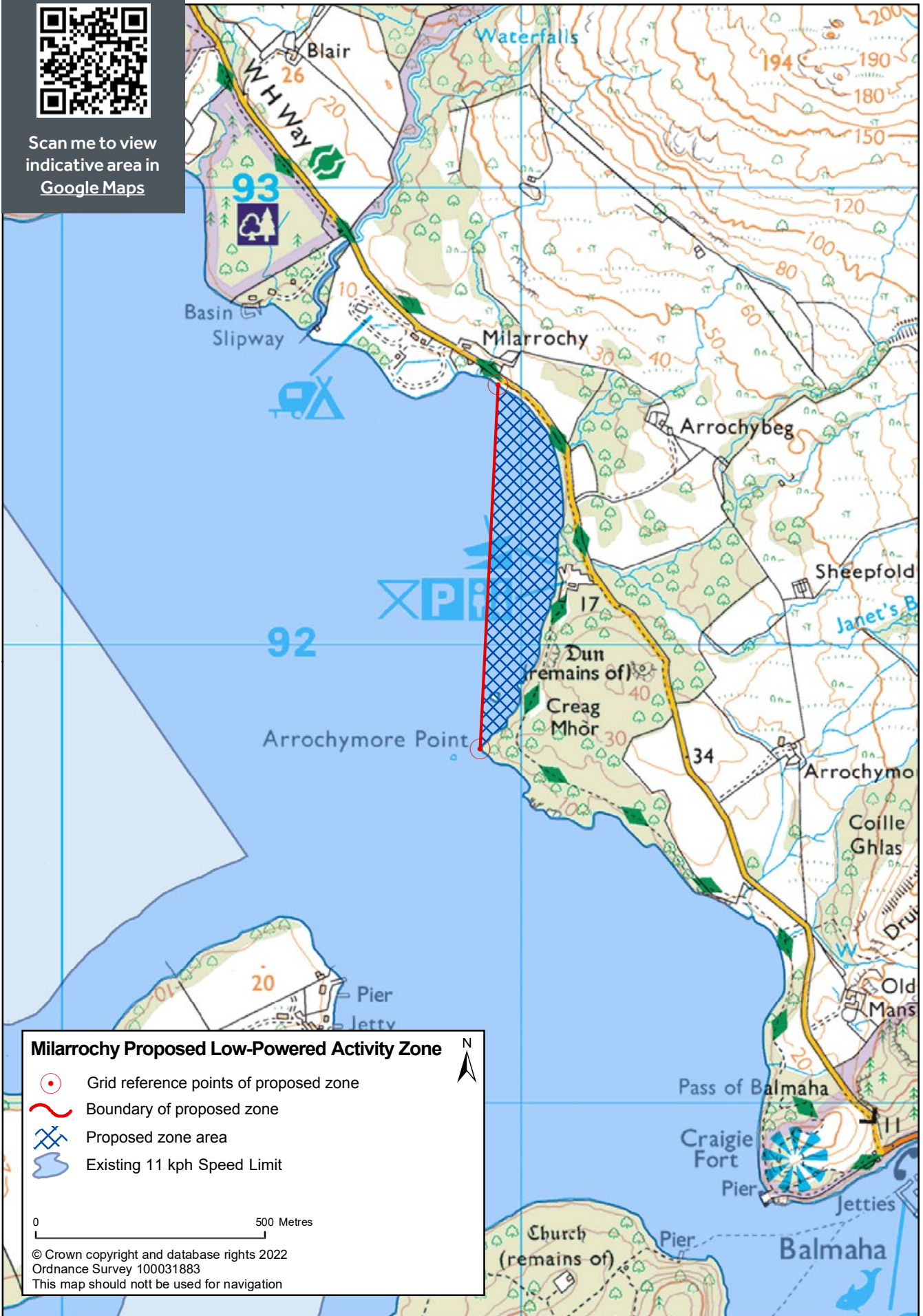


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indicative area in  
Google Maps

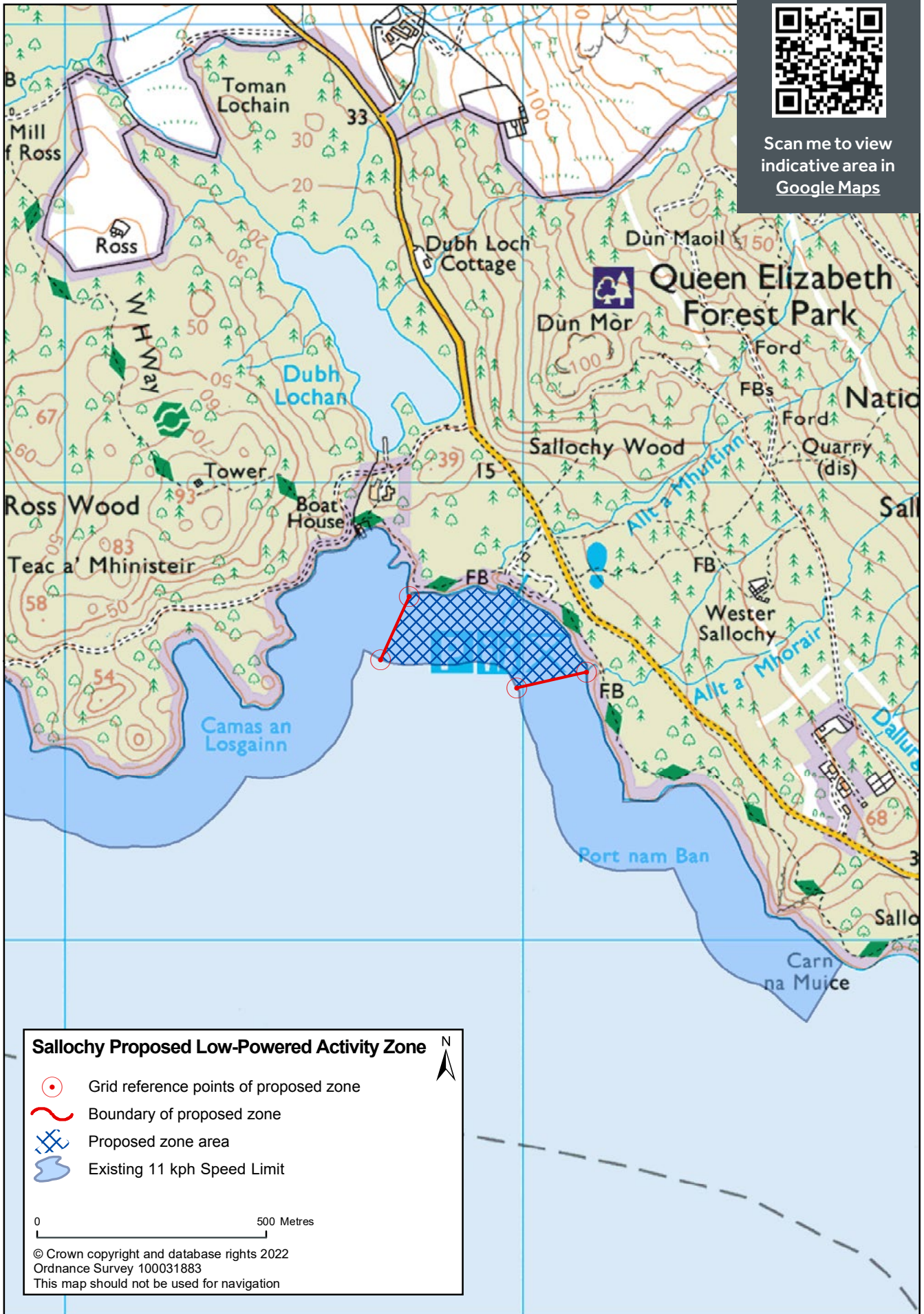


Please note that the Ordnance Survey (OS) maps on pages 11-17 indicate the proposed areas for the Low-Powered Activity Zones. Any other maps used are for illustrative purposes only.





Scan me to view indicative area in Google Maps



Please note that the Ordnance Survey (OS) maps on pages 11-17 indicate the proposed areas for the Low-Powered Activity Zones. Any other maps used are for illustrative purposes only.





Scan me to view  
indicative area in  
Google Maps



Please note that the Ordnance Survey (OS) maps on pages 11-17 indicate the proposed areas for the Low-Powered Activity Zones. Any other maps used are for illustrative purposes only.



## Proposal 2

### Realignment of the current 11kph boundary to the south of the island of Inchmoan

#### What is being proposed?

- ▶ Reduce the current 11kph area to the south of Inchtavannach, Inchmoan and Inchcruin.

#### Outcomes this would help to achieve:



Safer Loch



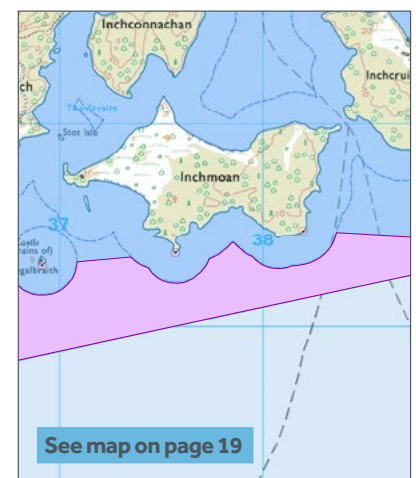
Better management and enforcement

#### Reasons for this proposal

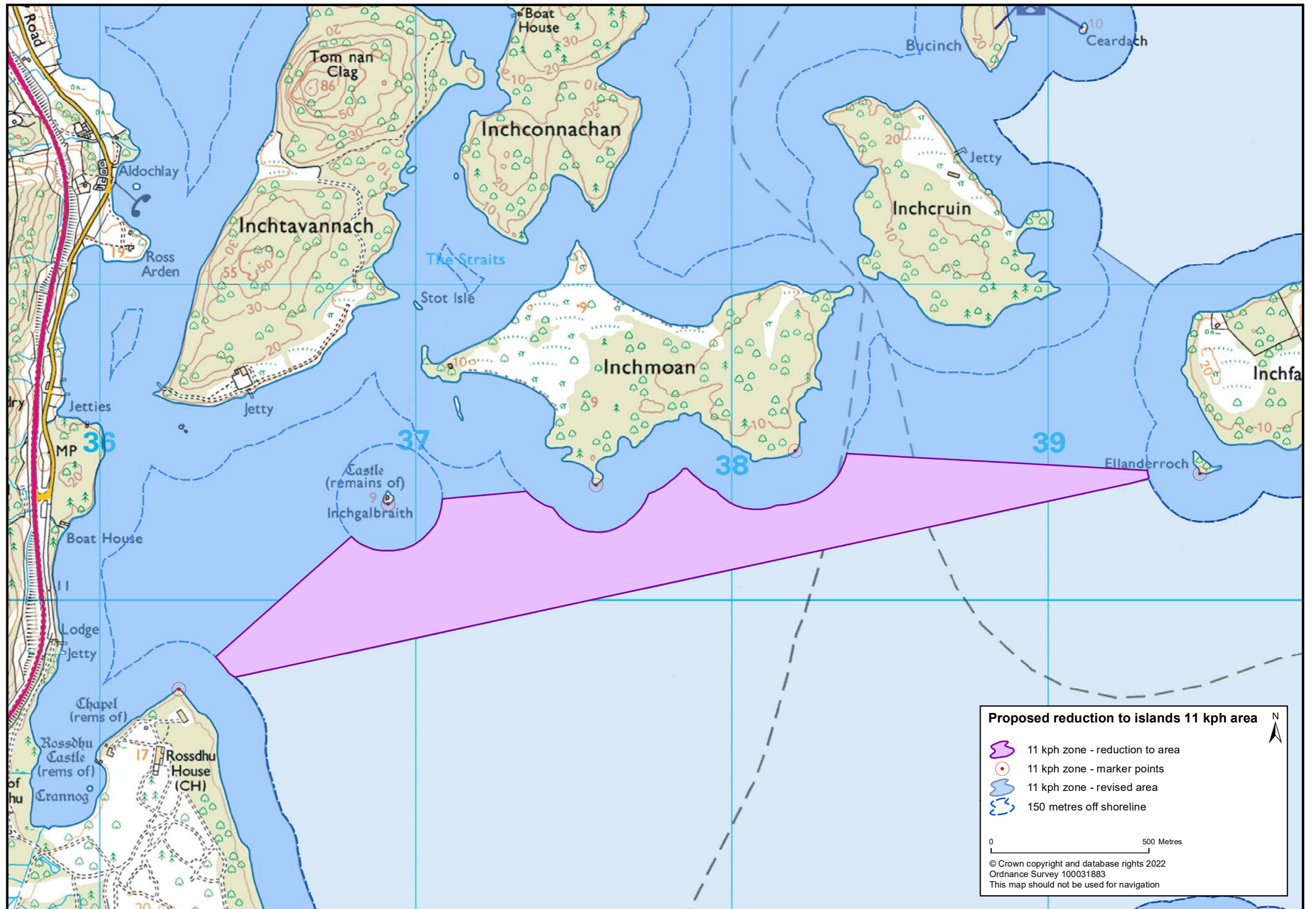
Based on the extensive experience of the National Park Rangers and discussions with stakeholders, the current 11kph boundary in this area of the Loch is understood to be difficult for users to identify on the water.

This means that some Loch users are not clear on when they are required to reduce speed in order to comply with the byelaws, as well as making enforcement of speeding contraventions in this area more challenging.

Reducing the current 11kph boundary, as set out in the map on page 19, would allow Loch users to use Inchgalbraith as a visual geographic reference to ascertain their position in relation to the lower speed area much more easily and in all weathers. This would also be replicated to the east between Ellanderroch and Inchmoan.









## Proposal 3

### Compulsory wearing of Personal Flotation Devices (PFDs) for young people (under 16) on all vessels when on an open deck

#### What is being proposed?

- ▶ Introduce compulsory wearing of Personal Flotation Devices (PFDs) for young people (under 16) on all vessels when on open decks.
- ▶ The wearing of PFDs by all Loch users will continue to be promoted through the National Park Authority's water safety communications campaign and through the interactions our Rangers have with Loch users.

#### Outcomes this would help to achieve:



Safer Loch

#### Reasons for this proposal


Under the current byelaws, Personal Flotation Devices (PFDs) such as lifejackets or buoyancy aids need to be carried on board powered and non-powered vessels but it is not compulsory for these to be worn unless undertaking specific activities like recreational towing or being on a PWC.

While the safety of all Loch users is of the utmost importance, adults can be reasonably expected to make an informed decision on when it is necessary to wear PFDs for safety reasons. However, for young people under the age of 16, the ability to make an informed decision about their personal safety is reduced.

In surveys carried out between 2006 and 2011 at Duncan Mills Memorial Slipway, 94% of young people were noted as wearing PFDs. However, the National Park Authority believes the target for young people should be 100%.

This proposal would go further to increase safety for young people and reduce the likelihood of drowning due to cold water shock by introducing the compulsory wearing of PFDs for under 16s on all vessels (including non-powered vessels).

Commercial power-driven operators would be exempt from this byelaw where they are covered by existing legislation.



**94%**  
of children wearing  
Personal Flotation  
Devices



**OUR TARGET**  
**100%**

## Proposal 4

### Transfer liability for offences committed by young persons (under 16) in sole charge of powered vessels to the Owner or Registered Owner of the vessel

#### What is being proposed?

- ▶ Transfer of liability from a young person (under 16 years old) to make the Registered Owner or Owner of the craft liable for the actions or activity of the vessel when a supervising adult is not on board.
- ▶ Young people will be able to enjoy the sole use of vessels under 5 horsepower whilst maintaining the opportunity to develop skills on larger powered vessels under the supervision of an adult.

