

Appendix 2: Table of changes being proposed to the Loch Lomond Byelaws

Agenda Item 3

National Park Authority Special Board Meeting

Monday 18 July 2022

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. Further changes to the numbering of each byelaw can be found in **Appendix 3: Proposed Loch Lomond Byelaws 2023**.

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

Existing Byelaw	Reason for change	Proposed rewording / definition
1.1 Title		
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 2023/4 ”.
1.2 Application		
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 2.2(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

<p>Additional Definition</p>	<p>The combined definition of 1.3 (8) Young person also includes Adult. This change proposes that 'Adult' should be a standalone definition.</p>	<p>1.3 (1) “Adult” means any person of 18 years of age or over.</p>
<p>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.</p>	<p>Change 'boat' to 'Vessel' for consistency</p>	<p>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.</p>
<p>1.3 (2) “the Authority” means Loch Lomond & The Trossachs National Park Authority.</p>	<p>Grammar</p>	<p>1.3 (3) “the Authority” means Loch Lomond and The Trossachs National Park Authority.</p>
<p>1.3 (3) “Damage” means death or Injury to any Wildlife or any loss or damage to any property, including land.</p>	<p>Clearer definition</p>	<p>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.</p>
<p>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).</p>	<p>All previous reference to 'boat' or 'craft' now come under the term Vessel to provide a more consistent approach.</p>	<p>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).</p>
<p>1.3 (9) “Making way” in respect of a Vessel means a Vessel making way through the water of the Loch.</p>	<p>Clearer definition</p>	<p>1.3 (10) “Making way” in respect of a Vessel means a Vessel being propelled by any means through the water of the Loch.</p>
<p>1.3 (11) “Owner” means the person, firm or body corporate which is the registered owner of a Vessel from time to time.</p>	<p>Clearer definition</p>	<p>1.3 (12) “Owner” means the person, firm or body corporate having the use or management of a Vessel.</p>

1.3 (12) “Personal water craft” means every description of personal water craft, including, without limitation, jet skis and jet bikes.	Changed 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, 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 (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. 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.
Additional definition	Required to support new byelaw protecting the use of 'public rescue equipment'.	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 (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 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.
Additional definition	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 registered the Power-driven vessel for use on the Loch from time to time.
Additional definition	New definition to support new byelaw.	1.3 (18) “Registered User” means a person registered with the Authority in accordance with Byelaw 2.1”

1.3 (15) C29“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 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 (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) “ Sailing vessel ” means any vessel under sail provided that propelling machinery, if fitted, is not being used.
Additional Definition	New definition to support new byelaw.	1.3 (22) “ Seaplane ” means every description of aircraft capable of landing and taking off from water.
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.	Remove definition
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),	Make byelaw more concise by rewording and removing unnecessary list of vessel types.	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.

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.		
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.
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 byelaw 1.3 (20)	Remove definition
<u>2. REGISTRATION</u>		
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."

<p>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.</p>	<p>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.</p> <p>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.</p>	<p>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.</p>
<p><u>2.2 METHOD OF REGISTRATION</u></p>		
<p>2.2 METHOD OF REGISTRATION A Power-driven boat shall be registered by its Owner with the Authority in the following manner:</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach.</p>	<p>2.3 METHOD OF REGISTRATION A Power-driven vessel shall be registered by its Owner with the Authority in the following manner:</p>
<p>2.2 (1) Application Form An application for registration, or renewal of registration, shall be made on a form supplied by the Authority and shall contain such information as may from time to time be prescribed by the Authority.</p>	<p>To allow the confirmation of the detail’s provider regarding the identity of an owner.</p>	<p>2.3 METHOD OF REGISTRATION 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.</p>
<p>2.2 (2) Registration Number Upon receipt of the form of application, the Authority shall allocate to the Power-driven boat a Registration number and it shall notify the same to the applicant.</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>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.</p>

