

## **Rules for Motorised craft operating on the River Clyde upstream of Albert Bridge**

Rules for Safe use of River Clyde upstream of the west side (downstream side) of the Albert Bridge

Note that it is the west side of the Albert Bridge that the Port Authority regulations cease and although the river is tidal to Boggleshole Ford Cambuslang, it is not navigable that far.

Launching in the tidal section of the River Clyde in this area should only be from recognised launching areas or by special permission.

Embarkation and disembarkation should only be from recognised landing stages.

Craft coming upstream of the tidal weir should notify Glasgow City Council of their intention in advance and follow any advice given.

Commercial craft coming upstream through the tidal weir or operating upstream of the tidal weir should notify the following. Police Scotland Glasgow, Glasgow City Council, Glasgow Humane Society, all river users including the Rutherglen Cruising Club, Rowing Clubs and canoe Clubs. This notification should include the duration and location of the work being undertaken and the place of mooring if overnight stay is required.

On no account will craft be left tied to riverbank or a bridge overnight.

Arrangements for overnight stay must be made in advance of coming upstream of the weir and must be at a recognised landing stage. (a boat may be lifted out of the river, for the night). Craft must never be left accessible when unattended.

There must be a working knowledge of the tides and the window of access through the weir gates.

Any dangers, limit of safe navigation, hidden obstacles, piling below the surface, submerged cars, posts of old bridges, shallows, possible covered islands, etc should be learned of in advance of coming upstream of the weir.

Glasgow Humane Society are the Glasgow Council Safety Advisers for the River Clyde within the City boundaries.

There are Rules and Regulations for the safe use of this section of the river by rowers and canoeists. Cognisance of these Rules and Regulations is recommended.

All powered craft using this section are responsible for their wash and must pass landing stages dead slow.

All powered craft using this section must have an effective secondary means of propulsion in event of engine loss. This is especially important due to proximity of weir and fast flowing stream.

The above covers the safe use of the tidal river, upstream of the Albert Bridge. Peel (Clydeport) regulations control downstream of the Albert Bridge.

In the interest of safety, the above should be carefully studied in order that all parties know exactly what is expected of them

Safety is paramount and no one wishes to see an accident occur during such workings or from third parties subsequently copying any bad practice observed.

