

# Loch Lomond Byelaws Review

REPORT TO SCOTTISH GOVERNMENT 2023

APPENDIX 2 TABLE OF PROPOSED CHANGES TO THE LOCH LOMOND BYELAWS

# Table of proposed changes to the Loch Lomond Byelaws

## Appendix 2

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 1: Proposed Loch Lomond Byelaws 2023.

Existing Byelaw	Reason	Confirmed Final Wording
<b>1. GENERAL</b>		
<b>1.1 TITLE</b>		
1.1 These Byelaws may be cited as The "Loch Lomond Byelaws 2013".	New title required to reflect new reviewed byelaws.	1.1 These Byelaws may be cited as the "Loch Lomond Byelaws 2023".
<b>1.2 APPLICATION</b>		
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 <b>Shoreline</b> , the banks and the <b>Islands</b> 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 <b>the Loch</b> ).	N/A	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 <b>Shoreline</b> , the banks and the <b>Islands</b> of Loch Lomond within Loch Lomond and 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 <b>the Loch</b> ).
1.2 (2) Nothing in these Byelaws shall prevent a riparian or other proprietor as <b>Owner</b> of land in <b>the Loch</b> or adjacent thereto from exercising a right vested in him as <b>Owner</b> 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 <b>the Loch</b> .	N/A	1.2 (2) Nothing in these Byelaws shall prevent a riparian or other proprietor as owner of land in <b>the Loch</b> or adjacent thereto from exercising a right vested in them 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 <b>the Loch</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 <b>Vessel</b> 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 <b>Vessels</b> shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.	Additional subsections added to list of non exempted byelaws: 3.13 (1) Trade or bussiness 3.13 (2) <b>Damage</b> to Natural and Cultural Heritage.	<b>EXEMPTION</b> 1.2 (3) Except for each of Byelaws 2.3(1), 2.3(2), 3.6, 3.13(1) and 3.13 (2) these Byelaws shall not apply in respect of any <b>Vessel</b> 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 <b>Vessels</b> shall be regulated in all other matters covered by these Byelaws by the Maritime and Coastguard Agency.



Existing Byelaw	Reason	Confirmed Final Wording
<b>1.3 DEFINITIONS AND INTERPRETATIONS</b>		
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 any gender shall be deemed to include a reference to all genders. Any reference in these Byelaws to the singular shall be deemed to include the plural and vice versa.	N/A	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.
Additional Definition	The combined definition of 1.3 (8) <b>Young person</b> also includes <b>Adult</b> . This change proposes that <b>Adult</b> should be a stand alone definition.	1.3 (1) " <b>Adult</b> " means any person of 18 years of age or over.
1.3 (1) " <b>Annual Mark</b> " means a mark of the size, colour and shape prescribed by <b>the Authority</b> 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 ' <b>Vessel</b> ' to provide a more consistent approach.	1.3 (2) " <b>Annual Mark</b> " means a mark of the size, colour and shape prescribed by <b>the Authority</b> in its registration documents for the purpose of indicating that a <b>Power-driven vessel</b> has been registered in any year.
1.3 (2) " <b>the Authority</b> " means Loch Lomond & The Trossachs National Park Authority.	Grammar	1.3 (3) " <b>the Authority</b> " means Loch Lomond and The Trossachs National Park Authority.
1.3 (3) " <b>Damage</b> " means death or <b>Injury</b> to any <b>Wildlife</b> or any loss or <b>Damage</b> to any property, including land.	Clearer definition	1.3 (4) " <b>Damage</b> " means death or <b>Injury</b> to any human being or <b>Wildlife</b> or any loss or physical harm to any property, including land.
1.3 (4) " <b>Drug</b> " means any intoxicant other than alcohol.	N/A	1.3 (5) " <b>Drug</b> " means any intoxicant other than alcohol.
1.3 (5) " <b>Fairway</b> " means a navigable channel running between two areas of shallow water.	N/A	1.3 (6) " <b>Fairway</b> " means a navigable channel running between two areas of shallow water.
1.3 (6) " <b>Injury</b> " means any permanent or temporary impairment of physical or mental condition and/or any disease.	N/A	1.3 (7) " <b>Injury</b> " means any permanent or temporary impairment of physical or mental condition and/or any disease.
1.3 (7) " <b>Islands</b> " means all of the <b>Islands</b> of <b>the Loch</b>	N/A	1.3 (8) " <b>Islands</b> " means all of the <b>Islands</b> of <b>the Loch</b> .