<p>2.2 (3) Annual Marks 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>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.</p>
<p>2.2 (4) Display of Registration Number The Owner shall cause the Registration number allocated to the Power-driven boat to be displayed on both sides of the Power-driven boat in such a manner as may be prescribed by the Authority and in such a position as to be clearly visible.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach</p>	<p>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.</p>
<p>2.2 (5) Display of Annual Marks The Owner shall cause the Annual marks to be displayed on both sides of the Power-driven boat without obscuring the Registration number referred to in Byelaw 2.2 (4) and so as to be clearly visible.</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>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.</p>
<p>New Byelaw</p>	<p>To make the requirement to display numbers and annual marks a joint liability for both the Registered owner and the Master</p>	<p>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.</p>
<p><u>2.3 EFFECTIVE DATE OF REGISTRATION</u></p>		
<p>2.3 EFFECTIVE DATE OF REGISTRATION Except as stated in Byelaw 2.4 (1) below, registration shall take place when the allocated Registration number is notified to the applicant, together with the supply of the Annual marks</p>	<p>To improve grammar and understanding</p>	<p>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</p>

and shall lapse on the 31st January following.		issued and shall lapse on the 31st January following.
<u>2.4 Transfer of Ownership</u>		
2.4 (1) Transfer of Ownership etc, 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	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 .
2.4 (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 vessel without the prior written consent of the Authority .
<u>2.5 INSPECTION OF VESSELS</u>		
2.5 INSPECTION OF VESSELS 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	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.
<u>2.6 FALSE INFORMATION</u>		
2.6 FALSE INFORMATION No person shall knowingly provide the Authority with false information or fail to disclose any material information when making an application for registration or renewal of registration as provided in Byelaw 2.2 or when notifying the Authority of a transfer of	Amend to improve application All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach	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-

ownership as provided in Byelaw 2.4 (1).		driven Vessel will no longer be used on the Loch as provided in Byelaw 2.5 (1).
<u>2.7 EXEMPTION FROM REGISTRATION</u>		
2.7 EXEMPTION FROM REGISTRATION Any police or fire officer or other member of the emergency services in circumstances necessary to the proper execution of his or her duty, may use on the Loch a Power-driven boat which is not registered with the Authority .	To extend exemption to armed forces. Remove use of gender specific pronoun.	2.8 (1) EXEMPTION FROM REGISTRATION 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.
New Byelaw	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.	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
<u>2 RULES OF NAVIGATION</u>		
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 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.	All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach	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.
<u>3.2 LIGHTS – ALL VESSELS</u>		
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	Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)	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

<p>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>International</p>	<p>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) “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 an arc of the horizon of 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 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:</p> <p>(a) A Masthead light, 5.56 kilometres, 2.5 metres above Sidelights.</p> <p>(b) Sidelights, 3.70 kilometres.</p> <p>(c) A Sternlight, 3.70 kilometres.</p>

<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>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:</p> <p>(a) A Masthead light, 3.70 kilometres.</p> <p>(b) Sidelights, 1.85 kilomet1res.</p> <p>(c) A Sternlight, 3.70 kilometres.</p> <p>(d) In lieu of the foregoing, an all-round white light and Sidelights, minimum visibility 3.70 kilometres and 1.85 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>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 a white all-round white light and shall, if practicable, also exhibit Sidelights, minimum visibility 3.70 kilometres and 1.85 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 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.</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 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.</p>
<p>3.2 (7) A Vessel being towed shall exhibit: (i) Sidelights, minimum intensity 1.61 kilometres. (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: (i) Sidelights, minimum intensity 1.85 kilometres. (ii) A Sternlight, minimum intensity 3.70 kilometres.</p>
<p>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.</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 (8) A Sailing vessel Underway shall exhibit: (i) Sidelights, minimum intensity 1.85 kilometres. (ii) A Sternlight, minimum intensity 3.70 kilometres.</p>
<p>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.</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 (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.</p>
<p>NEW BYELAW</p>	<p>Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)</p>	<p>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</p>

		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(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 (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 (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 (12) A Vessel at anchor in or near a Fairway shall exhibit forward, where it can best be seen, an 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 (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 (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 person using the Loch and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or Injury.	To improve grammar and understanding	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>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 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.</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 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.</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 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.</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, exhibit the lights required to be carried on a Vessel of that type by virtue of Byelaw 3.2.</p>
<p><u>3.4 STEERING AND SAILING BYELAWS</u></p>		

<p>3.4 (2) Avoiding Risk of Collision – Sailing Boats When two Sailing Boats are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:</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>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:</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>3.4 (3) Avoiding Risk of Collision - Power-driven boat When two Power-driven boats are meeting head on, or nearly head on, so as to involve risk of collision, each shall alter its course to starboard so that each may pass on the port side of the other.</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 (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.</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>
<p>3.4 (11) Inability to Manoeuvre – all Vessels 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>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.</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 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.</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 vessel 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</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>

through any of the restricted areas.		
<u>3.5 GENERAL BYELAWS RELATING TO NAVIGATION & BEHAVIOUR</u>		
<p>3.5 (1) Reckless or Negligent Navigation or Use – all Vessels No Master of any Vessel shall: (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; (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 (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>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.</p>