#### Outcomes this would help to achieve:



Safer Loch



Better management and enforcement

#### Reasons for this proposal

Under the current byelaws, a young person (under 16) is allowed to take control or be in charge of a vessel with a greater engine power than 5 horsepower (3.7 kilowatts) when supervised by an adult who is also present on the vessel. A young person can also be in sole charge of any vessel under 5 horsepower (3.7 kilowatts).

To prevent unnecessary enforcement action being taken against young people who are found to be in sole charge of any vessel, the National Park Authority deems it reasonable to transfer liability for any byelaw contraventions recorded, during the use of the vessel by a young person, to the Owner or Registered Owner of the vessel. Emphasis is also placed on the Owner or Registered Owner to be ultimately responsible for ensuring they are conscious and mindful of who is taking charge of their vessel at any time.





## Proposal 5

### Introduce a Loch Lomond User Registration Scheme

#### What is being proposed?

- ▶ Introduce a Loch Lomond User Registration Scheme requiring any individual who intends to be in charge (Master) of a powered vessel to have completed an application with the National Park Authority in advance. This would include providing their details and a photograph which would be stored on a database for reference. They would not be required to carry a registration ID card.
- ▶ This would allow individuals to be more easily identified in the event of an contravention and to progress enforcement action when necessary. The ability to more easily identify individuals responsible for contraventions would also act as a more effective deterrent.
- ▶ Only one registered user would require to be on board while a vessel is in use.
- ▶ An additional benefit of this proposal is that it would also create the opportunity for a regular dialogue between the National Park Authority and Loch users so that general understanding of the byelaws, the reasons behind them and core safety messages are understood at the earliest opportunity.

#### Outcomes this would help to achieve:



Safer Loch



Better management and enforcement

#### Reasons for this proposal

Currently all power-driven vessels are required to be registered for use on Loch Lomond by their owners. However, individuals using motorised vessels, who may not be the owner of the vessel, are not required to register.

Every year false details are provided to authorised officers by a minority of Loch users behaving dangerously and irresponsibly. Unlike on land with the Camping Management Byelaws, where ID is provided via a booking process, it is not possible on the Loch to verify a user's identity, nor is it practical to request Police Scotland attendance each time to demand details.

This has led to changes in some Loch user behaviours and a reduction in a credible deterrent by not being able to efficiently progress some enforcement cases, due to difficulty identifying the individuals in charge of the vessel at the time of a contravention taking place.

### USER OF VESSEL NOT REGISTERED OWNER

in **69%**

OF RECORDED STOPS  
FOR CONTRAVENTIONS

**2019 – 2021**

## Proposal 6

### Amend the existing Permission to Trade byelaw to solely deal with business practices causing nuisance on the Loch and its surroundings

#### What is being proposed?

- ▶ Amend the existing Permission to Trade byelaw to solely focus on dealing with business practices causing nuisance on the Loch and its surroundings.
- ▶ When amending this byelaw, the National Park Authority would also seek to agree data sharing agreements with the responsible licensing local authorities.

#### Outcomes this would help to achieve:



Better management and enforcement

#### Reasons for this proposal

Under the current byelaws, businesses are required to apply for permission to trade on Loch Lomond from the National Park Authority. Examples of trade may include hiring powered and non-powered recreational vessels to visitors or organised boat trips.

However, there are also several other national and local regulatory frameworks in place to deal with each aspect of business practices on or around the Loch.

There are also existing byelaws to cover the behaviours of businesses if they compromise safety and damage the environment.

Amending this byelaw to focus solely on business practice causing nuisance would avoid duplication, simplifying the bureaucratic process for both responsible businesses and the National Park Authority, while at the same time still providing some additional control on businesses causing nuisance on the Loch.



Inversnaid © Paul Barr



# Other matters considered

During the byelaw review process to date a range of other potential proposals have been explored by the National Park Authority and in discussion with stakeholders.

## These included:

- ▶ Require insurance for power-driven vessels to be used on the Loch
- ▶ Require a minimum level of training to use a powered vessel on the Loch
- ▶ Requirement for landowner permission to launch power-driven vessels
- ▶ A ban on the use of PWCs
- ▶ Introduce measures to reduce harmful impacts of wake (e.g. no wake zones or limiting vessel size)
- ▶ Compulsory swim floats for open water swimmers
- ▶ Introduce 'safe swimming' zones
- ▶ Camping restrictions on the islands
- ▶ Undertaking a staged approach to decarbonising Loch Lomond to net zero which would eventually see the phasing out of fossil fuel power driven vessels
- ▶ Waiving launch fees for electric vessels
- ▶ Installing charging points for electric vessels

These have **not** been proposed as key changes within this consultation because there was either insufficient evidence, insufficient scale of feeling or consensus from stakeholders engaged in discussions prior to this consultation. Some of these issues are also not specific to Loch Lomond and it would be more appropriate for these to be discussed at national level with relevant public bodies.

Climate-related issues are being considered more widely for the National Park as part of the development of the next National Park Partnership Plan, which will be subject to public consultation in 2023.

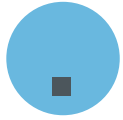
However, these issues and proposals can still be considered further during, and after, this public consultation.

**Respond to the consultation to share your thoughts on the proposed changes and any other alternative suggestions you might have.**



# Responding to this consultation

This consultation will run from **27th July to 19th October 2022.**



## Consultation questions

- 1) Do you agree with the six key changes being proposed as part of this review?
  - a) Introduce Low-Powered Activity Zones
  - b) Realignment of the current 11kph boundary to the south of the island of Inchmoan
  - c) Compulsory wearing of Personal Flotation Devices (PFDs) for young people (under 16 years old) on all vessels when on an open deck
  - d) Transfer liability for offences committed by young persons in sole charge of powered vessels to the Owner or Registered Owner of the vessel
  - e) Introduce a Loch Lomond User Registration Scheme
  - f) Amend the existing Permission to Trade byelaw to solely deal with business practices causing nuisance on the Loch and its surroundings
- 2) Do you have any alternatives or proposed changes to the byelaws that have not already been captured? Please provide an outline of these and your reasons for them.
- 3) Do you have any other comments on the review of the byelaws?

## You can respond:



### Online

Fill in the online survey

[lochlomond-trossachs.org/byelawreview](http://lochlomond-trossachs.org/byelawreview)



Scan me to go to the Byelaw Review Consultation



### On paper

Pick up a hard copy questionnaire from:

#### National Park Sites

National Park HQ,  
Balloch  
Duncan Mills  
Memorial Slipway  
Balmaha Visitor  
Centre

#### Libraries

Balloch Library  
Callander Library  
Drymen Library  
Dunoon Library  
Helensburgh Library  
Killin Library

For more information on other locations and opening times, visit [lochlomond-trossachs.org/byelawreview](http://lochlomond-trossachs.org/byelawreview)



# Appendix 1

## Table of proposed changes to the Loch Lomond Byelaws

The table below sets out the full scope of changes being proposed to the current Loch Lomond Byelaws where a change to the wording or meaning of the byelaw is being proposed.

The text in **red** indicates the change in wording or definition.

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>Title</b>		
1.1 These Byelaws may be cited as the "Loch Lomond Byelaws 2013".	New title required to reflect reviewed byelaws.	1.1 These Byelaws may be cited as the "Loch Lomond Byelaws <b>2023</b> ".
<b>1.2 Application</b>		
1.2 (3) Except for each of Byelaws 2.2(1), 2.2(2) and 3.6 these Byelaws shall not apply in respect of any Vessel 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 Vessels shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.	Additional subsection added to list: 3.13 (2) Damage to natural and Cultural Heritage	1.2 (3) Except for each of Byelaws 2.3(1), 2.3(2), 3.6 <b>and 3.13 (2)</b> these Byelaws shall not apply in respect of any Vessel 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 Vessels shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.
<b>1.3 Definitions and Interpretations</b>		
<b>Additional Definition</b>	The combined definition of 1.3 (8) Young person also includes Adult. This change proposes that 'Adult' should be a standalone definition.	<b>1.3 (1) "Adult" means any person of 18 years of age or over.</b>
1.3 (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.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach.	1.3 (2) "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 <b>vessel</b> has been registered in any year.
1.3 (2) "the Authority" means Loch Lomond & The Trossachs National Park Authority.	Grammar	1.3 (3) "the Authority" means Loch Lomond <b>and</b> The Trossachs National Park Authority.
1.3 (3) "Damage" means death or Injury to any Wildlife or any loss or damage to any property, including land.	Clearer definition	1.3 (4) "Damage" means death or Injury to any <b>human being or</b> wildlife or any loss or <b>physical harm</b> to any property, including land.

Existing Byelaw	Reason for change	Proposed rewording / definition
1.3 (8) "Master" means the person aboard having the control or charge of a Vessel, and in the case of any Young person in control or charge of a Power-driven boat it shall mean the adult on the Power-driven boat supervising the Young person in terms of Byelaw 3.5(4).	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach.	1.3 (9) "Master" means the person aboard having the control or charge of a Vessel, and in the case of any Young person in control or charge of a Power-driven vessel it shall mean the <b>Adult</b> on the Power-driven vessel supervising the Young person in terms of Byelaw 3.5(4).
1.3 (9) "Making way" in respect of a Vessel means a Vessel making way through the water of the Loch.	Clearer definition	1.3 (10) "Making way" in respect of a Vessel means a Vessel <b>being propelled by any means</b> through the water of the Loch.
1.3 (11) "Owner" means the person, firm or body corporate which is the registered owner of a Vessel from time to time.	Clearer definition	1.3 (12) "Owner" means the person, firm or body corporate <b>having the use or management</b> of a Vessel.
1.3 (12) "Personal water craft" means every description of personal water craft, including, without limitation, jet skis and jet bikes.	Changed to provide clearer definition and take into account new innovations of power-driven hydrofoils, boards etc.	1.3 (13) "Personal water craft" means every description of personal water craft, including, without limitation, <b>any Power-driven vessel designed to be operated by a person or persons sitting, standing or kneeling on rather than within the confines of a hull.</b>
1.3 (13) "Power-driven boat" means any boat fitted with propelling machinery.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach.  Clearer definition for sail boats.	1.3 (14) "Power-driven vessel" means any vessel fitted with propelling machinery. <b>A vessel under mechanical power, whether also under sail or not, shall be deemed for the purposes of these Byelaws to be a Power-driven vessel.</b>
<b>Additional definition</b>	Required to support new byelaw protecting the use of 'public rescue equipment'.	1.3 (15) "Public Rescue Equipment" means <b>lifebuoys, lifebelts, throw lines and other similar equipment intended to aid in the rescue of human beings or other living beings.</b>
1.3 (14) "Recreational towing activities" means the activities of towing or being towed whilst taking part in water skiing, wake boarding, knee boarding, parascending or being towed in or towing inflatable structures including without limitation bananas, biscuits and ringos.	Clearer definition to better reflect the intended application of this type of activity in any applicable byelaws.	1.3 (16) "Recreational towing activities" means the activities of towing or being towed <b>for recreation, pleasure or sport including without limitation</b> water skiing, wake boarding, knee boarding, parascending or being towed in or towing inflatable structures including without limitation bananas, biscuits and ringos.
<b>Additional definition</b>	To make clear when an 'owner' becomes a 'registered owner' and how this term is applied to certain registration byelaws.	1.3 (17) "Registered Owner" means the person, firm or body corporate that has <b>registered the Power-driven vessel for use on the Loch from time to time.</b>
<b>Additional definition</b>	New definition to support new byelaw.	1.3 (18) "Registered User" means a <b>person registered with the Authority in accordance with Byelaw 2.1"</b>



Existing Byelaw	Reason for change	Proposed rewording / definition
1.3 (15) "Registration number" means the number allocated by the Authority to the Owner of any Power-driven boat, and being of a size, design and colour as may be prescribed by the Authority in its registration documents from time to time.	To take into account rewording of other definitions.	1.3 (19) "Registration number" means the number allocated by the Authority to the <b>Registered Owner</b> of any Power-driven <b>vessel</b> , 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 (17) "Sailing boat" means any boat primarily propelled by sails with a fixed keel or cabin, provided that propelling machinery, if fitted, is not being used.	Original wording too limiting in relation to vessels that can carry sail.	1.3 (21) " <b>Sailing vessel</b> " means any vessel under sail provided that propelling machinery, if fitted, is not being used.
<b>Additional Definition</b>	New definition to support new byelaw.	1.3 (22) " <b>Seaplane</b> " means every <b>description of aircraft capable of landing and taking off from water.</b>
1.3 (19) "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 Vessel, and includes Power-driven boats used for excursion trips, hotel boats and water taxis.	No longer used in definition of vessel and therefore no longer needed.	<b>Remove definition</b>
1.3 (24) "Underway" in respect of a Vessel means a Vessel on the water of the Loch that is not at anchor, made fast to the Shoreline or aground.	Make byelaw more concise.	1.3 (28) "Underway" means a Vessel on the water of the Loch that is not at anchor, made fast to the Shoreline or aground.
1.3 (25) "Vessel" means any vessel or craft used or capable of being used as a means of transportation on, in or under or landing on water, whether or not capable of carrying any person and whether or not self-propelled, including, without limitation, a Sailing boat, 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, sailboard, canoe, kayak, sea-plane or other plane intended for landing on water whenever such sea-plane or other plane is on the surface of the Loch, boat, Power-driven boat, raft, water craft, hovercraft, Small passenger boat, water skis, parascender and any person, structure or other Vessel being towed therefrom.	Make byelaw more concise by rewording and removing unnecessary list of vessel types.	1.3 (29) "Vessel" means any <b>structure, craft or board</b> used or capable of being <b>navigated or used</b> on, in or under or landing on water, whether or not capable of carrying any person and whether or not self-propelled.
1.3 (27) "Wildlife" means any species of animal or bird which is ordinarily resident on or in the Loch in a wild state and any species of plant which ordinarily grows on the Loch in a wild state.	Improve grammar  Remove 'ordinarily'	1.3 (31) "Wildlife" means any species of animal or bird which is on or in the Loch in a wild state and any species of plant which grows on the Loch in a wild state.

Existing Byelaw	Reason for change	Proposed rewording / definition
1.3 (28) "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.	Adult now highlighted as separate definition.	1.3 (32) "Young person" means any person under the age of 16 years.
1.3 (29) 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.	No longer needed as the principle contained therein is now addressed in new definition 1.3(14)	<b>Remove definition</b>

## 2. REGISTRATION

### New Byelaw

To enable the byelaws to be, when required, enforced more efficiently by being able to confirm details of master with confidence.

2.1 "No person shall be Master of a Power-driven vessel unless they have first registered with the Authority as a Registered User by submitting to the Authority an application for registration, or renewal of registration, on a form supplied by the Authority containing such information and accompanied by such evidence and documentation as may from time to time be prescribed by the Authority and then receiving from the Authority confirmation that they are registered as a Registered User."

### 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.

Non registration cannot be deemed the "owner's" responsibility as under our own terms as contained within the existing definition the "owner" is defined as the registered owner who therefore doesn't exist until the registration takes place.