Existing Byelaw	Reason	Confirmed Final Wording
1.3 (8) " <b>Master</b> " means the person aboard having the control or charge of a <b>Vessel</b> , and in the case of any <b>Young person</b> in control or charge of a Power-driven boat it shall mean the <b>Adult</b> on the Power-driven boat supervising the <b>Young person</b> in terms of Byelaw 3.5(4)."	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach. Engine power added to allow <b>Young person</b> to be the ' <b>Master</b> ' of a low powered ' <b>Vessel</b> '. Addition wording to reflect remotely controlled ' <b>Vessels</b> '.	1.3 (9) " <b>Master</b> " means the person aboard having the control or charge of a <b>Vessel</b> , and in the case of any <b>Young person</b> in control or charge of a <b>Power-driven vessel</b> with a greater engine power than 5 horsepower (3.7 kilowatts) it shall mean the <b>Adult</b> on the <b>Power-driven vessel</b> supervising the <b>Young person</b> in terms of Byelaw 3.5(4)(a). Where a <b>Vessel</b> is remotely controlled the controller of the <b>Vessel</b> shall be the <b>Master</b> .
1.3 (9) " <b>Making way</b> " in respect of a <b>Vessel</b> means a <b>Vessel Making way</b> through the water of <b>the Loch</b> .	Clearer definition	1.3 (10) " <b>Making way</b> " in respect of a <b>Vessel</b> , means a <b>Vessel</b> being propelled by any means through the water of <b>the Loch</b> .
1.3 (10) " <b>Nuisance</b> " means any act or omission which causes or is likely to cause <b>Injury</b> , annoyance, disturbance or <b>Damage</b> to other users of <b>the Loch</b> .	N/A	1.3 (11) " <b>Nuisance</b> " means any act or omission which causes or is likely to cause <b>Injury</b> , annoyance, disturbance or <b>Damage</b> to other users of <b>the Loch</b> or <b>Wildlife</b> .
1.3 (11) " <b>Owner</b> " means the person, firm or body corporate which is the <b>Registered owner</b> of a <b>Vessel</b> from time to time.	Clearer and more robust definition.	1.3 (12) " <b>Owner</b> " means the person, firm or body corporate having the use or management of a <b>Vessel</b> . For the avoidance of doubt and the purpose of these Byelaws, the state of being the <b>Owner</b> does not also require that person to have or hold, solely or otherwise, rights of property in the relevant <b>Vessel</b> .
1.3 (12) " <b>Personal water craft</b> " means every description of <b>Personal water craft</b> , including, without limitation, jet skis and jet bikes.	Changed to provide a clearer definition and take into account new innovations of power-driven hydrofoils, boards etc.	1.3 (13) " <b>Personal water craft</b> " means every description of <b>Personal water craft</b> , including, without limitation, any <b>Power-driven vessel</b> 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 ' <b>Vessel</b> ' to provide a more consistent approach.  Clearer definition for ' <b>Sailing vessels</b> '. Addition wording to reflect remotely controlled ' <b>Vessels</b> '.	1.3 (14) " <b>Power-driven vessel</b> " means any <b>Vessel</b> fitted with propelling machinery. A <b>Vessel</b> under mechanical power, whether also under sail or not, shall be deemed for the purposes of these Byelaws to be a <b>Power-driven vessel</b> , including, without limitation, any <b>Power-driven vessel</b> designed to be capable of operation remotely by a person not present on the <b>Power-driven vessel</b> .
Additional Definition	Required to support new byelaw protecting the use of ' <b>Public rescue equipment</b> '.	1.3 (15) " <b>Public rescue equipment</b> " means lifebuoys, lifebelts, throw lines and other similar equipment intended to aid in the rescue of human beings or other living beings.

Existing Byelaw	Reason	Confirmed Final Wording
1.3 (14) " <b>Recreational towing activities</b> " means the activities of towing or being towed whilst taking part in <b>Water skiing</b> , 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) " <b>Recreational towing activities</b> " means the activities of towing or being towed for recreation, pleasure or sport including without limitation <b>Water skiing</b> , wake boarding, knee boarding, parascending or being towed in or towing inflatable structures including without limitation bananas, biscuits and ringos.
Additional Definition	A more robust and clearer definition detailing when an ' <b>Owner</b> ' becomes a ' <b>Registered owner</b> ' and how this term is applied to certain registration byelaws.	1.3 (17) " <b>Registered owner</b> " means the person, firm or body corporate that has registered the <b>Power-driven vessel</b> for use on <b>the Loch</b> from time to time, in accordance with Byelaw 2.3. For the avoidance of doubt and the purpose of these Byelaws, the state of being the <b>Registered owner</b> does not also require that person to have or hold, solely or otherwise, rights of property in the relevant <b>Vessel</b> .
Additional Definition	New definition to support new byelaw.	1.3 (18) " <b>Registered user</b> " means a person registered with <b>the Authority</b> in accordance with Byelaw 2.1.
1.3 (15) " <b>Registration number</b> " means the number allocated by <b>the Authority</b> to the <b>Owner</b> of any Power-driven boat, and being of a size, design and colour as may be prescribed by <b>the Authority</b> in its registration documents from time to time.	To take into account rewording of other definitions.	1.3 (19) " <b>Registration number</b> " means the number allocated by <b>the Authority</b> to any <b>Power-driven vessel</b> , and being of a size, design and colour as may be prescribed by <b>the Authority</b> in its registration documents from time to time.
1.3 (16) " <b>Restricted visibility</b> " means any condition in which visibility is restricted by fog, mist, smoke, falling snow, heavy rain, restricted light or any other similar causes.	N/A	1.3 (20) " <b>Restricted visibility</b> " 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 (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 <b>Vessels</b> that can carry sail.	1.3 (21) " <b>Sailing vessel</b> " means any <b>Vessel</b> under sail provided that propelling machinery, if fitted, is not being used.
Additional Definition	New definition to support new byelaw.	1.3 (22) " <b>Seaplane</b> " means every description of aircraft capable of landing and taking off from water.
1.3 (18) " <b>Shoreline</b> " means any land, both mainland and Island, that immediately adjoins any of the waters of <b>the Loch</b> , including, without limitation, the banks of <b>the Loch</b> , both mainland and Island.	N/A	1.3 (23) " <b>Shoreline</b> " means any land, both mainland and <b>Island</b> , that immediately adjoins any of the waters of <b>the Loch</b> , including, without limitation, the banks of <b>the Loch</b> , both mainland and <b>Island</b> .