<p>3.5 (4) Young persons – Power-driven boats No Power-driven boat with a greater engine power than 5 horse power (3.7 kilowatts) shall be under the control or charge of a Young person unless supervised by an Adult who is present on the 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>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 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. (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. (c) In the event that a Power-driven vessel with an engine power of 5 horse power (3.7kilowatts) 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>3.5 (5) Securing a Boat 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach</p>	<p>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.</p>

3.5 (6) Lifejackets – all Vessels

<p>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 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>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).</p>
<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 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 underway unless that Young person is in a cabin or other space which is enclosed on all four sides and covered by a roof.</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: (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 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</p>

		standard specified in Byelaw 3.5 (6) (e);
(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;	Some PWC users prefer to wear impact vests.	(c) Every person on a Personal Water Craft 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 Water Craft .
New Byelaw	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.	(d) "In the event that any Young Person is on Vessel, that is not 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)."
(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.	Initial wording in existing byelaw no longer needed.	(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 AND RESTRICTED ZONES – ALL VESSELS		

<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</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 consultation document 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 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:</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 Inchgalbraith (OS GR NS 3691 9031)</p> <p>(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).</p> <p>(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</p>
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<p>(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 NS 4048 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>(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</p>		<p>9040)</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>(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);</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 NS 4048 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>
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<p>Ardlui Bay (OS GR NN 3239 1443); (vii) from Strathcashell point (OS GR NS 3929 9310) to 200 metres south east 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).</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); (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 south east 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).</p>
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<p>New Byelaw</p>	<p>To create lower powered activity zones on the loch (see Consultation Document 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 as shown [Colour] on plan [No.] annexed:</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</p>
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		<p>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)</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) Salloch</p>
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		<p>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 Salloch Wood (OS GR NS 3769 9562) to a point on the shore at the northwest end of the bay at Salloch 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>
<p>New Byelaw</p>	<p>To provide exemption to byelaw 3.6 for emergency services or armed forces</p>	<p>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>
<p><u>3.7 RECREATIONAL TOWING</u></p>		

<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: Observer (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. Mirror (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>	<p>All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach</p>	<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: 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.</p>
<p>3.7 (2) Paddle No Power-driven boat shall be used for a Recreational towing activity unless it has a paddle or other alternative means of propulsion in the event of engine failure so as to enable the retrieval of a person being towed from the Loch.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term 'Vessel' to provide a more consistent approach</p>	<p>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.</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>	<p>Change the term approve to exempt and include the requirement to comply with conditions of exemption.</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 prior written exemption from the Authority complying with any conditions therein.</p>
<p><u>3.8 PARASCENDING</u></p>		

<p>3.8 PARASCENDING 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>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.</p>
<p><u>3.9 NOISE AND SILENCERS – ALL VESSELS</u></p>		
<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 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.</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 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.</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 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.</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 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.</p>
<p><u>3.10 GENERAL RULES RELATING TO VESSELS</u></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, 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, 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.</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 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'. 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 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.</p>
<p><u>3.11 NOTIFICATION OF ACCIDENTS</u></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 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</p>	<p>Remove use of gender specific pronoun. 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 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</p>

<p>number of the Power-driven boat.</p>		<p>the Power-driven vessel involved.</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 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.</p>
<p><u>3.12 INVESTIGATION – ALL VESSELS</u></p>		
<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, 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.</p>
<p><u>3.13 GENERAL BYELAWS RELATING TO THE LOCH</u></p>		
<p>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), 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</p>	<p>To focus solely on dealing with business practices causing nuisance on the loch and its surroundings. (See Consultation Document for more information)</p>	<p>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.</p>

<p>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>3.13 (2) Damage to natural and cultural heritage (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. (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 & 87 of Environmental Protection Act 1990. Addition to (a) to include damage to wildlife.</p>	<p>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.</p>
<p>New Byelaw</p>	<p>To specifically deal with damage and misuse of rescue equipment</p>	<p>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.</p>
<p><u>3.14 INTERFERENCE WITH VESSELS</u></p>		
<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 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.</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, Registered Owner or Master of the Vessel.</p>
<p><u>3.16 DIRECTION OF AUTHORITY PERSONNEL OR POLICE</u></p>		
<p>Enforcement of Byelaws 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>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.</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, telephone number and email address (if any), to an officer of the Authority, 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 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 .</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>Remove byelaw</p>
<p>New Byelaw</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>