### 2.2 REGISTRATION – POWER-DRIVEN VESSELS

Subject to the provisions contained in Byelaw 2.6 no Owner of a Power-driven vessel 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 2.3. In order to register a Power-driven vessel an Owner must be at least 18 years of age.

To provide a minimum age for an owner to register a vessel to help enable enforcement action where necessary and provide a more credible deterrent to unsafe behaviour.

## 2.2 METHOD OF REGISTRATION

### 2.2 METHOD OF REGISTRATION

A Power-driven boat shall be registered by its Owner with the Authority in the following manner:

All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach.

### 2.3 METHOD OF REGISTRATION

A Power-driven vessel shall be registered by its Owner with the Authority in the following manner:



Existing Byelaw	Reason for change	Proposed rewording / definition
<p><b>2.2 (1) Application Form</b> 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.</p>	<p>To allow the confirmation of the detail's provided regarding the identity of an owner.</p>	<p><b>2.3 METHOD OF REGISTRATION</b> <b>2.3 (1) Application Form</b> An application for registration, or renewal of registration, shall be made on a form supplied by the Authority and shall contain such information <b>and shall be accompanied by such evidence and documentation</b> as may from time to time be prescribed by the Authority.</p>
<p><b>2.2 (2) Registration Number</b> 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.</p>	<p>To provide clarity on at which point an applicant becomes a 'registered owner'.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>2.3 (2) Registration Number</b> Upon acceptance of the form of application, the Authority shall allocate to the Power-driven <b>vessel</b> a Registration number and it shall notify the same to the <b>Registered owner</b>.</p>
<p><b>2.2 (3) Annual Marks</b> Upon registering the Power-driven boat in the manner specified in this Byelaw 2.2, the Authority shall also issue in respect of the Power-driven boat two Annual marks.</p>	<p>To future proof the byelaw in the case of Annual Marks no longer being required.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>2.3 (3) Annual Marks</b> Upon registering the Power-driven <b>vessel</b> in the manner specified in this Byelaw 2.3, the Authority, <b>may if it so chooses</b>, also issue in respect of the Power-driven <b>vessel</b> two Annual Marks.</p>
<p><b>2.2 (4) Display of Registration Number</b> 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>2.3 (4) Display of Registration Number</b> The <b>Registered Owner</b> shall cause the Registration number allocated to the Power-driven <b>vessel</b> to be displayed on both sides of the Power-driven <b>vessel</b> in such a manner as may be prescribed by the Authority and in such a position as to be clearly visible.</p>
<p><b>2.2 (5) Display of Annual Marks</b> 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.</p>	<p>To future proof the byelaw in the case of Annual Marks no longer being required.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>2.3 (5) Display of Annual Marks</b> <b>If the Authority has issued Annual Marks</b> then the <b>Registered Owner</b> shall cause the Annual Marks to be displayed on both sides of the Power-driven <b>vessel</b> without obscuring the Registration number referred to in Byelaw 2.3 (4) and so as to be clearly visible.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>New Byelaw</b>	To make the requirement to display numbers and Annual Marks a joint liability for both the Registered owner and the Master	<b>2.3 (6) Display by Master</b> In the absence of the Registered Owner, the Master of a Power-Driven Vessel shall ensure that the Power-Driven Vessel is displaying the Registration Number and (if issued) Annual Marks in such a manner as may be prescribed by the Authority and in such a position as to be clearly visible.
<b>2.3 EFFECTIVE DATE OF REGISTRATION</b>		
<b>2.3 EFFECTIVE DATE OF REGISTRATION</b> 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.	To improve grammar and understanding	<b>2.4 EFFECTIVE DATE OF REGISTRATION</b> Except as stated in Byelaw 2.5 (1) below, registration shall take place when the allocated Registration number is notified to the applicant, together with the supply of the Annual Marks <b>if issued</b> and shall lapse on the 31st January following.
<b>2.4 Transfer of Ownership</b>		
<b>2.4 (1) Transfer of Ownership etc,</b> 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 Registration number of the Power-driven boat transferred and the name and address of the transferee.	Amend to improve application	<b>2.5 (1) Transfer of Ownership etc,</b> In the event that the Registered Owner transfers ownership of a Power-driven vessel which is registered with the Authority <b>or otherwise determines that such Power-driven Vessel will no longer be used on the Loch then the Registered Owner</b> shall within fourteen days of the date of transfer <b>or such determination</b> notify the Authority in writing <b>in such manner as may be determined by the Authority in which event the Power-driven Vessel shall cease to be registered for use on the Loch.</b>
2.4 (2) No Registration number or Annual mark shall be transferred to another Power-driven boat without the prior written consent of the Authority.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	2.5 (2) No Registration number or Annual Mark shall be transferred to another Power-Driven <b>vessel</b> without the prior written consent of the Authority.
<b>2.5 INSPECTION OF VESSELS</b>		
<b>2.5 INSPECTION OF VESSELS</b> 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.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	<b>2.6 INSPECTION OF VESSELS</b> The Authority shall have the right to inspect a Power-driven <b>vessel</b> prior to registration and at any other time to confirm the details given on the registration application form.



Existing Byelaw	Reason for change	Proposed rewording / definition
<b>2.6 FALSE INFORMATION</b>		
<p><b>2.6 FALSE INFORMATION</b> 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).</p>	<p>Amend to improve application</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>2.7 FALSE INFORMATION</b> 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 Byelaws 2.1 or 2.3 or when notifying the Authority of a transfer of ownership or determination that such Power-driven Vessel will no longer be used on the Loch as provided in Byelaw 2.5 (1).</p>
<b>2.7 EXEMPTION FROM REGISTRATION</b>		
<p><b>2.7 EXEMPTION FROM REGISTRATION</b> 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.</p>	<p>To extend exemption to armed forces.</p> <p>Remove use of gender specific pronoun.</p>	<p><b>2.8 (1) EXEMPTION FROM REGISTRATION</b> Any police or fire officer or other member of the emergency services or member of the armed forces in circumstances necessary to the proper execution of their duty, shall be exempt from the need to register in accordance with this Byelaw 2.</p>
<p><b>New Byelaw</b></p>	<p>Under existing Byelaws, Seaplanes would be required to display NPA registration numbers and Annual Marks if landing on Loch Lomond. Seaplanes already carry their own registration numbers which are much larger and more visible than the boat reg numbers.</p>	<p><b>2.8 (2) Registered owners of Seaplanes and the Masters of Seaplanes shall be exempt from the need to comply with registration Byelaws 2.1, 2.3 (4), 2.3 (5), 2.3 (6) and 2.6</b></p>
<b>3 RULES OF NAVIGATION</b>		
<p><b>3.1 RULES OF NAVIGATION</b> Any person being the Master of a Vessel 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.1 RULES OF NAVIGATION</b> Any person being the Master of a Vessel from time to time shall be responsible for ensuring compliance with the Rules of Navigation contained in Byelaw 3 and where any Power-driven vessel 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.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.2 LIGHTS – ALL VESSELS</b>		
<p>3.2 (1) The Master of every Vessel 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.</p> <p>(a) "Masthead light" means a white light placed over the fore and aft centre line of the Vessel 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 Vessel.</p> <p>(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. In a Vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the Vessel.</p> <p>(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 Vessel.</p> <p>(d) "All round light" means a light showing an unbroken light over the whole circumference of the horizon of 360 degrees.</p>	<p>Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)</p>	<p>3.2 (1) The Master of every Vessel 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.</p> <p>(a) "Masthead light" means a white light placed over the fore and aft centre line of the Vessel showing an unbroken light over <b>an arc of the horizon of</b> 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 Vessel.</p> <p>(b) "Sidelights" 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. In a Vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the Vessel.</p> <p>(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 Vessel.</p> <p>(d) "All-round light" means a light showing an unbroken light over <b>an arc of the horizon of</b> 360 degrees.</p>
<p>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:</p> <p>(a) A Masthead light, 4.83 kilometres, 2.5 metres above Sidelights.</p> <p>(b) Sidelights, 3.22 kilometres.</p> <p>(c) A Sternlight, 3.22 kilometres.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p> <p>Statute miles previously used instead of nautical miles for conversion to km</p> <p>Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)</p>	<p>3.2 (2) A Power-driven <b>vessel</b> of 12 metres or more in length, when Underway, shall <b>exhibit</b> lights of an intensity so as to be visible at the following minimum ranges:</p> <p>(a) A Masthead light, <b>5.56</b> kilometres, 2.5 metres above Sidelights.</p> <p>(b) Sidelights, <b>3.70</b> kilometres.</p> <p>(c) A Sternlight, <b>3.70</b> kilometres.</p>



Existing Byelaw	Reason for change	Proposed rewording / definition
<p>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:</p> <p>(a) A Masthead light, 3.22 kilometres.</p> <p>(b) Sidelights, 1.61 kilometres.</p> <p>(c) A Sternlight, 3.22 kilometres.</p> <p>(d) In lieu of the foregoing, an all round white light and Sidelights, minimum visibility 3.22 kilometres and 1.61 kilometres respectively.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p> <p>Statute miles previously used instead of nautical miles for conversion to km</p>	<p>3.2 (3) A Power-driven <b>vessel</b> of less than 12 metres in length, when underway, shall <b>exhibit</b> lights of an intensity so as to be visible at the following minimum ranges:</p> <p>(a) A Masthead light, <b>3.70</b> kilometres.</p> <p>(b) Sidelights, <b>1.85</b> kilomet1res.</p> <p>(c) A Sternlight, <b>3.70</b> kilometres.</p> <p>(d) In lieu of the foregoing, an all- round white light and Sidelights, minimum visibility <b>3.70</b> kilometres and <b>1.85</b> kilometres respectively.</p>
<p>3.2 (4) A Power-driven boat of less than 7 metres in length whose maximum speed does not exceed 13 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p> <p>Statute miles previously used instead of nautical miles for conversion to km.</p>	<p>3.2 (4) A Power-driven <b>vessel</b> of less than 7 metres in length whose maximum speed does not exceed 13 kilometres per hour may, in lieu of the lights prescribed in Byelaw 3.2(3) exhibit a white all-round white light and shall, if practicable, also exhibit Sidelights, minimum visibility <b>3.70</b> kilometres and <b>1.85</b> kilometres respectively.</p>
<p>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 Vessel if centre line fitting is not practicable, provided that the Sidelights are combined in one lantern, which shall be displaced from the fore and aft centre line of the Vessel by the same amount and in the same direction.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.2 (5) the Masthead light or white all-round light on a Power-driven <b>vessel</b> of less than 12 metres in length may be displaced from the fore and aft centre line of the Vessel if centreline fitting is not practicable, provided that the Sidelights are combined in one lantern which shall <b>be carried on the fore and aft centre line of the Vessel or located as nearly as practicable in the same fore and aft line as the Masthead light or the white all-round light.</b></p>
<p>3.2 (6) A Power-driven boat when towing another Vessel 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. Where from any sufficient cause it is impracticable for a Vessel not normally engaged in towing operations to display the lights prescribed by this Byelaw 3.2 (6), such Vessel shall not be required to exhibit those lights when engaged in towing another Vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing Vessel and the Vessel being towed, in particular by illuminating the towline.</p>	<p>Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)</p>	<p>3.2 (6) A Power-driven <b>vessel</b> when towing another Vessel shall <b>exhibit</b>, 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. Where from any sufficient cause it is impracticable for a Vessel not normally engaged in towing operations to display the lights prescribed by this Byelaw 3.2 (6), such Vessel shall not be required to exhibit those lights when engaged in towing another Vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing Vessel and the Vessel being towed, in particular by illuminating the towline.</p>
<p>3.2 (7) A Vessel being towed shall exhibit:</p> <p>(i) Sidelights, minimum intensity 1.61 kilometres.</p> <p>(ii) A Sternlight, minimum intensity 3.22 kilometres.</p>	<p>Statute miles previously used instead of nautical miles for conversion to km</p>	<p>3.2 (7) A Vessel being towed shall exhibit:</p> <p>(i) Sidelights, minimum intensity <b>1.85</b> kilometres.</p> <p>(ii) A Sternlight, minimum intensity <b>3.70</b> kilometres.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
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.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach  Statute miles previously used instead of nautical miles for conversion to km.	<b>3.2 (8) A Sailing vessel Underway shall exhibit:</b> <b>(i) Sidelights, minimum intensity 1.85 kilometres.</b> <b>(ii) A Sternlight, minimum intensity 3.70 kilometres.</b>
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.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	3.2 (9) In a Sailing <b>vessel</b> 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.
<b>New Byelaw</b>	Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)	<b>3.2.(10) A Sailing vessel underway may, in addition to the lights prescribed in Byelaw 3.2(8) , exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by Byelaw 3.2(9).</b>
3.2(10) A Sailing boat of less than 7 metres in length or a Vessel under oars or paddles or any other form of non-motorised propulsion 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.	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	3.2 <b>(11)</b> A Sailing <b>vessel</b> of less than 7 metres in length or a Vessel under oars or paddles or any other form of non-motorised propulsion shall, if practicable, exhibit the lights prescribed in Byelaw 3.2 (8) , 3.2 (9) <b>or 3. 2 (10)</b> 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 Vessel 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 3.2 (11) shall not apply to Vessels when at their permanent recognised moorings, if those moorings are out of the Fairway.	Change carry to exhibit to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)  Statute miles previously used instead of nautical miles for conversion to km	3.2 <b>(12)</b> A Vessel at anchor in or near a Fairway shall <b>exhibit</b> forward, where it can best be seen, an white all-round light, <b>as prescribed in Byelaw 3.2(1)(d), with a minimum range of at least 1.85 kilometres.</b> This Byelaw 3.2 <b>(12)</b> shall not apply to Vessels when at their permanent recognised moorings, if those moorings are out of the Fairway.
3.2 (12) Between Sunset and Sunrise no Vessel 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.	Change carry to exhibit to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)	3.2 <b>(13)</b> Between Sunset and Sunrise no Vessel shall <b>exhibit</b> lights, other than those specified in Byelaws 3.2(2) to 3.2 <b>(12)</b> inclusive, which are liable to be confused or mistaken for lights so specified.



Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.3 CONDUCT IN RESTRICTED VISIBILITY</b>		
<p>3.3 (1) Safe Speed – all Vessels The Master of a Vessel shall, in Restricted visibility, only proceed at such speed as appropriate to the circumstances and necessary to ensure the safety of the Vessel, all persons on the Vessel, 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.</p>	<p>To improve grammar and understanding</p>	<p>3.3 (1) Safe Speed – all Vessels The Master of a Vessel shall, in Restricted visibility, only proceed at such speed as appropriate to the circumstances and necessary to ensure the safety of the Vessel, all persons on the Vessel, and all other persons using the Loch and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or Injury.</p>
<p>3.3 (3) 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.3 (3) Sound Signal – Power-driven <b>vessels</b> The Master of a Power-driven <b>vessel</b> making way in Restricted visibility, shall sound or cause to be sounded, at intervals <b>not exceeding</b> two minutes, one prolonged blast of its sound signal of at least five seconds duration.</p>
<p>3.3 (4) The Master of a Power-driven boat Underway, 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 approximately two seconds between them.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.3 (4) The Master of a Power-driven <b>vessel</b> Underway, but stopped and making no way through the water in Restricted visibility shall sound or cause to be sounded at intervals <b>not exceeding</b> two minutes two prolonged blasts of its sound signal each of at least five seconds duration in succession with an interval of approximately two seconds between them.</p>
<p>3.3 (5) Vessel aground – all Vessels The Master of a Vessel at anchor or aground in a Fairway, a Vessel restricted in its ability to manoeuvre, a Sailing boat or a Vessel engaged in towing shall, instead of the signals prescribed in Byelaws 3.3 (3) and 3.3 (4) sound or cause to be sounded at intervals of no more than two minutes, three blasts of its sound signal in succession, namely one prolonged blast, of at least five seconds duration, followed by two shorter blasts.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.3 (5) Vessel aground – all Vessels The Master of a Vessel at anchor or aground in a Fairway, a Vessel restricted in its ability to manoeuvre, a Sailing <b>vessel</b> or a Vessel engaged in towing shall, instead of the signals prescribed in Byelaws 3.3 (3) and 3.3 (4) sound or cause to be sounded at intervals <b>not exceeding</b> two minutes, three blasts of its sound signal in succession, namely one prolonged blast, of at least five seconds duration, followed by two shorter blasts.</p>
<p>3.3 (6) Steering and Sailing – all Vessels The Master of a Vessel shall, in Restricted visibility, display the lights required to be carried on a Vessel of that type by virtue of Byelaw 3.2.</p>	<p>Change carry to exhibit to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)</p>	<p>3.3 (6) Steering and Sailing – all Vessels The Master of a Vessel shall, in Restricted visibility, <b>exhibit</b> the lights required to be carried on a Vessel of that type by virtue of Byelaw 3.2.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.4 STEERING AND SAILING BYELAWS</b>		
<p><b>3.4 (2) Avoiding Risk of Collision – Sailing Boats</b> 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:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.4 (2) Avoiding Risk of Collision – Sailing Vessels</b> When two Sailing Vessels 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:</p> <p>(a) When each has the wind on a different side, the Sailing Vessel which has the wind on the port side shall keep out of the way of the other.</p> <p>(b) When both have the wind on the same side, the Sailing Vessel which is to windward shall keep out of the way of the Sailing Vessel which is to leeward.</p> <p>(c) If a Sailing Vessel with the wind on the port side sees a Sailing Vessel to windward and cannot determine with certainty whether the other Sailing Vessel has the wind on the port or on the starboard side, the Sailing Vessel 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.</p>
<p><b>3.4 (3) Avoiding Risk of Collision - Power-driven boat</b> 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.4 (3) Avoiding Risk of Collision - Power-driven vessel</b> When two Power-driven vessels 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.</p>
<p>3.4 (4) 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.4 (4) When two Power-driven vessels are crossing so as to involve risk of collision, the Power-driven vessel 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 vessel.</p>
<p>3.4 (5) 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.4 (5) When a Power-driven vessel and a Sailing vessel are proceeding in such directions as to involve risk of collision, the Power-driven vessel shall keep out of the way of the Sailing vessel.</p>
<p>3.4 (9) A Power-driven boat which is directed by any of the said provisions to keep out of the way of another Vessel shall, on approaching the other Vessel, if necessary, slacken speed, stop or reverse or take such other actions as would avoid a collision.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.4 (9) A Power-driven vessel which is directed by any of the said provisions to keep out of the way of another Vessel shall, on approaching the other Vessel, if necessary, slacken speed, stop or reverse or take such other actions as would avoid a collision.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<p><b>3.4 (11) Inability to Manoeuvre – all Vessels</b> 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 Vessel to keep clear.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.4 (11) Inability to Manoeuvre – all Vessels</b> If a Power-driven vessel 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 vessel to keep clear.</p>
<p>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 Power-driven boats are at nearly equal distance therefrom, the Power-driven boat which is to the northward of the other shall give way and allow the other Power-driven boat to go alongside first.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.4 (13) When two Power-driven <b>vessels</b> are approaching from approximately northerly and southerly directions respectively <b>of</b> a pier or landing stage preparatory to going alongside it and both Power-driven <b>vessels</b> are at nearly equal distance therefrom, the Power-driven <b>vessel</b> which is to the northward of the other shall give way and allow the other Power-driven <b>vessel</b> to go alongside first.</p>
<p>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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>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 <b>vessel</b> when starting from any pier or landing stage.</p>
<p>3.4 (18) No Vessel shall impede the passage or block any channel for Vessels passing through any of the restricted areas.</p>	<p>Re-word as restricted areas are no longer defined</p>	<p>3.4 (18) No Vessel shall impede the passage or block any channel for Vessels passing through.</p>
3.5 GENERAL BYELAWS RELATING TO NAVIGATION & BEHAVIOUR		
<p><b>3.5 (1) Reckless or Negligent Navigation or Use – all Vessels</b> No Master of any Vessel shall:</p> <p>(a) knowingly navigate or otherwise use or permit any Vessel to be navigated or otherwise used in a manner which causes a Nuisance or danger to any other Vessel or any other person using the Loch;</p> <p>(b) recklessly navigate or otherwise use or permit any Vessel to be navigated or otherwise used in a manner with causes a Nuisance or danger to any other Vessel or person using the Loch; or</p> <p>(c) negligently navigate or otherwise use or permit any Vessel to be navigated or otherwise used in a manner which causes a Nuisance or danger to any other Vessel or any other person using the Loch.</p>	<p>To consolidate (a) (b) and (c) to make the byelaw more concise</p>	<p><b>3.5 (1) Reckless or Negligent Navigation or Use – all Vessels</b> No Master of any Vessel shall: knowingly, <b>recklessly or negligently</b> navigate or otherwise use or permit any Vessel to be navigated or otherwise used in a manner which causes a Nuisance or danger to any other Vessel or any other person using the Loch.</p>



Existing Byelaw	Reason for change	Proposed rewording / definition
<p><b>3.5 (4) Young persons – Power-driven boats</b>            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 Power-driven boat at the same time.</p>	<p>Additional wording to enable liability to be allocated to Registered Owner / Owner of the vessel when a supervising adult is not present on a vessel during an alleged offence.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.5 (4) Young persons – Power-driven vessels</b>            (a) Except with the written approval of the Authority and complying with any conditions therein no Power-driven vessel 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 Power-driven vessel at the same time.</p> <p>(b) In the event that a Power-driven vessel with a greater engine power than 5 horse power (3.7 kilowatts) is under the control or charge of a Young person who is not supervised by an Adult who is present on the Power-driven vessel at the same time the Registered Owner (or, in the event that the Power-driven vessel is not registered, the Owner) shall be guilty of an offence.</p> <p>(c) In the event that a Power-driven vessel with an engine power of 5 horse power (3.7 kilowatts) or less is under the control or charge of a Young person and that Young Person acts in such a way that if that Young Person was an Adult they would have committed an offence then the Registered Owner (or, in the event that the Power-driven vessel is not registered, the Owner) shall be guilty of an offence.</p>
<p><b>3.5 (5) Securing a Boat and tying up, anchoring and mooring – all Vessels</b>            (a) Except in an emergency, no Master shall moor, anchor or tie up a Vessel in any part of the Loch, including without limitation piers, pontoons and jetties where it is likely to cause Nuisance, Injury or Damage.            (b) Except in an emergency, no Master shall tie or otherwise secure a Vessel to any buoy, beacon or pole marking a navigation hazard or instruction.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p><b>3.5 (5) Securing a Vessel and tying up, anchoring and mooring – all Vessels</b>            (a) Except in an emergency, no Master shall moor, anchor or tie up a Vessel in any part of the Loch, including without limitation piers, pontoons and jetties where it is likely to cause Nuisance, Injury or Damage.            (b) Except in an emergency, no Master shall tie or otherwise secure a Vessel to any buoy, beacon or pole marking a navigation hazard or instruction.</p>
<p><b>3.5 (6) Lifejackets – all Vessels</b></p>		
<p><b>3.5 (6) Lifejackets – all Vessels</b>            The provisions of this Byelaw 3.5 (6) shall not apply to seaplanes or to the Master of any Vessel who has received a prior written exemption from the Authority in relation to the carrying of lifejackets or buoyancy aids in accordance with the terms of this Byelaw 3.5 (6).</p>	<p>Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.</p>	<p><b>3.5 (6) Lifejackets – all Vessels</b>            The provisions of this Byelaw 3.5 (6) shall not apply to seaplanes or to the Master of any Vessel who has received a prior written exemption from the Authority complying with any conditions therein, in relation to the carrying of lifejackets or buoyancy aids in accordance with the terms of this Byelaw 3.5 (6).</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<p>(a) The Master of a Vessel (other than a Personal water craft ) shall ensure that, at all times, the Vessel is carrying sufficient lifejackets or buoyancy aids of the standard specified in Byelaw 3.5 (6) (d).</p>	<p>At present young people can be taken onto the Loch by the Master of a vessel without having to wear a sufficient lifejacket or buoyancy aid.</p>	<p>(a) (i) The Master of a Vessel (other than a Personal water craft ) shall ensure that, at all times, the Vessel is carrying sufficient <b>and appropriate</b> lifejackets or buoyancy aids of the standard specified in Byelaw 3.5 (6) (e) <b>for every person on board; (ii) and that every Young person is wearing a sufficient and appropriate lifejacket or buoyancy aid at all times when the Vessel is underway unless that Young person is in a cabin or other space which is enclosed on all four sides and covered by a roof.</b></p>
<p>(b) The Master of a Vessel shall ensure that a person wears a suitable lifejacket or buoyancy aid at all times when being towed by that Vessel, except where a person:</p> <p>(1) is being towed whilst bare foot skiing and is wearing an adapted wet suit which aids buoyancy; or (2) is being towed whilst wake boarding or water skiing and is wearing an appropriate impact vest of the standard specified in Byelaw 3.5 (6) (d);</p>	<p>There is an activity whereby the person surfing on the wake of a vessel does not need to be towed by the vessel and therefore would not be required to adhere to this byelaw as it is currently worded.</p>	<p>(b) The Master of a Vessel shall ensure that a person wears a <b>sufficient and appropriate</b> lifejacket or buoyancy aid at all times when being towed by that Vessel <b>or wake surfing behind that vessel without being connected to the vessel by a tow line</b>, except where a person:</p> <p>(i) is being towed whilst bare foot skiing and is wearing an adapted wet suit which aids buoyancy; or</p> <p>(ii) is being towed whilst wake boarding or water skiing or <b>wake surfing behind that vessel without being connected to the vessel by a tow line</b> and is wearing an appropriate impact vest of the standard specified in Byelaw 3.5 (6) (e);</p>
<p>(c) Every person on a Personal water craft shall wear a lifejacket or buoyancy aid of the type described at Byelaw 3.5 (6) (d) at all times while on board the Personal water craft including a jet ski or jet bike, or being towed by another Vessel;</p>	<p>Some PWC users prefer to wear impact vests.</p>	<p>(c) Every person on a Personal Water Craft shall wear a <b>sufficient and appropriate</b> lifejacket, buoyancy aid <b>or impact vest</b> of the type described at Byelaw 3.5 (6) (e) at all times while on board the Personal Water Craft.</p>
<p><b>New Byelaw</b></p>	<p>Required in the event that a young person is on a vessel on their own or accompanied by other young persons when there is no adult also on board at the time.</p>	<p>(d) <b>"In the event that any Young Person is on Vessel, that is <u>not</u> a Power driven vessel, which is underway, and they are not accompanied by an Adult who is also on-board, each Young Person shall ensure that they are wearing a sufficient and appropriate life jacket of the standard specified in Byelaw 3.5 (6) (e)."</b></p>
<p>(d) For the purposes of Byelaw 3.5 (6) (a) and Byelaw 3.5 (6) (b) respectively, "sufficient life jackets or buoyancy aids" or "appropriate impact vest", respectively, means any lifejacket or buoyancy aid or impact vest complying with relevant standards issued from time to time by the International Standards Organisation and/or the British Standards Institute or of an equivalent or higher standard which is of an appropriate size and weight for each person and of an appropriate condition.</p>	<p>Initial wording in existing byelaw no longer needed.</p>	<p>(e) <b>"sufficient and appropriate</b> life jackets, buoyancy aids or impact vest" respectively, means any lifejacket or buoyancy aid or impact vest complying with relevant standards issued from time to time by the International Standards Organisation and/or the British Standards Institute or of an equivalent or higher standard which is of an appropriate size <b>for the weight of each person and of an appropriate condition. An impact vest shall have no less than 50 Newtons inherent buoyancy.</b></p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.6 SPEED LIMITS AND RESTRICTED ZONES – ALL VESSELS</b>		
<p>3.6 (2) Notwithstanding Byelaw 3.6 (1), and except with the prior written approval of the Authority, the Master of a Power-driven boat shall not permit his Power-driven boat to travel at a speed greater than 11 kilometres per hour in any of the following areas all as shown dark blue on plan 1 annexed:</p> <p>(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);</p> <p>(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);</p> <p>(c) The whole area of water lying on the south side of an imaginary line drawn from the peninsula on the eastern Shoreline of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western Shoreline of Inchfad (OS GR NS 3947 9090)</p> <p>(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);</p> <p>(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 Shoreline at Balloch Castle Country Park (OS GR NS 3867 8299);</p> <p>(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);</p> <p>(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</p> <p>(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)</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p> <p>Remove use of gender specific pronoun.</p> <p>To reduce the current 11kph speed areas to provide visual geographic references for masters to ascertain their position in relation to the lower speed limit zone much more easily and in all weather conditions (see page 18 for further information).</p>	<p>3.6 (2) Notwithstanding Byelaw 3.6 (1), and except with the prior written approval of the Authority, the Master of a Power-driven <b>vessel</b> shall not permit <b>their</b> Power-driven <b>vessel</b> to travel at a speed greater than 11 kilometres per hour in any of the following areas all as shown dark blue on plan 1 annexed:</p> <p>(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);</p> <p>(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);</p> <p>(c) The whole area of water lying on the south side of an imaginary line drawn from the peninsula on the eastern Shoreline of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western Shoreline of Inchfad (OS GR NS 3947 9090)</p> <p><b>(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 Inchgalbraith (OS GR NS 3691 9031)</b></p> <p><b>(e) The whole area of water lying on the north side of an imaginary line drawn from the most southerly point of Inchgalbraith (OS GR NS 3691 9031) to the most southerly point of Inchmoan (OS GR NS 3757 9037).</b></p> <p><b>(f) The whole area of water lying on the north side of an imaginary line drawn from the most south easterly point of Inchmoan (OS GR NS 3820 9048) to the most south westerly point of Ellanderroch (OS GR NS 3948 9040)</b></p> <p>(g) 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 Shoreline at Balloch Castle Country Park (OS GR NS 3867 8299);</p> <p><b>(h) 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);</b></p>