Existing Byelaw	Reason	Confirmed Final Wording
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 <b>Master</b> of the <b>Vessel</b> , and includes Power-driven boats used for excursion trips, hotel boats and water taxis.	No longer used in definition of ' <b>Vessel</b> ' therefore no longer required.	DELETE
1.3 (20) " <b>Sunrise</b> " 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 <b>the Loch's</b> area.	N/A	1.3 (24) " <b>Sunrise</b> " 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 <b>the Loch's</b> area.
1.3 (21) " <b>Sunset</b> " 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 <b>the Loch's</b> area.	N/A	1.3 (25) " <b>Sunset</b> " 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 <b>the Loch's</b> area.
1.3 (22) " <b>Trolling</b> " means to fish by trailing a lure or baited line along behind a <b>Vessel</b> .	N/A	1.3 (26) " <b>Trolling</b> " means to fish by trailing a lure or baited line along behind a <b>Vessel</b> .
1.3 (23) " <b>Trolling shape</b> " 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 <b>Vessel</b> where it is clearly visible.	N/A	1.3 (27) " <b>Trolling shape</b> " means a round, orange coloured ball approximately 200mm in diameter fixed to a pole or rod of a minimum length of 0.75 metres and positioned in an appropriate part of the <b>Vessel</b> where it is clearly visible over an arc of the horizon of 360 degrees.
1.3 (24) " <b>Under way</b> " in respect of a <b>Vessel</b> means a <b>Vessel</b> on the water of <b>the Loch</b> that is not at anchor, made fast to the <b>Shoreline</b> or aground.	Make byelaw more concise.	1.3 (28) " <b>Under way</b> " means a <b>Vessel</b> on the water of <b>the Loch</b> that is not at anchor, made fast to the <b>Shoreline</b> or aground.

Existing Byelaw	Reason	Confirmed Final Wording
1.3 (25) " <b>Vessel</b> " means any <b>Vessel</b> 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 <b>Sailing vessels</b> 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, <b>Personal water craft</b> , 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 <b>the Loch</b> , boat, Power-driven boat, raft, water craft, hovercraft, Small passenger boat, water skis, parascender and any person, structure or other <b>Vessel</b> being towed therefrom.	Make byelaw more concise by rewording and removing superfluous list of <b>Vessel</b> types.  Addition wording to reflect remotely controlled ' <b>Vessels</b> '.	1.3 (29) " <b>Vessel</b> " 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 and whether or not capable of operation remotely.
1.3 (26) " <b>Water skiing</b> " 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 <b>Water skiing</b> , wake boarding and knee boarding and " <b>Water skier</b> " shall be construed accordingly.	N/A	1.3 (30) " <b>Water skiing</b> " 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 <b>Water skiing</b> , wake boarding and knee boarding and " <b>Water skier</b> ", shall be construed accordingly.
"1.3 (27) " <b>Wildlife</b> " means any species of animal or bird which is ordinarily resident on or in <b>the Loch</b> in a wild state and any species of plant which ordinarily grows on <b>the Loch</b> in a wild state. "	Grammar.  Removed 'ordinarily'.	1.3 (31) " <b>Wildlife</b> " means any species of animal or bird which is on or in <b>the Loch</b> in a wild state and any species of plant which grows on or in <b>the Loch</b> in a wild state.
1.3 (28) " <b>Young person</b> " means any person under the age of 16 years, and in connection therewith the word " <b>Adult</b> " means any person of 18 years of age or over.	<b>Adult</b> now highlighted as separate definition.	1.3 (32) " <b>Young person</b> " 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 principle contained therein has now been addressed in new byelaw 1.3 (21)	Delete

Existing Byelaw	Reason	Confirmed Final Wording
<b>2. REGISTRATION</b>		
		<b>2.1 REGISTRATION – MASTER</b>
New Byelaw	<p>To enable the bylaws to be, when required, enforced more efficiently by being able to confirm details of <b>Master</b> with confidence.</p> <p>Additional wording to strengthen the robustness of the definition.</p>	No person shall be <b>Master</b> of a <b>Power-driven vessel</b> unless they have first registered with <b>the Authority</b> as a <b>Registered user</b> by submitting to <b>the Authority</b> an application for registration, or renewal of registration, on a form supplied by <b>the Authority</b> containing such information and accompanied by such evidence and documentation as may from time to time be reasonably prescribed by <b>the Authority</b> and then receiving from <b>the Authority</b> confirmation that they are registered as a <b>Registered user</b> . Registration as a <b>Registered user</b> is not to be taken as in any way being an approval of the competence of that person as <b>Master</b> of a <b>Vessel</b> ."
<b>2.1 REGISTRATION - POWER DRIVEN BOATS</b>		<b>2.2 REGISTRATION – POWER-DRIVEN VESSELS</b>
<p><b>2.1 REGISTRATION – POWER-DRIVEN BOATS</b></p> <p>Subject to the provisions contained in Byelaw 2.5 no <b>Owner</b>, 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 <b>the Loch</b> unless it is registered with <b>the Authority</b> as provided by Byelaw 2.2.</p>	<p>Non registration cannot be deemed the "<b>Owners</b>" responsibility as under our own terms as contained within the existing definition the "<b>Owner</b>" is defined as the '<b>Registered owner</b>' who therefore doesn't exist until the registration takes place.</p> <p>To provide a minimum age for an '<b>Owner</b>' to register a <b>Power-driven vessel</b> to help enable enforcement action where necessary and provide a more credible deterrent to unsafe behaviour.</p>	Subject to the provisions contained in Byelaw 2.8 no <b>Owner</b> of a <b>Power-driven vessel</b> shall knowingly cause it to be brought on to, kept, let for hire or used on <b>the Loch</b> unless it is registered with <b>the Authority</b> as provided by Byelaw 2.3. In order to register a <b>Power-driven vessel</b> an <b>Owner</b> must be at least 18 years of age.
<b>2.2 METHOD OF REGISTRATION</b>		<b>2.3 METHOD OF REGISTRATION</b>
<p><b>2.2 METHOD OF REGISTRATION</b></p> <p>A Power-driven boat shall be registered by its <b>Owner</b> with <b>the Authority</b> in the following manner: "</p>	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	A <b>Power-driven vessel</b> shall be registered by its <b>Owner</b> with <b>the Authority</b> in the following manner:



Existing Byelaw	Reason	Confirmed Final Wording
<p><b>2.2 (1) Application Form</b> An application for registration, or renewal of registration, shall be made on a form supplied by <b>the Authority</b> and shall contain such information as may from time to time be prescribed by <b>the Authority</b>."</p>	<p>To allow the confirmation of the details provided regarding the identity of an '<b>Owner</b>'.</p>	<p><b>2.3 (1) Application Form</b> An application for registration, or renewal of registration, shall be made on a form supplied by <b>the Authority</b> and shall contain such information and shall be accompanied by such evidence and documentation as may from time to time be reasonably prescribed by <b>the Authority</b>.</p>
<p><b>2.2 (2) Registration number</b> Upon receipt of the form of application, <b>the Authority</b> shall allocate to the Power-driven boat a <b>Registration number</b> and it shall notify the same to the applicant.</p>	<p>To provide clarity on, at which point an applicant becomes a '<b>Registered owner</b>'.</p> <p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Amended wording to strengthen the robustness of the definition.</p>	<p><b>2.3 (2) Registration number</b> If satisfied that an application received complies with Byelaw 2.3(1), <b>the Authority</b> shall allocate to the <b>Power-driven vessel</b> a <b>Registration number</b> 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, <b>the Authority</b> shall also issue in respect of the Power-driven boat two <b>Annual marks</b>.</p>	<p>To future proof the byelaw in the case of '<b>Annual marks</b>' no longer being required.</p> <p>Amended wording to strengthen the robustness of the definition.</p>	<p><b>2.3 (3) Annual marks</b> Upon registering the <b>Power-driven vessel</b> in the manner specified in this Byelaw 2.3, <b>the Authority</b>, may if it so chooses, also issue in respect of the <b>Power-driven vessel</b> two <b>Annual marks</b>.</p>
<p><b>2.2 (4) Display of Registration number</b> The <b>Owner</b> shall cause the <b>Registration number</b> 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 <b>the Authority</b> and in such a position as to be clearly visible."</p>	<p>'<b>Owner</b>' changed to '<b>Registered owner</b>' to reflect the responsibility for this requirement lying with the '<b>Registered owner</b>'</p> <p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' 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 <b>Registration number</b> allocated to the <b>Power-driven vessel</b> to be displayed on both sides of the <b>Power-driven vessel</b> in such a manner as may be reasonably prescribed by <b>the Authority</b> and in such a position as to be clearly visible.</p>
<p><b>2.2 (5) Display of Annual marks</b> The <b>Owner</b> shall cause the <b>Annual marks</b> to be displayed on both sides of the Power-driven boat without obscuring the <b>Registration number</b> 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 '<b>Annual marks</b>' no longer being required.</p> <p>Amended wording to strengthen the robustness of the definition.</p>	<p><b>2.3 (5) Display of Annual marks</b> If <b>the Authority</b> has issued <b>Annual marks</b> then the <b>Registered owner</b> shall cause the <b>Annual marks</b> to be displayed on both sides of the <b>Power-driven vessel</b> in such a manner as may be reasonably prescribed by <b>the Authority</b> and without obscuring the <b>Registration number</b> referred to in Byelaw 2.3 (4) and so as to be clearly visible.</p>