Existing Byelaw	Reason for change	Proposed rewording / definition
<p>(i) Within 150 metres off all Shorelines, both mainland and Island, the distance to be measured at right angles from the water's edge other than in the following areas:</p> <p>(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);</p> <p>(ii) from the South Lodge of Lomond Castle (OS GR NS 3677 8398) to Burnfoot Boathouse (OS GR NS 3628 8483);</p> <p>(iii) from Culag Farm (OS GR NS 3535 9524) to the southern bank of Inverbeg Holiday Park Harbour (OS GR NS 3493 9832);</p> <p>(iv) from a point on the Shoreline 160 metres from Inverbeg Holiday Park north shore (OS GR NS 3455 9843) to 160 metres south of Rubha Mor Point (OS GR NS 3466 9992);</p> <p>(v) from north of Tarbet Isle (OS GR NN 3292 0559) to 200 metres south of Inveruglas camp site jetty (OS GR NN 3216 0884);</p> <p>(vi) from Pulpit Rock (OS GR NN 3267 1371) to Stuckendroin, south of Ardlui Bay (OS GR NN 3239 1443);</p> <p>(vii) from Strathcashell point (OS GR NS 3929 9310) to 200 metres south east of Carraig Rock (OS GR NS 3870 9496);</p> <p>(viii) from the most southerly point on the east Shoreline of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east Shoreline of Inchlonaig (OS GR NS 3833 9394); and</p> <p>(ix) 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).</p>		<p>(i) 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</p> <p>(j) 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)</p> <p>(k) Within 150 metres off all Shorelines, both mainland and Island, the distance to be measured at right angles from the water's edge other than in the following areas:</p> <p>(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);</p> <p>(ii) from the South Lodge of Lomond Castle (OS GR NS 3677 8398) to Burnfoot Boathouse (OS GR NS 3628 8483);</p> <p>(iii) from Culag Farm (OS GR NS 3535 9524) to the southern bank of Inverbeg Holiday Park Harbour (OS GR NS 3493 9832);</p> <p>(iv) from a point on the Shoreline 160 metres from Inverbeg Holiday Park north shore (OS GR NS 3455 9843) to 160 metres south of Rubha Mor Point (OS GR NS 3466 9992);</p> <p>(v) from north of Tarbet Isle (OS GR NN 3292 0559) to 200 metres south of Inveruglas camp site jetty (OS GR NN 3216 0884);</p> <p>(vi) from Pulpit Rock (OS GR NN 3267 1371) to Stuckendroin, south of Ardlui Bay (OS GR NN 3239 1443);</p> <p>(vii) from Strathcashell point (OS GR NS 3929 9310) to 200 metres south east of Carraig Rock (OS GR NS 3870 9496);</p> <p>(viii) from the most southerly point on the east Shoreline of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east Shoreline of Inchlonaig (OS GR NS 3833 9394); and</p> <p>(ix) 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).</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<p><b>New Byelaw</b></p>	<p>To create Low-Powered Activity Zones on the Loch (see pages 7-17 for more information)</p>	<p>3.6 (3) “Except with the prior written approval of the Authority, the Master of a Power-driven Vessel shall not permit his Power-driven Vessel with an engine sized greater than 15 hp (11.2kw) to travel in any of the following areas, all identified with blue hatching and a red outline, depicted on p11-17 of this document:</p> <p>a) Balloch Castle Country Park The whole area of water bounded by an imaginary line drawn from the most westerly point at Moat Wood (OS GR NS 3864 8270) to a point on the water 150 metres from the eastern shore on an imaginary line drawn between Cameron House Marina Clubhouse and the boat house on the east shore at Balloch Castle Country Park (OS GR NS 3854 8295) then running northwards, 150m offshore to a point on the water 150m west of the most westerly point of Horsehouse Wood (OS GR NS 3847 8330) to the most westerly point of Horsehouse Wood (OS GR NS 3862 8330)</p> <p>b) Duck Bay The whole area of water bounded by an imaginary line drawn from the point where the fence 50m to the southeast of the entrance to Lomond Castle crosses the shore line (OS GR NS 3680 8394) to a point on the water 150m from the shore (OS GR NS 3690 8407) then running south eastwards, 150m offshore to a point on the water opposite the stone wall to the north west of Duck Bay Hotel (OS GR NS 3742 8361) to a point where the stone wall to the northwest of the Duck Bay Hotel meets the shore (OS GR NS 3733 8349)</p> <p>c) Luss The whole of the area of water bounded by an imaginary line drawn from a point on the shore adjacent to the fence to the south of the Lodge on the Loch (OS GR NS 3599 9328) to a point on the water 150m from the shore (OS GR NS 3614 9328) then running southwards 150m offshore to a point on the water 40m northwest of the centreline of Luss pier (OS GR NS 3619 9316) then running south-westwards, parallel to the centreline of the pier to a point on the water 25m from the shore (OS GR NS 3608 9310) then running south eastwards, 25m from the shore to a point on the water 40m southeast of the centreline of Luss pier (OS GR NS 3612 9303)</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
		<p><i>Luss (continued)</i> then running north eastwards, parallel to the centreline of Luss pier to a point on the water 150m then running south eastwards, then running south eastwards, 150m from the shore to a point on the water 32m southeast of the centreline of the slipway at the rescue boat station (OS GR NS 3631 9298) then running south to the most easterly point of the island in the mouth of Luss Water (OS GR NS 3631 9287) then running westwards to a point on the shore 75m south east of the centreline of the slipway at the rescue boat station (OS GR NS 3623 9287)</p> <p>d) Manse Bay The whole area of water lying on the east side of an imaginary line drawn from a point 95m north of the northwest end of metal bridge at Craigie Fort (OS GR NS 4151 9096) to a point 140m northwest of the point where the burn crossing the northern most ford at the northern end of Manse Bay meets the Loch (OS GR NS 4138 9146).</p> <p>e) Milarrochy The whole area of water lying on the east side of an imaginary line drawn from the most westerly point of Arrochymore Point (OS GR NS 4091 9178) to a point on the shore at the north end of the layby on the B837 at the northern end of Milarrochy Bay beach (OS GR NS 4095 9257).</p> <p>f) Sallochy The whole area of water bounded by an imaginary line drawn from a point at the mouth of Allt a' Mhorair (OS GR NS 3814 9559) to a point on the water 150m from the lochshore (OS GR NS 3798 9555) then running westwards, 150m offshore to a point on the water opposite the northwest end of the bay at Sallochy Wood (OS GR NS 3769 9562) to a point on the shore at the northwest end of the bay at Sallochy Wood (OS GR NS 3775 9575).</p> <p>g) Rowardennan The whole area of water bounded by an imaginary line drawn from the northern edge of Rowardennan Pier where it meets the shore line (OSGR NS 3587 9866) to a point on the water 150m west of Creaga Caorach point (OSGR NS 3578 9899) and to a point on the shore at the southern edge of the mouth of Ardess Burn (OS GR NS 3593 9916).</p>



Existing Byelaw	Reason for change	Proposed rewording / definition
<b>New Byelaw</b>	To provide exemption to byelaw 3.6 for emergency services or armed forces	3.6 (4) "Byelaws 3.6 shall not apply in respect of any Vessel operated by any employee of the Authority, any police officer, fire officer or other member of the emergency services or any member of the armed forces in circumstances necessary to the proper execution of his or her duty"
<p>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:</p> <p><b>Observer</b> (a) When towing a person engaged in a Recreational towing activity, the Power-driven boat shall carry at least two competent persons, one of whom shall navigate the Power-driven boat and the other of whom shall watch the person being towed and relay his signals to the navigator.</p> <p><b>Mirror</b> (b) The Power-driven boat shall be equipped with a mirror so constructed and fixed as to enable the navigator of the Power-driven boat to observe the person being towed and Vessels to the rear of his Power-driven boat.</p>	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	<p>3.7 (1) The Master of a Power-driven vessel shall not knowingly cause or permit it to be used for the purposes of Recreational towing activities except in accordance with the following paragraphs:</p> <p><b>Observer</b> (a) When towing a person engaged in a Recreational towing activity, the Power-driven vessel shall carry at least two competent persons, one of whom shall navigate the Power-driven vessel and the other of whom shall watch the person being towed and relay his signals to the navigator.</p> <p><b>Mirror</b> (b) The Power-driven vessel shall be equipped with a mirror so constructed and fixed as to enable the navigator of the Power-driven vessel to observe the person being towed and Vessels to the rear of his Power-driven vessel.</p>
<p><b>3.7 (2) Paddle</b> 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 Loch.</p>	All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach	<p><b>3.7 (2) Paddle</b> No Power-driven vessel 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 Loch.</p>
<p>3.7 (3) The Master of a Vessel shall not knowingly cause or permit it to tow at any time more than two water skiers or wake boarders where the towed water skier(s) or wake boarder(s) has or have no means of independent propulsion, but is or are capable of being directionally controlled independently of the towing Vessel, provided that this Byelaw 3.7 (3) shall not apply to any person who has first obtained the written approval of the Authority.</p>	Change the term 'approve' to 'exempt' and include the requirement to comply with conditions of exemption.	<p>3.7 (3) The Master of a Vessel shall not knowingly cause or permit it to tow at any time more than two water skiers or wake boarders where the towed water skier(s) or wake boarder(s) has or have no means of independent propulsion, but is or are capable of being directionally controlled independently of the towing Vessel, provided that this Byelaw 3.7 (3) shall not apply to any person who has first obtained prior written exemption from the Authority complying with any conditions therein.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.8 PARASCENDING</b>		
<p><b>3.8 PARASCENDING</b> No person shall knowingly cause or permit to be used any Vessel for the purposes of parascending unless the prior written approval of the Authority has first been obtained.</p>	<p>New structures are now available that become airborne when towed behind vessels. Although they do not attain any great height their directional stability is severely reduced and unpredictable.</p>	<p><b>3.8 PARASCENDING</b> No person shall knowingly cause or permit to be used any Vessel for the purposes of parascending <b>or for the towing of any object designed or intended to become airborne</b> unless the prior written approval of the Authority has first been obtained.</p>
<b>3.9 NOISE AND SILENCERS – ALL VESSELS</b>		
<p>3.9 (1) The Master of a Vessel 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.</p>	<p>This change would help to improve understanding as the current byelaw only refers to 'vessel' but this provision can only apply to power-driven vessels.</p>	<p>3.9 (1) The Master of a <b>Power-Driven Vessel</b> 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.</p>
<p>3.9 (2) A Vessel 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.</p>	<p>This change would help to improve understanding as the current byelaw only refers to 'vessel' but this provision can only apply to power-driven vessels.</p>	<p>3.9 (2) A <b>Power-Driven Vessel</b> 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.</p>
<p>3.9 (3) A Vessel 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.</p>	<p>This change would help to improve understanding as the current byelaw only refers to 'vessel' but this provision can only apply to power-driven vessels.</p>	<p>3.9 (3) A <b>Power-Driven Vessel</b> 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.</p>
<p>3.9 (4) Every such silencer expansion chamber or other contrivance shall at all times, while the Vessel 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.</p>	<p>This change would help to improve understanding as the current byelaw only refers to 'vessel' but this provision can only apply to power-driven vessels.</p>	<p>3.9 (4) Every such silencer expansion chamber or other contrivance shall at all times, while the <b>Power-Driven Vessel</b> 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.</p>
<b>3.10 GENERAL RULES RELATING TO VESSELS</b>		
<p>3.10 (1) General Rules Relating to Vessels No person shall navigate, or cause to be navigated any Vessel which, by reason of its construction, or fitting out, could be liable to cause a hindrance to free navigation or danger to persons, other Vessels or property.</p>	<p>Amend to cover potential environmental issues and their impact on the Loch.</p>	<p>3.10 (1) General Rules Relating to Vessels No person shall navigate, or cause to be navigated any Vessel which, by reason of its construction, fitting out, <b>modification or condition</b> could be liable to cause a hindrance to free navigation, <b>Damage to the Loch</b> or danger to persons, other Vessels or property.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<p>3.10 (2) Drifting or Unattended Vessel Where a Vessel 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 Vessel 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 Vessel or for inconvenience caused when such action has been taken.</p>	<p>Procedural Change: 'shall' to 'may'.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.10 (2) Drifting or Unattended Vessel Where a Vessel has been found drifting or abandoned, whether or not it is for the time being a hazard to navigation, it <b>may</b> be taken to the nearest suitable safe place at the discretion of an authorised officer of the Authority. The Authority <b>may</b> levy such charges on the Owner of the Vessel necessary to cover cost thereby incurred, and in the case of a Power-driven <b>vessel</b> the <b>Registered</b> 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 Vessel or for inconvenience caused when such action has been taken.</p>
<h3>3.11 NOTIFICATION OF ACCIDENTS</h3>		
<p>3.11 (1) If in any case owing to the presence of a Vessel in or on the Loch an accident occurs whereby a Vessel is damaged or personal Injury is caused to any person, each and every Vessel involved shall stop as soon as is practicable and the Master of each Vessel shall, if required to do so by any person having reasonable grounds for so requesting, give his name, address and date of birth, and also the name, address and date of birth of the Owner and the name and, if a Power-driven boat, Registration number of the Power-driven boat.</p>	<p>Remove use of gender specific pronoun.</p> <p>All previous reference to 'boat' or 'craft' now come under the term 'vessel' to provide a more consistent approach</p>	<p>3.11 (1) If in any case owing to the presence of a Vessel in or on the Loch an accident occurs whereby a Vessel is damaged or personal Injury is caused to any person, each and every Vessel involved shall stop as soon as is practicable and the Master of each Vessel shall, if required to do so by any person having reasonable grounds for so requesting, give <b>their</b> name, address and <b>email address (if any)</b>, and also the name, address and <b>email address (if any)</b> of the Owner and if a Power-driven <b>vessel</b>, Registration number of the Power-driven <b>vessel involved</b>.</p>
<p>3.11(2) The Owner or Master of a Vessel 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 Vessel.</p>	<p>To make registered owner also liable</p>	<p>3.11(2) The <b>Registered</b> Owner (<b>or in the event that the vessel is not registered, the Owner</b>) of a Vessel 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 <b>and</b> to the Police of the position of such Vessel.</p>
<h3>3.12 INVESTIGATION – ALL VESSELS</h3>		
<p>3.12 Responsibility of Owner and Master to co-operate with investigation The Owner (whether or not he was the Master of the Vessel), and the Master (where the Owner was not the Master at the time) of a Vessel shall each co-operate in any investigation that is carried out into any accident or incident involving that Vessel at the time of such accident or incident.</p>	<p>To make registered owner also liable</p>	<p>3.12 Responsibility of Owner, <b>Registered Owner</b> and Master to co-operate with investigation The Owner , <b>Registered Owner</b> (whether or not he was the Master of the Vessel), and the Master (where the Owner <b>or Registered Owner</b> was not the Master at the time) of a Vessel shall each co-operate in any investigation that is carried out into any accident or incident involving that Vessel at the time of such accident or incident.</p>



Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.13 GENERAL BYELAWS RELATING TO THE LOCH</b>		
<p><b>3.13 (1) Trade or Business</b> 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 Loch (except for the interior of the Islands), without the prior written permission of the Authority. In determining whether to grant permission to the proposed activity under this Byelaw, the Authority shall act reasonably and shall consider the nature of the proposed activity, including the impact that the proposed activity may have on the amenity, safety and/or environmental quality of the Loch.</p>	<p>To focus solely on dealing with business practices causing nuisance on the Loch and its surroundings. (See page 23 for more information).</p>	<p><b>3.13 (1) Trade or Business</b> 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 Loch (except for the interior of the Islands), <b>in such a manner as to constitute a Nuisance.</b></p>
<p><b>3.13 (2) Damage to natural and cultural heritage</b></p> <p>(a) A person is guilty of an offence under these Byelaws if that person without lawful authority, wilfully or recklessly Damages the amenity or any of the physical features on or forming part of the Loch.</p> <p>(b) A person is guilty of an offence under these Byelaws if that person deposits or leaves any litter or waste on or in any part of the Loch, including without limitation: any hook, line, weight; other item of fishing tackle, tents, bedding, cooking equipment or other items of camping equipment; or any other waste which may cause Damage or Injury to the Loch, Wildlife or any persons using the Loch.</p>	<p>Existing sub section (b) no longer required since NPA received the power to enforce sections 33 &amp; 87 of Environmental Protection Act 1990.</p> <p>Addition to (a) to include damage to wildlife.</p>	<p><b>3.13 (2) Damage to natural and cultural heritage</b></p> <p>A person is guilty of an offence under these Byelaws if that person without lawful authority, wilfully or recklessly <b>causes</b> Damage <b>to the Wildlife</b>, the amenity or any of the physical features on or forming part of the Loch.</p>
<p><b>New Byelaw</b></p>	<p>To specifically deal with damage and misuse of rescue equipment</p>	<p><b>3.13 (6) No person shall Damage any Public Rescue Equipment or remove any Public Rescue Equipment from its existing location for any purpose other than to aid in the rescue of human beings or other living beings.</b></p>
<b>3.14 INTERFERENCE WITH VESSELS</b>		
<p>3.14 (1) Except in an emergency no person other than an authorised officer of the Authority or a Police Officer shall cast off the mooring line or lines of any secured Vessel without the consent of the Owner or the Master of the Vessel.</p>	<p>To expand this byelaw to include emergency services and reference to registered owners</p>	<p>3.14 (1) Except in an emergency no person other than an authorised officer of the Authority or a Police Officer <b>or other emergency services, in the execution of their duties</b>, shall cast off the mooring line or lines of any secured Vessel without the consent of the Owner, <b>Registered Owner</b> or the Master of the Vessel.</p>
<p>3.14 (2) No person shall start the engine or in any way interfere with the machinery, equipment or accessories of a Vessel without the permission of the Owner or Master of the Vessel.</p>	<p>To also include registered owner</p>	<p>3.14 (2) No person shall start the engine or in any way interfere with the machinery, equipment or accessories of a Vessel without the permission of the Owner, <b>Registered Owner</b> or Master of the Vessel.</p>

Existing Byelaw	Reason for change	Proposed rewording / definition
<b>3.16 DIRECTION OF AUTHORITY PERSONNEL OR POLICE</b>		
<p><b>Enforcement of Byelaws</b> 3.16 (1) A person shall obey and conform to the directions of a Ranger, Police Officer or any other person authorised by the Authority and identified as such on matters relating to provisions in these Byelaws.</p>	<p>Amend reference to Rangers to also include other National Park officers</p>	<p><b>Enforcement of Byelaws</b> 3.16 (1) A person shall obey and conform to the directions of <b>an officer of the Authority</b>, Police Officer or any other person authorised by the Authority and identified as such on matters relating to provisions in these Byelaws.</p>
<p>3.16 (2) Any person suspected of being in breach of these Byelaws shall provide their full name, address, date and place of birth and occupation to a Ranger, Police Constable or other authorised person when asked to do so.</p>	<p>To facilitate better communication between the National Park Authority and members of the public suspected of committing an offence.</p> <p>Amend reference to Rangers to also include other National Park officers</p> <p>To address inconsistent use of 'Police Constable' and 'Police Officer'</p>	<p>3.16 (2) Any person suspected of being in breach of these Byelaws shall provide their full name, address, date and place of birth, occupation, <b>telephone number and email address (if any)</b>, to <b>an officer of the Authority</b>, Police Officer or other authorised person when asked to do so.</p>
<p>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 Vessel shall provide the full name, address, date and place of birth and occupation of the person having use or control of the Vessel where such person was not the Owner at the material time when asked to do so by a Ranger, Police Officer or other authorised person.</p>	<p>To provide a time limit on how long the owner has to respond to the request for information to help enable more effected enforcement where necessary.</p> <p>Amend reference to Rangers to also include other National Park officers</p>	<p>3.16 (3) Where it is suspected that there has been a breach of the Rules of Navigation in Byelaw 3 the Owner <b>or Registered Owner</b> of a Vessel shall provide, <b>within 28 days of being asked to do so by an officer of the Authority, Police Officer or other authorised person</b>, the full name, address, date and place of birth, occupation, <b>telephone number and email address (if any)</b>, of the <b>Master</b> of the Vessel where such person was not the Owner <b>or Registered Owner</b> at the material time .</p>
<p>3.16 (5) Where the conduct of a person on the Loch is an offence other than under these Byelaws, an officer of the Authority may refer the matter to the Police or any other relevant statutory authority.</p>	<p>Remove requirement where no longer necessary as an alleged offence can be reported to the Police or any other Authority at any time by anyone.</p>	<p><b>Remove byelaw</b></p>
<p><b>New Byelaw</b></p>	<p>To reduce potential abuse of staff</p>	<p>3.16 (5) No person shall obstruct an officer of the Authority or any other person authorised in writing by the authority in the proper execution of their duties</p>

# Appendix 2

## Proposed Loch Lomond Byelaws 2023

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## 1. GENERAL

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### 1.1 TITLE

These Byelaws may be cited as The “Loch Lomond Byelaws 2023”.

### 1.2 APPLICATION

- 1.2 (1) These Byelaws shall be applicable to: (a) the waters of Loch Lomond and its tributaries, distributaries and navigable rivers; and, (b) where the context so admits or requires, the **Shoreline**, the banks and the **Islands** of Loch Lomond within Loch Lomond & The Trossachs National Park all within the area delineated in red on plan 1 annexed (together the features and areas referred to in Byelaw 1.2 (1) (a) and 1.2 (1) (b) are referred to in these Byelaws as **the Loch**).
- 1.2 (2) Nothing in these Byelaws shall prevent a riparian or other proprietor as **Owner** of land in **the Loch** 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 Loch**.
- 1.2 (3) Except for each of Byelaws 2.2(1), 2.2(2), 3.6 and 3.13 (2) these Byelaws shall not apply in respect of any **Vessel** 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 **Vessels** shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.

### 1.3 DEFINITIONS AND INTERPRETATIONS

In these Byelaws, the following words, phrases and expressions are printed in bold wherever they appear and they have the interpretation and meaning hereby assigned to them respectively. Any reference in these Byelaws to the singular shall be deemed to include the plural and vice versa.

- 1.3 (1) “**Adult**” means any person of 18 years of age or over.
- 1.3 (2) “**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 Vessel** has been registered in any year.
- 1.3 (3) “**the Authority**” means Loch Lomond & The Trossachs National Park Authority.
- 1.3 (4) “**Damage**” means death or **Injury** to any human being or **Wildlife** or any loss or physical harm to any property, including land.
- 1.3 (5) “**Drug**” means any intoxicant other than alcohol.
- 1.3 (6) “**Fairway**” means a navigable channel running between two areas of shallow water.
- 1.3 (7) “**Injury**” means any permanent or temporary impairment of physical or mental condition and/or any disease.
- 1.3 (8) “**Islands**” means all of the **islands of the Loch**.

- 1.3 (9) “**Master**” means the person aboard having the control or charge of a **Vessel**, and in the case of any **Young person** in control or charge of a **Power-Driven Vessel** it shall mean the **Adult** on the **Power-Driven Vessel** supervising the **Young person** in terms of Byelaw 3.5(4).
- 1.3 (10) “**Making way**” in respect of a **Vessel** means a **Vessel** being propelled by any means through the water of **the Loch**.
- 1.3 (11) “**Nuisance**” means any act or omission which causes or is likely to cause **Injury**, annoyance, disturbance, or **Damage** to other users of **the Loch**.
- 1.3 (12) “**Owner**” means the person, firm or body corporate having the use or management of a **Vessel**.
- 1.3 (13) “**Personal Water Craft**” means every description of **personal water craft**, including, without limitation, any **Power-Driven Vessel** designed to be operated by a person or persons sitting, standing or kneeling on rather than within the confines of a hull.
- 1.3 (14) “**Power-Driven Vessel**” means any **Vessel** fitted with propelling machinery. A **Vessel** under mechanical power, whether also under sail or not, shall be deemed for the purposes of these Byelaws to be a “**Power-Driven Vessel**.”
- 1.3 (15) “**Public Rescue Equipment**” means lifebuoys, lifebelts, throw lines and other similar equipment intended to aid in the rescue of human beings or other living beings.
- 1.3 (16) “**Recreational towing activities**” means the activities of towing or being towed for recreation, pleasure or sport including without limitation **water skiing**, wake boarding, knee boarding, parascending or being towed in or towing inflatable structures including without limitation bananas, biscuits and ringos.
- 1.3 (17) “**Registered Owner**” means the person, firm or body corporate that has registered the **Power-Driven Vessel** for use on **the Loch** from time to time.
- 1.3 (18) “**Registered User**” means a person registered with **the Authority** in accordance with Byelaw 2.1
- 1.3 (19) “**Registration number**” means the number allocated by **the Authority** to the **Registered Owner** of any **Power-Driven Vessel**, 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 (20) “**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 (21) "**Sailing Vessel**" means any **Vessel** under sail provided that propelling machinery, if fitted, is not being used.
- 1.3 (22) "**Seaplane**" means every description of aircraft capable of landing and taking off from water.
- 1.3 (23) "**Shoreline**" means any land, both mainland and Island, that immediately adjoins any of the waters of **the Loch**, including, without limitation, the banks of **the Loch**, both mainland and Island.
- 1.3 (24) "**Sunrise**" means the time of day when the sun first appears above the eastern horizon as specified from time to time by the UK Met Office for **the Loch's** area.
- 1.3 (25) "**Sunset**" means the time of day when the sun disappears below the western horizon as specified from time to time by the UK Met Office for **the Loch's** area.
- 1.3 (26) "**Trolling**" means to fish by trailing a lure or baited line along behind a **Vessel**.
- 1.3 (27) "**Trolling shape**" means 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 **Vessel** where it is clearly visible.
- 1.3 (28) "**Underway**" means a **Vessel** on the water of **the Loch** that is not at anchor, made fast to the **Shoreline** or aground.
- 1.3 (29) "**Vessel**" means any structure, craft or board used or capable of being navigated or used on, in or under or landing on water, whether or not capable of carrying any person and whether or not self-propelled.
- 1.3 (30) "**Water skiing**" means the activity of being towed with an independent means of directional control where the participant uses either a single ski (mono ski) or a pair of skis (combination skis) or a board designed or manufactured for that purpose, including without limitation **Water skiing**, wake boarding and knee boarding and "Water skier" shall be construed accordingly.
- 1.3 (31) "**Wildlife**" means any species of animal or bird which is on or in **the Loch** in a wild state and any species of plant which grows on **the Loch** in a wild state.
- 1.3 (32) "**Young person**" means any person under the age of 16 years.



## 2 REGISTRATION

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**2.1** No person shall be **Master** of a **Power-Driven Vessel** unless they have first registered with **the Authority** as a **Registered User** by submitting to **the Authority** an application for registration, or renewal of registration, on a form supplied by **the Authority** containing such information and accompanied by such evidence and documentation as may from time to time be prescribed by **the Authority** and then receiving from **the Authority** confirmation that they are registered as a **Registered User**.

### **2.2 REGISTRATION – POWER-DRIVEN VESSELS**

Subject to the provisions contained in Byelaw 2.6 no **Owner** of a **Power-Driven Vessel** 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 2.3. In order to register a Power driven **Vessel** an **Owner** must be at least 18 years of age.

### **2.3 METHOD OF REGISTRATION**

A **Power-Driven Vessel** shall be registered by its **Owner** with **the Authority** in the following manner:

#### **2.3 (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 and shall be accompanied by such evidence and documentation as may from time to time be prescribed by **the Authority**.

#### **2.3 (2) Registration number**

Upon acceptance of the form of application, **the Authority** shall allocate to the **Power-Driven Vessel** a **Registration number**, and it shall notify the same to the **Registered Owner**.

#### **2.3 (3) Annual Marks**

Upon registering the **Power-Driven Vessel** in the manner specified in this Byelaw 2.3, **the Authority**, may if it so chooses, also issue in respect of the **Power-Driven Vessel** two **Annual Marks**.

#### **2.3 (4) Display of Registration number**

The **Registered Owner** shall cause the **Registration number** allocated to the **Power-Driven Vessel** to be displayed on both sides of the **Power-Driven Vessel** in such a manner as may be prescribed by **the Authority** and in such a position as to be clearly visible.

#### **2.3 (5) Display of Annual Marks**

If **the Authority** has issued **Annual Marks** then the **Registered Owner** shall cause the **Annual Marks** to be displayed on both sides of the **Power-Driven Vessel** without obscuring the **Registration number** referred to in Byelaw 2.3 (4) and so as to be clearly visible.

#### **2.3 (6) Display by Master**

In the absence of the **Registered Owner**, the **Master** of a **Power-Driven Vessel** shall ensure that the **Power-Driven Vessel** is displaying the **Registration number** and (if issued) **Annual Marks** in such a manner as may be prescribed by **the Authority** and in such a position as to be clearly visible.

## 2.4 EFFECTIVE DATE OF REGISTRATION

Except as stated in Byelaw 2.5 (1) below, registration shall take place when the allocated **Registration number** is notified to the applicant, together with the supply of the **Annual Marks** if issued and shall lapse on the 31st of January following.

## 2.5 TRANSFER OF OWNERSHIP

### 2.5 (1) Transfer of Ownership etc.

In the event that the **Registered Owner** transfers **Ownership** of a **Power-Driven Vessel** which is registered with **the Authority** or otherwise determines that such **Power-Driven Vessel** will no longer be used on **the Loch** then the **Registered Owner** shall within fourteen days of the date of transfer or such determination notify **the Authority** in writing in such manner as may be determined by **the Authority** in which event the **Power-Driven Vessel** shall cease to be registered for use on **the Loch**.

2.5 (2) No **Registration number** or Annual Mark shall be transferred to another **Power-Driven Vessel** without the prior written consent of **the Authority**.

## 2.6 INSPECTION OF VESSELS

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

## 2.7 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 Byelaws 2.1 or 2.3 or when notifying **the Authority** of a transfer of **Ownership** or determination that such **Power-Driven Vessel** will no longer be used on **the Loch** as provided in Byelaw 2.5 (1).

## 2.8 EXEMPTION FROM REGISTRATION

2.8 (1) Any police or fire officer or other member of the emergency services or member of the armed forces in circumstances necessary to the proper execution of their duty, shall be exempt from the need to register in accordance with this Byelaw 2.

2.8 (2) **Registered owners** of **Seaplanes** and the **Masters** of **Seaplanes** shall be exempt from the need to comply with registration Byelaws 2.1, 2.3 (4), 2.3 (5), 2.3 (6) and 2.6.

## 3 RULES OF NAVIGATION

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### 3.1 RULES OF NAVIGATION

Any person being the Master of a **Vessel** from time to time shall be responsible for ensuring compliance with the Rules of Navigation contained in Byelaw 3 and where any **Power-Driven Vessel** 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 VESSELS

The provisions of Byelaw 3.2 shall not apply to **seaplanes**.

3.2 (1) The Master of every **Vessel** 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 **Vessel** 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 **Vessel**.
- (b) "Sidelights" 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. In a **Vessel** of less than 20 metres in length the Sidelights may be combined in one lantern carried on the fore and aft centreline of the **Vessel**.
- (c) "Sternlights" 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 **Vessel**.
- (d) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.