Existing Byelaw	Reason	Confirmed Final Wording
New Byelaw	<p>To make the requirement to display numbers and '<b>Annual marks</b>' a joint liability for both the '<b>Registered owner</b>' and the '<b>Master</b>'.</p> <p>Amended wording to strengthen the robustness of the definition.</p>	<p><b>2.3 (6) Display by Master</b> In the absence of the <b>Registered owner</b>, the <b>Master</b> of a <b>Power-driven vessel</b> shall ensure that the <b>Power-driven vessel</b> is displaying the <b>Registration number</b> and (if issued) <b>Annual marks</b> in such a manner as may be reasonably prescribed by <b>the Authority</b> and in such a position as to be clearly visible.</p>
<b>2.3 EFFECTIVE DATE OF REGISTRATION</b>		<b>2.4 EFFECTIVE DATE OF REGISTRATION</b>
<p><b>2.3 Effective date of Registration</b> Except as stated in Byelaw 2.4 (1) below, registration shall take place when the allocated <b>Registration number</b> is notified to the applicant, together with the supply of the <b>Annual marks</b> and shall lapse on the 31st January following.</p>	<p>To future proof the byelaw in the case of '<b>Annual marks</b>' no longer being required.</p>	<p>Except as stated in Byelaw 2.5 (1) below, registration shall take place when the allocated <b>Registration number</b> is notified to the applicant, together with the supply of the <b>Annual marks</b> (if issued) and shall lapse on the 31st January following.</p>
<b>2.4 TRANSFER OF OWNERSHIP</b>		<b>2.5 TERMINATION OF REGISTERED OWNERSHIP AND TRANSFER OF REGISTRATION NUMBER</b>
<p><b>2.4 (1) Transfer of Ownership</b> Upon every transfer of <b>Ownership</b> of a Power-driven boat which is registered with <b>the Authority</b>, the transferor shall within fourteen days of the date of transfer notify <b>the Authority</b> in writing of the <b>Registration number</b> of the Power-driven boat transferred and the name and address of the transferee.</p>	<p>Amended wording to strengthen the robustness and improve application.</p>	<p><b>2.5 (1) Termination of Registered ownership</b> In the event that the <b>Registered owner</b> transfers ownership of a <b>Power-driven vessel</b> which is registered with <b>the Authority</b> or otherwise determines that such <b>Power-driven vessel</b> will no longer be used on <b>the Loch</b>, then the <b>Registered owner</b> shall within fourteen days of the date of transfer or such determination notify <b>the Authority</b> in writing in such manner as may be reasonably prescribed by <b>the Authority</b> in which event that <b>Registered owner</b> shall cease to be the <b>Registered owner</b> with respect to that <b>Power-driven vessel</b>.</p>
<p>2.4 (2) No <b>Registration number</b> or <b>Annual mark</b> shall be transferred to another Power-driven boat without the prior written consent of <b>the Authority</b>.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p>	<p><b>2.5 (2) Transfer of Registration number</b> No <b>Registration number</b> or <b>Annual mark</b> shall be transferred to another <b>Power-driven vessel</b> without the prior written consent of <b>the Authority</b>.</p>
<b>2.5 INSPECTION OF VESSELS</b>		<b>2.6 INSPECTION OF VESSELS</b>
<p><b>2.5 INSPECTION OF VESSELS</b> <b>The Authority</b> 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.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p>	<p><b>The Authority</b> shall have the right to inspect a <b>Power-driven vessel</b> prior to registration and at any other time to confirm the details given on the registration application form.</p>

Existing Byelaw	Reason	Confirmed Final Wording
<b>2.6 FALSE INFORMATION</b>		<b>2.7 FALSE INFORMATION</b>
<b>2.6 FALSE INFORMATION</b> No person shall knowingly provide <b>the Authority</b> 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 <b>the Authority</b> of a transfer of <b>Ownership</b> as provided in Byelaw 2.4 (1). "	Amended wording to strengthen the robustness of the definition.  All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	No person shall knowingly provide <b>the Authority</b> with false information or fail to disclose any material information when making an application for registration or renewal of registration as provided in Byelaw 2.1 and 2.3 or when notifying <b>the Authority</b> of a termination of <b>Registered ownership</b> as provided in Byelaw 2.5. "
<b>2.7 EXEMPTION FROM REGISTRATION</b>		<b>2.8 EXEMPTION FROM REGISTRATION</b>
<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 <b>the Loch</b> a Power-driven boat which is not registered with <b>the Authority</b> .	To extend exemption to armed forces.  Remove use of gender specific pronoun.	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.
New Byelaw	Under existing byelaws <b>Seaplanes</b> would be required to display NPA reg numbers and ' <b>Annual marks</b> ' if landing on Loch Lomond. <b>Seaplanes</b> already carry their own <b>Registration numbers</b> which are much larger and more visible than the boat registration numbers.	2.8 (2) <b>Registered owners</b> of <b>Seaplanes</b> and the <b>Masters</b> of <b>Seaplanes</b> shall be exempt from the need to comply with Byelaws 2.1, 2.3(4), 2.3(5), 2.3(6) and 2.6.

Existing Byelaw	Reason	Confirmed Final Wording
<b>3. RULES OF NAVIGATION</b>		
<b>3.1 RULES OF NAVIGATION</b>		
Any person being the <b>Master</b> of a <b>Vessel</b> 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 <b>Young person</b> , the <b>Adult</b> supervising that <b>Young person</b> in terms of Byelaw 3.5 (4) shall be responsible for ensuring compliance with the requirements of Byelaw 3.	<p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Deleted section now covered within definition of '<b>Master</b>' Byelaw 1.3(9)</p>	Any person being the <b>Master</b> of a <b>Vessel</b> from time to time shall be responsible for ensuring compliance with the Rules of Navigation contained in Byelaw 3.
<b>3.2 LIGHTS – ALL VESSELS</b>		
The provisions of Byelaw 3.2 shall not apply to <b>Seaplanes</b> .	No change	The provisions of Byelaw 3.2 shall not apply to <b>Seaplanes</b> .
<p>3.2 (1) The <b>Master</b> of every <b>Vessel</b> shall comply with the provisions of Byelaw 3.2. concerning lights in all weathers from <b>Sunset to Sunrise</b>. The lights prescribed by said Byelaw shall also be exhibited from <b>Sunrise to Sunset in Restricted visibility</b>.</p> <p>(a) "Masthead light" means a white light placed over the fore and aft centre line of the <b>Vessel</b> 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 <b>Vessel</b>.</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 <b>Vessel</b> of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the <b>Vessel</b>.</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 <b>Vessel</b>.</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 <b>Master</b> of every <b>Vessel</b> shall comply with the provisions of Byelaw 3.2 concerning lights in all weathers from <b>Sunset to Sunrise</b>. The lights prescribed by said Byelaw shall also be exhibited from <b>Sunrise to Sunset in Restricted visibility</b>.</p> <p>(a) "Masthead light" means a white light placed over the fore and aft centre line of the <b>Vessel</b> 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 <b>Vessel</b>.</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 <b>Vessel</b> of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the <b>Vessel</b>.</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 <b>Vessel</b>.</p> <p>(d) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.</p>



Existing Byelaw	Reason	Confirmed Final Wording
<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>Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea. (CoLREGs)</p> <p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Statute miles previously used instead of nautical miles. Now converted to kilometres.</p>	<p>3.2 (2) A <b>Power-driven vessel</b> of 12 metres or more in length, when <b>Under way</b>, 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 '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Statute miles previously used instead of nautical miles. Now converted to kilometres.</p>	<p>3.2 (3) A <b>Power-driven vessel</b> of less than 12 metres in length, when <b>Under way</b>, 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 kilometres.</p> <p>(c) A Sternlight, 3.70 kilometres.</p> <p>(d) In lieu of the foregoing, a white All-round 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 '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Statute miles previously used instead of nautical miles. Now converted to kilometres.</p>	<p>3.2 (4) A <b>Power-driven 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 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 <b>Vessel</b> 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 <b>Vessel</b> by the same amount and in the same direction.</p>	<p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p>	<p>3.2 (5) the Masthead light or white All-round light on a <b>Power-driven vessel</b> of less than 12 metres in length may be displaced from the fore and aft centre line of the <b>Vessel</b> 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 <b>Vessel</b> or located as nearly as practicable in the same fore and aft line as the Masthead light or the white All-round light.</p>

Existing Byelaw	Reason	Confirmed Final Wording
3.2 (6) A Power-driven boat when towing another <b>Vessel</b> 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 <b>Vessel</b> not normally engaged in towing operations to display the lights prescribed by this Byelaw 3.2 (6), such <b>Vessel</b> shall not be required to exhibit those lights when engaged in towing another <b>Vessel</b> in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing <b>Vessel</b> and the <b>Vessel</b> being towed, in particular by illuminating the towline.	Wording amended to better match the Convention on the International Regulations for Preventing Collisions at Sea. (CoLREGs)  "	3.2 (6) A <b>Power-driven vessel</b> when towing another <b>Vessel</b> 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 <b>Vessel</b> not normally engaged in towing operations to display the lights prescribed by this Byelaw 3.2 (6), such <b>Vessel</b> shall not be required to exhibit those lights when engaged in towing another <b>Vessel</b> in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing <b>Vessel</b> and the <b>Vessel</b> being towed, in particular by illuminating the towline.
3.2 (7) A <b>Vessel</b> being towed shall exhibit: (i) Sidelights, minimum intensity 1.61 kilometres. (ii) A Sternlight, minimum intensity 3.22 kilometres.	Statute miles previously used instead of nautical miles. Now converted to kilometres.	3.2 (7) A <b>Vessel</b> being towed shall exhibit: (i) Sidelights, minimum intensity 1.85 kilometres. (ii) A Sternlight, minimum intensity 3.70 kilometres.
3.2 (8) A Sailing boat of greater than 7 metres in length underway shall exhibit: (i) Sidelights, minimum intensity 1.61 kilometres. (ii) A Sternlight, minimum intensity 3.22 kilometres.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.  Statute miles previously used instead of nautical miles. Now converted to kilometres.	3.2 (8) A <b>Sailing vessel Under way</b> shall exhibit: (i) Sidelights, minimum intensity 1.85 kilometres. (ii) A Sternlight, minimum intensity 3.70 kilometres.
3.2 (9) In a Sailing boat of less than 20 metres in length, the lights prescribed in Byelaw 3.2 (8) may be combined in one lantern carried at or near the top of the mast where it can best be seen.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	3.2 (9) In a <b>Sailing 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.
NEW BYELAW	Byelaw added to better match the Convention on the International Regulations for Preventing Collisions at Sea. (CoLREGs)	3.2.(10) A <b>Sailing vessel Under way</b> 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(10) A Sailing boat of less than 7 metres in length or a <b>Vessel</b> 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 ' <b>Vessel</b> ' to provide a more consistent approach.	3.2 (11) A <b>Sailing vessel</b> of less than 7 metres in length or a <b>Vessel</b> 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 shall be exhibited in sufficient time to prevent collision.

Existing Byelaw	Reason	Confirmed Final Wording
3.2 (11) A <b>Vessel</b> at anchor in or near a <b>Fairway</b> 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 <b>Vessels</b> when at their permanent recognised moorings, if those moorings are out of the <b>Fairway</b> .	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. Now converted to kilometres.	3.2 (12) A <b>Vessel</b> at anchor in or near a <b>Fairway</b> 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 <b>Vessels</b> when at their permanent recognised moorings, if those moorings are out of the <b>Fairway</b> .
3.2 (12) Between <b>Sunset</b> and <b>Sunrise</b> no <b>Vessel</b> 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 <b>Sunset</b> and <b>Sunrise</b> no <b>Vessel</b> 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.
<b>3.3 CONDUCT IN RESTRICTED VISIBILITY</b>		
<b>3.3 (1) Safe Speed – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall, in <b>Restricted visibility</b> , only proceed at such speed as appropriate to the circumstances and necessary to ensure the safety of the <b>Vessel</b> , all persons on the <b>Vessel</b> , and all other person using <b>the Loch</b> and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or <b>Injury</b> . "	To improve grammar and understanding.	<b>3.3 (1) Safe Speed – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall, in <b>Restricted visibility</b> , only proceed at such speed as appropriate to the circumstances and necessary to ensure the safety of the <b>Vessel</b> , all persons on the <b>Vessel</b> , and all other persons using <b>the Loch</b> and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision, or <b>Injury</b> .
<b>3.3 (2) Sound Signal – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall ensure that, if practicable, at all times the <b>Vessel</b> carries a horn, whistle or other means of making an efficient sound signal. "	N/A	<b>3.3 (2) Sound Signal – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall ensure that, if practicable, at all times the <b>Vessel</b> carries a horn, whistle or other means of making an efficient sound signal.
<b>3.3 (3) Sound Signal – Power-driven boats</b> The <b>Master</b> of a Power-driven boat <b>Making way in Restricted visibility</b> , 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. "	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<b>3.3 (3) Sound Signal – Power-driven vessels</b> The <b>Master</b> of a <b>Power-driven vessel Making way in Restricted visibility</b> , 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 <b>Master</b> of a Power-driven boat <b>Under way</b> , but stopped and making no way through the water in <b>Restricted visibility</b> 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.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	3.3 (4) The <b>Master</b> of a <b>Power-driven vessel Under way</b> , but stopped and making no way through the water in <b>Restricted visibility</b> 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.