3.2 (2) A **Power-Driven Vessel** of 12 metres or more in length, when **Underway**, shall exhibit lights of an intensity so as to be visible at the following minimum ranges:

- (a) A Masthead light, 5.56 kilometres, 2.5 metres above Sidelights.
- (b) Sidelights, 3.70 kilometres.
- (c) A Sternlight, 3.70 kilometres.



- 3.2 (3)** A **Power-Driven Vessel** of less than 12 metres in length, when **underway**, shall exhibit lights of an intensity so as to be visible at the following minimum ranges:
- (a) A Masthead light, 3.70 kilometres.
  - (b) Sidelights, 1.85 kilometres.
  - (c) A Sternlight, 3.70 kilometres.
  - (d) In lieu of the foregoing, an all-round white light and Sidelights, minimum visibility 3.70 kilometres and 1.85 kilometres respectively.
- 3.2 (4)** A **Power-Driven Vessel** of less than 7 metres in length whose maximum speed does not exceed 13 kilometres per hour may, in lieu of the lights prescribed in Byelaw 3.2(3) exhibit an white all-round light and shall, if practicable, also exhibit Sidelights, minimum visibility 3.70 kilometres and 1.85 kilometres respectively.
- 3.2 (5)** The Masthead light or white all-round light on a **Power-Driven Vessel** of less than 12 metres in length may be displaced from the fore and aft centre line of the **Vessel** if centreline fitting is not practicable, provided that the Sidelights are combined in one lantern which shall be carried on the fore and aft centre line of the **Vessel** or located as nearly as practicable in the same fore and aft line as the Masthead light or the white all-round light.
- 3.2 (6)** A **Power-Driven Vessel** when towing another **Vessel** shall exhibit, 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. Where from any sufficient cause it is impracticable for a **Vessel** not normally engaged in towing operations to display the lights prescribed by this Byelaw 3.2 (6), such **Vessel** shall not be required to exhibit those lights when engaged in towing another **Vessel** in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing **Vessel** and the **Vessel** being towed, in particular by illuminating the towline.
- 3.2 (7)** A **Vessel being towed shall exhibit:**
- (i) Sidelights, minimum intensity 1.85 kilometres.
  - (ii) A Sternlight, minimum intensity 3.70 kilometres.
- 3.2 (8)** A **Sailing Vessel Underway shall exhibit:**
- (i) Sidelights, minimum intensity 1.85 kilometres.
  - (ii) A Sternlight, minimum intensity 3.70 kilometres.
- 3.2 (9)** In a **Sailing Vessel** 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 Vessel underway** may, in addition to the lights prescribed in Byelaw 3.2(8), exhibit at or near the top of the mast, where they can best be seen, two All-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by Byelaw 3.2(9).

- 3.2 (11)** A **Sailing Vessel** of less than 7 metres in length or a **Vessel** under oars or paddles or any other form of non-motorised propulsion shall, if practicable, exhibit the lights prescribed in Byelaw 3.2 (8), 3.2 (9) or 3.2 (10) 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 (12)** A **Vessel** at anchor in or near a **Fairway** shall exhibit forward, where it can best be seen, a white all-round light, as prescribed in Byelaw 3.2(1)(d), with a minimum range of at least 1.85 kilometres. This Byelaw 3.2 (12) shall not apply to **Vessels** when at their permanent recognised moorings if those moorings are out of the **Fairway**.
- 3.2 (13)** Between **Sunset** and **Sunrise** no **Vessel** shall exhibit lights, other than those specified in Byelaws 3.2(2) to 3.2(12) 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 Vessels**  
The Master of a **Vessel** shall, in **Restricted visibility**, only proceed at such speed as appropriate to the circumstances and necessary to ensure the safety of the **Vessel**, all persons on the **Vessel**, and all other persons using **the Loch** and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or **Injury**.
- 3.3 (2) Sound Signal – all Vessels**  
The Master of a **Vessel** shall ensure that, if practicable, at all times the **Vessel** carries a horn, whistle or other means of making an efficient sound signal.
- 3.3 (3) Sound Signal – Power-Driven Vessels**  
The Master of a **Power-Driven Vessel Making way in Restricted visibility**, shall sound or cause to be sounded, at intervals not exceeding two minutes, one prolonged blast of its sound signal of at least five seconds duration.
- 3.3 (4)** The Master of a **Power-Driven Vessel Underway** but stopped and making no way through the water in **Restricted visibility** shall sound or cause to be sounded at intervals not exceeding two minutes two prolonged blasts of its sound signal each of at least five seconds duration in succession with an interval of approximately two seconds between them.
- 3.3 (5) Vessel aground – all Vessels**  
The Master of a **Vessel** at anchor or aground in a **Fairway**, a **Vessel** restricted in its ability to manoeuvre, a **Sailing Vessel** or a **Vessel** engaged in towing shall, instead of the signals prescribed in Byelaws 3.3 (3) and 3.3 (4) sound or cause to be sounded at intervals not exceeding two minutes, three blasts of its sound signal in succession, namely one prolonged blast, of at least five seconds duration, followed by two shorter blasts.
- 3.3 (6) Steering and Sailing – all Vessels**  
The Master of a **Vessel** shall, in **Restricted visibility**, exhibit the lights required to be carried on a **Vessel** of that type by virtue of Byelaw 3.2.

### 3.4 STEERING AND SAILING BYELAWS

#### 3.4 (1) Avoiding Risk of Collision – all Vessels

The Master of a **Vessel** shall navigate in accordance with this 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 Vessels

When two **Sailing Vessels** 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 Vessel** 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 Vessel** which is to windward shall keep out of the way of the **Sailing Vessel** which is to leeward.
- (c) If a **Sailing Vessel** with the wind on the port side sees a **Sailing Vessel** to windward and cannot determine with certainty whether the other **Sailing Vessel** has the wind on the port or on the starboard side, the **Sailing Vessel** 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 Vessel

When two **Power-Driven Vessels** 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) When two **Power-Driven Vessels** are crossing so as to involve risk of collision, the **Power-Driven Vessel** 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 Vessel**.

#### 3.4 (5) When a **Power-Driven Vessel** and a **Sailing Vessel** are proceeding in such directions as to involve risk of collision, the **Power-Driven Vessel** shall keep out of the way of the **Sailing Vessel**.

#### 3.4 (6) Under Oars

When two **Vessels**, 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 **Vessel** which is not under oars or paddles shall keep out of the way of the other.

- 3.4 (7) Avoiding Risk of Collision – all Vessels**  
Where, by any of the provisions of this Byelaw 3.4 one of the two **Vessels** is to keep out of the way, the other shall keep its course and speed. When, from any cause the Master of the latter **Vessel** finds himself so close that collision cannot be avoided by the action of the giving-way **Vessel** alone, he shall also take such action as will best avert a collision.
- 3.4 (8)** A **Vessel** which is directed by any of the said provisions to keep out of the way of another **Vessel** shall, so far as possible, take positive early action so as to ensure a safe passing distance.
- 3.4 (9)** A **Power-Driven Vessel** which is directed by any of the said provisions to keep out of the way of another **Vessel** shall, on approaching the other **Vessel**, 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 Loch** must do so in a manner designed to ensure that the seaplane keeps clear of all other users of **the Loch**. Other users of **the Loch** must exercise vigilance and ensure that they use all reasonable endeavours to remain clear of seaplanes which are landing and taking off from **the Loch**.
- 3.4 (11) Inability to Manoeuvre – all Vessels**  
If a **Power-Driven Vessel** 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 **Vessel** to keep clear.
- 3.4 (12)** Notwithstanding anything contained in any of the said provisions, every **Vessel** overtaking any other **Vessel** shall keep out of the way of the overtaken **Vessel**.
- 3.4 (13)** When two **Power-Driven Vessels** are approaching from approximately northerly and southerly directions respectively of a pier or landing stage preparatory to going alongside it and both **Power-Driven Vessels** are at nearly equal distance therefrom, the **Power-Driven Vessel** which is to the northward of the other shall give way and allow the other **Power-Driven Vessel** 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 Vessel** when starting from any pier or landing stage.
- 3.4 (15) Vessel Engaged in Trolling – all Vessels**  
No **Vessel** shall approach within 100 metres astern of a fishing **Vessel** 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 any one area of **Shoreline** and another area of **Shoreline**, the Master shall navigate the **Vessel** so as to be on the starboard (right) side of mid channel so as to permit **Vessels** to pass port (left) side to port side.



- 3.4 (17) In a channel or area where there is less than 150 metres between any one area of **Shoreline** and another area of **Shoreline**, so as to avoid the likelihood of collision, **Masters of Vessels** shall keep on special lookout and be prepared to stop and go astern.
- 3.4 (18) No **Vessel** shall impede the passage or block any channel for **Vessels** passing through.

### 3.5 GENERAL BYELAWS RELATING TO NAVIGATION AND BEHAVIOUR

- 3.5 (1) **Reckless or Negligent Navigation or Use – all Vessels**  
No Master of any **Vessel** shall: knowingly, recklessly, or negligently navigate or otherwise use or permit any **Vessel** to be navigated or otherwise used in a manner which causes a **Nuisance** or danger to any other **Vessel** or any other person using **the Loch**.
- 3.5 (2) **Navigation whilst under the influence of alcohol or Drugs – all Vessels**  
(a) No Master of any **Vessel** or any other person shall navigate or attempt to navigate a **Vessel** on **the Loch** while under the influence of alcohol or **Drugs**.  
(b) No person being towed by a **Vessel** who is able to exercise directional control independently of that **Vessel**, including without limitation water skiers or wake boarders, shall be towed while that person is under the influence of alcohol or **Drugs**.
- 3.5 (3) **Navigating Without Due Care and Attention – all Vessels**  
No Master of any **Vessel** shall navigate or permit the **Vessel** to be navigated without due care and attention or without reasonable consideration for other **Vessels** or persons using **the Loch**.
- 3.5 (4) **Young persons – Power-Driven Vessels**  
(a) Except with the written approval of **the Authority** and complying with any conditions therein no **Power-Driven Vessel** with a greater engine power than 5 horsepower (3.7 kilowatts) shall be under the control or charge of a **Young person** unless supervised by an **Adult** who is present on the **Power-Driven Vessel** at the same time.  
(b) In the event that a **Power-Driven Vessel** with a greater engine power than 5 horsepower (3.7 kilowatts) is under the control or charge of a **Young person** who is not supervised by an **Adult** who is present on the **Power-Driven Vessel** at the same time the **Registered Owner** (or, in the event that the **Power-Driven Vessel** is not registered, the **Owner**) shall be guilty of an offence.  
(c) In the event that a **Power-Driven Vessel** with an engine power of 5 horse power (3.7 kilowatts) or less is under the control or charge of a **Young person** and that **Young person** acts in such a way that if that **Young person** was an **Adult** they would have committed an offence then the **Registered Owner** (or, in the event that the **Power-Driven Vessel** is not registered, the **Owner**) shall be guilty of an offence.

- 3.5 (5) Securing a Vessel and tying up, anchoring, and mooring – all Vessels**
- (a) Except in an emergency, no Master shall moor, anchor, or tie up a **Vessel** in any part of **the Loch**, including without limitation piers, pontoons, and jetties where it is likely to cause **Nuisance, Injury or Damage**.
  - (b) Except in an emergency, no Master shall tie or otherwise secure a **Vessel** to any buoy, beacon or pole marking a navigation hazard or instruction.

**3.5 (6) Lifejackets – all Vessels**

The provisions of this Byelaw 3.5 (6) shall not apply to seaplanes or to the Master of any **Vessel** who has received a prior written exemption from **the Authority** complying with any conditions therein, in relation to the carrying of lifejackets or buoyancy aids in accordance with the terms of this Byelaw 3.5 (6).

- (a) (i) The Master of a **Vessel** (other than a **Personal Water Craft**) shall ensure that, at all times, the **Vessel** is carrying sufficient and appropriate lifejackets or buoyancy aids of the standard specified in Byelaw 3.5 (6) (e) for every person on board;
- (ii) and that every **Young person** is wearing a sufficient and appropriate lifejacket or buoyancy aid at all times when the **Vessel** is Under way unless that **Young person** is in a cabin or other space which is enclosed on all four sides and covered by a roof.
- (b) The Master of a **Vessel** shall ensure that a person wears a sufficient and appropriate lifejacket or buoyancy aid at all times when being towed by that **Vessel** or wake surfing behind that **Vessel** without being connected to the **Vessel** by a tow line, except where a person:
  - (i) is being towed whilst bare foot skiing and is wearing an adapted wet suit which aids buoyancy; or
  - (ii) is being towed whilst wake boarding or **water skiing** or wake surfing behind that **Vessel** without being connected to the **Vessel** by a tow line and is wearing an appropriate impact vest of the standard specified in Byelaw 3.5 (6) (e).
- (c) Every person on a Personal Watercraft shall wear a sufficient and appropriate lifejacket, buoyancy aid or impact vest of the type described at Byelaw 3.5 (6) (e) at all times while on board the Personal Watercraft.
- (d) In the event that any **Young Person** is on a **Vessel**, that is not a **Power-driven vessel**, which is under way, and they are not accompanied by an **Adult** who is also on-board, each **Young Person** shall ensure that they are wearing a sufficient and appropriate life jacket of the standard specified in Byelaw 3.5 (6) (e).

- (e) "Sufficient and appropriate life jackets, buoyancy aids or impact vest" respectively, means any lifejacket or buoyancy aid or impact vest complying with relevant standards issued from time to time by the International Standards Organisation and/or the British Standards Institute or of an equivalent or higher standard which is of an appropriate size for the weight of each person and of an appropriate condition. An impact vest shall have no less than 50 Newtons inherent buoyancy.

### 3.6 SPEED LIMITS – ALL VESSELS

- 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 **Vessel** using **the Loch** shall be 90 kilometres per hour or such lower speed as is consistent with the safety of the **Vessel**, its passengers and other users of **the Loch** considering the conditions prevailing on **the Loch** from time to time.
- 3.6 (2) Notwithstanding Byelaw 3.6 (1), and except with the prior written approval of **the Authority**, the Master of a **Power-Driven Vessel** shall not permit their **Power-Driven Vessel** to travel at a speed greater than 11 kilometres per hour in any of the following areas all as shown dark blue on plan 1 annexed (in final Byelaws):
- (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 **Shoreline** of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western **Shoreline** 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 Inchgalbraith (OS GR NS 3691 9031)
  - (e) The whole area of water lying on the north side of an imaginary line drawn from the most southerly point of Inchgalbraith (OS GR NS 3691 9031) to the most southerly point of Inchmoan (OS GR NS 3757 9037).
  - (f) The whole area of water lying on the north side of an imaginary line drawn from the most south easterly point of Inchmoan (OS GR NS 3820 9048) to the most south westerly point of Ellanderroch (OS GR NS 3948 9040)

- (g) 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 **Shoreline** at Balloch Castle Country Park (OS GR NS 3867 8299);
- (h) 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);
  - (i) 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 NS 4048 9141); and
- (j) 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 4048 9141) to Strathcashell Point (OS GR NS 3929 9310);
- (k) Within 150 metres off all **Shorelines**, 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 3788 8275) 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 the southern bank of Inverbeg Holiday Park Harbour (OS GR NS 3493 9832);
  - (iv) from a point on the **Shoreline** 160 metres from Inverbeg Holiday Park north shore (OS GR NS 3455 9843) to 160 metres south of Rubha Mor Point (OS GR NS 3466 9992);
  - (v) from north of Tarbet Isle (OS GR NN 3292 0559) to 200 metres south of Inveruglas camp site jetty (OS GR NN 3216 0884);
  - (vi) from Pulpit Rock (OS GR NN 3267 1371) to Stuckendroin, south of Ardlui Bay (OS GR NN 3239 1443).
  - (vii) from Strathcashell point (OS GR NS 3929 9310) to 200 metres southeast of Carraig Rock (OS GR NS 3870 9496);
  - (viii) from the most southerly point on the east **Shoreline** of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east **Shoreline** of Inchlonaig (OS GR NS 3833 9394); and
  - (ix) 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)."