Existing Byelaw	Reason	Confirmed Final Wording
<p><b>3.3 (5) Vessel aground – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> at anchor or aground in a <b>Fairway</b>, a <b>Vessel</b> restricted in its ability to manoeuvre, a Sailing boat or a <b>Vessel</b> 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>	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<p><b>3.3 (5) Vessel aground – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> at anchor or aground in a <b>Fairway</b>, a <b>Vessel</b> restricted in its ability to manoeuvre, a <b>Sailing vessel</b> or a <b>Vessel</b> 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><b>3.3 (6) Steering and Sailing – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall, in <b>Restricted visibility</b>, display the lights required to be carried on a <b>Vessel</b> of that type by virtue of Byelaw 3.2.</p>	Change carry to exhibit to better match the Convention on the International Regulations for Preventing Collisions at Sea. (CoLREGs)	<p><b>3.3 (6) Steering and Sailing – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> shall, in <b>Restricted visibility</b>, exhibit the lights required to be carried on a <b>Vessel</b> of that type by virtue of Byelaw 3.2.</p>
<b>3.4 STEERING AND SAILING BYELAWS</b>		
<p><b>3.4 (1) Avoiding Risk of Collision – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> 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.</p>	N/A	<p><b>3.4 (1) Avoiding Risk of Collision – all Vessels</b> The <b>Master</b> of a <b>Vessel</b> 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.</p>
<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: (a) When each has the wind on a different side, the Sailing boat which has the wind on the port side shall keep out of the way of the other. (b) When both have the wind on the same side, the Sailing boat which is to windward shall keep out of the way of the Sailing boat which is to leeward. (c) If a Sailing boat with the wind on the port side sees a Sailing boat to windward and cannot determine with certainty whether the other Sailing boat has the wind on the port or on the starboard side, the Sailing boat with the wind on the port side shall keep out of the way of the other. For the purpose of this Byelaw, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried.</p>	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<p><b>3.4 (2) Avoiding Risk of Collision – Sailing vessels</b> When two <b>Sailing vessels</b> 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 <b>Sailing vessel</b> 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 <b>Sailing vessel</b> which is to windward shall keep out of the way of the <b>Sailing vessel</b> which is to leeward. (c) If a <b>Sailing vessel</b> with the wind on the port side sees a <b>Sailing vessel</b> to windward and cannot determine with certainty whether the other <b>Sailing vessel</b> has the wind on the port or on the starboard side, the <b>Sailing vessel</b> 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>



Existing Byelaw	Reason	Confirmed Final Wording
<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. "	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<b>3.4 (3) Avoiding Risk of Collision - Power-driven vessel</b> When two <b>Power-driven vessels</b> 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 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.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach. Removed use of gender specific pronoun	3.4 (4) When two <b>Power-driven vessels</b> are crossing so as to involve risk of collision, the <b>Power-driven vessel</b> which has the other on their own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other <b>Power-driven vessel</b> .
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.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	3.4 (5) When a <b>Power-driven vessel</b> and a <b>Sailing vessel</b> are proceeding in such directions as to involve risk of collision, the <b>Power-driven vessel</b> shall keep out of the way of the <b>Sailing vessel</b> .
<b>3.4 (6) Under Oars</b> When two <b>Vessels</b> , 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 <b>Vessel</b> which is not under oars or paddles shall keep out of the way of the other.	N/A	<b>3.4 (6) Under Oars</b> When two <b>Vessels</b> , 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 <b>Vessel</b> which is not under oars or paddles shall keep out of the way of the other.
<b>3.4 (7) Avoiding Risk of Collision – all Vessels</b> Where, by any of the provisions of this Byelaw 3.4 one of the two <b>Vessels</b> is to keep out of the way, the other shall keep its course and speed. When, from any cause the <b>Master</b> of the latter <b>Vessel</b> finds himself so close that collision cannot be avoided by the action of the giving-way <b>Vessel</b> alone, he shall also take such action as will best avert a collision.	Removed use of gender specific pronoun	<b>3.4 (7) Avoiding Risk of Collision – all Vessels</b> Where, by any of the provisions of this Byelaw 3.4 one of the two <b>Vessels</b> is to keep out of the way, the other shall keep its course and speed. When, from any cause the <b>Master</b> of the latter <b>Vessel</b> finds himself so close that collision cannot be avoided by the action of the giving-way <b>Vessel</b> alone, they shall also take such action as will best avert a collision.
3.4 (8) A <b>Vessel</b> which is directed by any of the said provisions to keep out of the way of another <b>Vessel</b> shall, so far as possible, take positive early action so as to ensure a safe passing distance.	N/A	3.4 (8) A <b>Vessel</b> which is directed by any of the said provisions to keep out of the way of another <b>Vessel</b> shall, so far as possible, take positive early action so as to ensure a safe passing distance.
3.4 (9) A <b>Power-driven boat</b> which is directed by any of the said provisions to keep out of the way of another <b>Vessel</b> shall, on approaching the other <b>Vessel</b> , if necessary, slacken speed, stop or reverse or take such other actions as would avoid a collision.	N/A	3.4 (9) A <b>Power-driven vessel</b> which is directed by any of the said provisions to keep out of the way of another <b>Vessel</b> shall, on approaching the other <b>Vessel</b> , if necessary, slacken speed, stop or reverse or take such other actions as would avoid a collision.