### 3.6 (3)

“Except with the prior written approval of **the Authority, the Master of a Power-driven Vessel** shall not permit his **Power-driven Vessel** with an engine sized greater than 15 hp (11.2kw) to travel in any of the following areas, all identified with blue hatching and a red outline, depicted on p11-17 of this document:

#### (a) Balloch Castle Country Park

The whole area of water bounded by an imaginary line drawn from the most westerly point at Moat Wood (OS GR NS 3864 8270) to a point on the water 150 metres from the eastern shore on an imaginary line drawn between Cameron House Marina Clubhouse and the boat house on the east shore at Balloch Castle Country Park (OS GR NS 3854 8295) then running northwards, 150m offshore to a point on the water 150m west of the most westerly point of Horsehouse Wood (OS GR NS 3847 8330) to the most westerly point of Horsehouse Wood (OS GR NS 3862 8330)

#### (b) Duck Bay

The whole area of water bounded by an imaginary line drawn from the point where the fence 50m to the southeast of the entrance to Lomond Castle crosses the shore line (OS GR NS 3680 8394) to a point on the water 150m from the shore (OS GR NS 3690 8407) then running south eastwards, 150m offshore to a point on the water opposite the stone wall to the north west of Duck Bay Hotel (OS GR NS 3742 8361) to a point where the stone wall to the northwest of the Duck Bay Hotel meets the shore (OS GR NS 3733 8349)

#### (c) Luss

The whole of the area of water bounded by an imaginary line drawn from a point on the shore adjacent to the fence to the south of the Lodge on **the Loch** (OS GR NS 3599 9328) to a point on the water 150m from the shore (OS GR NS 3614 9328) then running southwards 150m offshore to a point on the water 40m northwest of the centreline of Luss pier (OS GR NS 3619 9316) then running south-westwards, parallel to the centreline of the pier to a point on the water 25m from the shore (OS GR NS 3608 9310) then running south eastwards, 25m from the shore to a point on the water 40m southeast of the centreline of Luss pier (OS GR NS 3612 9303) then running north eastwards, parallel to the centreline of Luss pier to a point on the water 150m from the loch shore (OS GR NS 3623 9309) then running south eastwards, 150m from the shore to a point on the water 32m southeast of the centreline of the slipway at the rescue boat station (OS GR NS 3631 9298) then running south to the most easterly point of the island in the mouth of Luss Water (OS GR NS 3631 9287) then running westwards to a point on the shore 75m south east of the centreline of the slipway at the rescue boat station (OS GR NS 3623 9287)

**(d) Manse Bay**

The whole area of water lying on the east side of an imaginary line drawn from a point 95m north of the northwest end of metal bridge at Craigie Fort (OS GR NS 4151 9096) to a point 140m northwest of the point where the burn crossing the northern most ford at the northern end of Manse Bay meets **the Loch** (OS GR NS 4138 9146).

**(e) Milarrochy**

The whole area of water lying on the east side of an imaginary line drawn from the most westerly point of Arrochymore Point (OS GR NS 4091 9178) to a point on the shore at the north end of the layby on the B837 at the northern end of Milarrochy Bay beach (OS GR NS 4095 9257).

**(f) Sallochay**

The whole area of water bounded by an imaginary line drawn from a point at the mouth of Allt a' Mhorair (OS GR NS 3814 9559) to a point on the water 150m from **the loch** shore (OS GR NS 3798 9555) then running westwards, 150m offshore to a point on the water opposite the northwest end of the bay at Sallochay Wood (OS GR NS 3769 9562) to a point on the shore at the northwest end of the bay at Sallochay Wood (OS GR NS 3775 9575).

**(g) Rowardennan**

The whole area of water bounded by an imaginary line drawn from the northern edge of Rowardennan Pier where it meets the shore line (OSGR NS 3587 9866) to a point on the water 150m west of Creaga Caorach point (OSGR NS 3578 9899) and to a point on the shore at the southern edge of the mouth of Ardess Burn (OS GR NS 3593 9916).

- 3.6 (4) "Byelaws 3.6 shall not apply in respect of any **Vessel** operated by any employee of **the Authority**, any police officer, fire officer or other member of the emergency services or any member of the armed forces in circumstances necessary to the proper execution of his or her duty"

**3.7 RECREATIONAL TOWING**

- 3.7 (1) The Master of a **Power-Driven Vessel** 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 Vessel** shall carry at least two competent persons, one of whom shall navigate the **Power-Driven Vessel** and the other of whom shall watch the person being towed and relay his signals to the navigator.

**Mirror**

- (b) The **Power-Driven Vessel** shall be equipped with a mirror so constructed and fixed as to enable the navigator of the **Power-Driven Vessel** to observe the person being towed and **Vessels** to the rear of his **Power-Driven Vessel**.

- 3.7 (2) Paddle**  
No **Power-Driven Vessel** 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 Loch.
- 3.7 (3)** The Master of a **Vessel** shall not knowingly cause or permit it to tow at any time more than two water skiers or wake boarders where the towed water skier(s) or wake boarder(s) has or have no means of independent propulsion, but is or are capable of being directionally controlled independently of the towing **Vessel**, provided that this Byelaw 3.7 (3) shall not apply to any person who has first obtained prior written exemption from **the Authority** complying with any conditions therein.
- 3.7 (4)** The Master of a **Vessel** shall not knowingly cause or permit it to tow at any time more than one structure which is not capable of being directionally controlled independently of the towing **Vessel**, including without limitation inflatable structures such as bananas, biscuits and ringos.
- 3.7 (5)** No **Vessel** shall tow at a speed above 30 kilometres per hour any structure or **Vessel** which has no directional control.

### **3.8 PARASCENDING**

No person shall knowingly cause or permit to be used any **Vessel** for the purposes of parascending or for the towing of any object designed or intended to become airborne unless the prior written approval of **the Authority** has first been obtained.

### **3.9 NOISE AND SILENCERS – ALL VESSELS**

- 3.9 (1)** The Master of a **Power-Driven Vessel** 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 **Power-Driven Vessel** 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 **Power-Driven Vessel** 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 **Power-Driven Vessel** 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 VESSELS

#### 3.10 (1) General Rules Relating to Vessels

No person shall navigate, or cause to be navigated any **Vessel** which, by reason of its construction, fitting out, modification or condition could be liable to cause a hindrance to free navigation, **Damage to the Loch** or danger to persons, other **Vessels** or property.

#### 3.10 (2) Drifting or Unattended Vessel

Where a **Vessel** has been found drifting or abandoned, whether or not it is for the time being a hazard to navigation, it may be taken to the nearest suitable safe place at the discretion of an authorised officer of **the Authority**. **The Authority** may levy such charges on the **Owner** of the **Vessel** necessary to cover cost thereby incurred, and in the case of a **Power-Driven Vessel** the **Registered 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 **Vessel** or for inconvenience caused when such action has been taken.

### 3.11 NOTIFICATION OF ACCIDENTS – ALL VESSELS

3.11 (1) If in any case owing to the presence of a **Vessel** in or on **the Loch** an accident occurs whereby a **Vessel** is Damaged or personal **Injury** is caused to any person, each and every **Vessel** involved shall stop as soon as is practicable and the Master of each **Vessel** shall, if required to do so by any person having reasonable grounds for so requesting, give their name, address and email address (if any), and also the name, address and email address (if any) of the **Owner** and if a **Power-Driven Vessel**, **Registration number** of the **Power-Driven Vessel** involved.

3.11 (2) The **Registered Owner** (or in the event that the **Vessel** is not registered, the **Owner**) of a **Vessel** 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** and to the Police of the position of such **Vessel**.

### 3.12 INVESTIGATION – ALL VESSELS

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

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



### 3.13 GENERAL BYELAWS RELATING TO THE LOCH

#### 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 Loch** (except for the interior of the **Islands**), in such a manner as to constitute a **Nuisance**.

#### 3.13 (2) Damage to natural and cultural heritage

A person is guilty of an offence under these Byelaws if that person without lawful Authority, wilfully or recklessly causes **Damage** to the **Wildlife**, the amenity or any of the physical features on or forming part of **the Loch**.

#### 3.13 (3) Damage to Property

No person, other than an authorised officer of **the Authority**, 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 **the Loch**.

3.13 (4) No person, other than an authorised officer of **the Authority**, shall, or shall attempt to, overcome, circumvent, circumnavigate, or otherwise avoid any such structure as described in Byelaw 3.13 (3) above by any means, for the purposes of launching or navigating a Power-Driven boat on **the Loch**.

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

3.13 (6) No person shall **Damage** any **Public Rescue Equipment** or remove any **Public Rescue Equipment** from its existing location for any purpose other than to aid in the rescue of human beings or other living beings.

### 3.14 INTERFERENCE WITH VESSELS

3.14 (1) Except in an emergency no person other than an authorised officer of **the Authority** or a Police Officer or other emergency services, in the execution of their duties, shall cast off the mooring line or lines of any secured **Vessel** without the consent of the **Owner, Registered Owner** or the Master of the **Vessel**.

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

### 3.15 TROLLING

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

3.15 (2) Notwithstanding any provision made elsewhere all **Trolling Vessels** must conform to Byelaw 3.2.

### 3.16 DIRECTION OF AUTHORITY PERSONNEL OR POLICE

#### Enforcement of Byelaws

- 3.16 (1) A person shall obey and conform to the directions of an officer of **the Authority**, Police Officer 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 full name, address, date and place of birth, occupation, telephone number and email address (if any), to an officer of **the Authority**, Police Officer 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** or **Registered Owner** of a **Vessel** shall provide, within 28 days of being asked to do so by an officer of **the Authority**, Police Officer or other authorised person, the full name, address, date and place of birth, occupation, telephone number and email address (if any), of the Master of the **Vessel** where such person was not the **Owner** or **Registered Owner** at the material time.
- 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, address, or date and / or place of birth and / or occupation which is false or misleading that person shall be guilty of an offence.
- 3.16 (5) No person shall obstruct an officer of **the Authority**, or any other person authorised in writing by **the Authority** in the proper execution of their duties.

### 3.17 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.

# Appendix 3

## Glossary of terms

This glossary has been developed to help aid understanding of some of the terminology used in this document. Further definitions are also provided in the draft Loch Lomond Byelaws 2023 on page 50. This glossary will also be kept up to date on our website at [www.lochlomond-trossachs.org/byelawreview](http://www.lochlomond-trossachs.org/byelawreview).

### **11kph speed limit areas/Low speed limit areas**

Areas of the Loch where speed limits of 11kph already apply under the Loch Lomond Byelaws 2013.

### **Contravention**

Instances where byelaws were considered to have been broken, recorded by National Park Rangers or another authorised officer. All contraventions recorded are deemed as alleged until they have been processed by the Procurator Fiscal with a conviction.

### **Annual Mark**

Annual Marks are provided by the National Park Authority for display on vessels registered for use on Loch Lomond. These change every year in order to maintain a record of currently registered vessels.

### **Cuddy**

A small shelter or compartment, especially on a boat and usually housed at the front of smaller vessels.

### **Low-Powered Activity Zones**

Zones being proposed in this consultation where only non-powered vessels or vessels under 15 horsepower (11.2 kilowatts) are allowed. See page 7 for more details.

### **Low or non-powered activity**

Activities on the Loch requiring no vessels, such as swimming or paddling; non-powered vessels, such as canoes, stand-up paddleboards (SUPs) or kayaks; or powered-vessels under 15 horsepower (11.2 kilowatts), such as a tender or small fishing boat.

### **Master**

The person aboard having the control or charge of a vessel.

### **Personal Flotation Device (PFD)**

A device, such as a lifejacket or buoyancy aid, which is worn by a Loch user to help keep them afloat and contribute to the prevention of drowning.

### **Personal Water Craft (PWC)**

A recreational watercraft such as a jet ski or a jet bike that a rider sits, stands, or kneels on rather than within the confines of a hull.

### **Power-driven vessels**

Any vessel fitted with an engine, or other form of mechanical power.

### **Registration**

The current process of registering a power-driven vessel for use on Loch Lomond. This consultation also proposes an additional scheme to register users who wish to take charge of a vessel. See page 22 for more details.

### **Registration number**

The number allocated by the National Park Authority to the registered owner of any power-driven vessel when it is first registered for use on Loch Lomond.

### **Registered owner**

The person that has registered a power-driven vessel for use on Loch Lomond.

### **Tender**

A small boat that runs back and forth to a bigger boat (or ship) is called a tender generally because it tends to the needs of the larger craft. Recreational boats sometimes call their tenders 'dinghies'.

### **Trolling**

To fish by trailing a lure or baited line along behind a vessel.

### **Vessel**

Any craft used as a means of transportation on, in or under or landing on water. See below a glossary of vessel types.

### **Vessels under 5 horsepower**

Examples include tenders, canoes or other small vessels fitted with electric engines.

### **Vessels under 15 horsepower**

Examples include fishing boats, tenders, dinghies.

### **Vessels with greater engine than 15 horsepower**

Examples include PWCs, speedboats, motor cruisers, ferries, cruise boats.

### **Young person/people**

Anyone under 16 years old.

# Appendix 3 (continued)

## Glossary of vessel types



Fishing Boat



Motor Cruiser



Fast Cruiser



Speed Boat



RIB  
(Rigid inflatable Boat)



PWC  
(Personal Water Craft)



Pleasure  
Day Boat



Sailing  
Dinghy



Tour Boat



Tender



Yacht



Rowing Boat



Wind Surfer



Canoe/ Kayak



SUP (Stand Up  
Paddleboard)



Pedalo





## Consultation questions

- 1) **Do you agree with the six key changes being proposed as part of this review?**
  - a) Introduce Low-Powered Activity Zones
  - b) Realignment of the current 11kph boundary to the south of the island of Inchmoan
  - c) Compulsory wearing of Personal Flotation Devices (PFDs) for young people (under 16 years old) on all vessels when on an open deck
  - d) Transfer liability for offences committed by young persons in sole charge of powered vessels to the Owner or Registered Owner of the vessel
  - e) Introduce a Loch Lomond User Registration Scheme
  - f) Amend the existing Permission to Trade byelaw to solely deal with business practices causing nuisance on the Loch and its surroundings
- 2) **Do you have any alternatives or proposed changes to the byelaws that have not already been captured? Please provide an outline of these and your reasons for them.**
- 3) **Do you have any other comments on the review of the byelaws?**

For more information on how to respond to this consultation please visit [lochlomond-trossachs.org/byelawreview](https://lochlomond-trossachs.org/byelawreview)

For any questions please contact us at:

**Loch Lomond & The Trossachs National Park Authority**  
Carrochan, Carrochan Road, Balloch , G83 8EG

t: **01389 722600**

e: [lochlomondbyelaws@lochlomond-trossachs.org](mailto:lochlomondbyelaws@lochlomond-trossachs.org)



July 2022



Scan me to go to  
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Consultation