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.4 (10) Avoiding Risk of Collision – Seaplanes</b> <b>Seaplanes</b> landing and taking off from <b>the Loch</b> must do so in a manner designed to ensure that the <b>Seaplane</b> keeps clear of all other users of <b>the Loch</b> . Other users of <b>the Loch</b> must exercise vigilance and ensure that they use all reasonable endeavours to remain clear of <b>Seaplanes</b> which are landing and taking off from <b>the Loch</b> .	N/A	<b>3.4 (10) Avoiding Risk of Collision – Seaplanes</b> <b>Seaplanes</b> landing and taking off from <b>the Loch</b> must do so in a manner designed to ensure that the <b>Seaplane</b> keeps clear of all other users of <b>the Loch</b> . Other users of <b>the Loch</b> must exercise vigilance and ensure that they use all reasonable endeavours to remain clear of <b>Seaplanes</b> which are landing and taking off from <b>the Loch</b> .
<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 <b>Master</b> 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 <b>Vessel</b> to keep clear.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<b>3.4 (11) Inability to Manoeuvre – all Vessels</b> If a <b>Power-driven vessel</b> is in any circumstances unable to manoeuvre in compliance with any of the said provisions the <b>Master</b> 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 <b>Vessel</b> to keep clear.
3.4 (12) Notwithstanding anything contained in any of the said provisions, every <b>Vessel</b> overtaking any other <b>Vessel</b> shall keep out of the way of the overtaken <b>Vessel</b> .	N/A	3.4 (12) Notwithstanding anything contained in any of the said provisions, every <b>Vessel</b> overtaking any other <b>Vessel</b> shall keep out of the way of the overtaken <b>Vessel</b> .
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.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	3.4 (13) When two <b>Power-driven vessels</b> are approaching from approximately northerly and southerly directions respectively of a pier or landing stage preparatory to going alongside it and both <b>Power-driven vessels</b> are at nearly equal distance therefrom, the <b>Power-driven vessel</b> which is to the northward of the other shall give way and allow the other <b>Power-driven vessel</b> to go alongside first.
3.4 (14) If necessary to attract attention in the interests of safety, one prolonged blast of its sound signal shall be sounded by a Power-driven boat when starting from any pier or landing stage.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	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 <b>Power-driven vessel</b> when starting from any pier or landing stage.
<b>3.4 (15) Vessel Engaged in Trolling – all Vessels</b> No <b>Vessel</b> shall approach within 100 metres astern of a fishing <b>Vessel</b> engaged in <b>Trolling</b> and displaying a " <b>Trolling shape</b> ".	N/A	<b>3.4 (15) Vessel Engaged in Trolling – all Vessels</b> No <b>Vessel</b> shall approach within 100 metres astern of a <b>Vessel</b> engaged in <b>Trolling</b> and displaying a <b>Trolling shape</b> .

Existing Byelaw	Reason	Confirmed Final Wording
3.4 (16) When navigating in a channel or area where there is less than 150 metres between any one area of <b>Shoreline</b> and another area of <b>Shoreline</b> , the <b>Master</b> shall navigate the <b>Vessel</b> so as to be on the starboard (right) side of mid channel so as to permit <b>Vessels</b> to pass port (left) side to port side.	N/A	3.4 (16) When navigating in a <b>Fairway</b> or area where there is less than 150 metres between any one area of <b>Shoreline</b> and another area of <b>Shoreline</b> , the <b>Master</b> shall navigate the <b>Vessel</b> so as to be on the starboard (right) side of mid <b>Fairway</b> so as to permit <b>Vessels</b> 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 <b>Shoreline</b> and another area of <b>Shoreline</b> , so as to avoid the likelihood of collision, <b>Masters</b> of <b>Vessels</b> shall keep on special lookout and be prepared to stop and go astern.	Duplication of 3.4(1)	Deleted
3.4 (18) No <b>Vessel</b> shall impede the passage or block any channel for <b>Vessels</b> passing through any of the restricted areas.	Re-word as restricted areas are no longer defined	3.4 (17) No <b>Vessel</b> shall impede the passage or block any <b>Fairway</b> for <b>Vessels</b> passing through.
<b>3.5 GENERAL BYELAWS RELATING TO NAVIGATION &amp; BEHAVIOUR</b>		
<b>3.5 (1) Reckless or Negligent Navigation or Use – all Vessels</b> No <b>Master</b> of any <b>Vessel</b> shall: (a) knowingly navigate or otherwise use or permit any <b>Vessel</b> to be navigated or otherwise used in a manner which causes a <b>Nuisance</b> or danger to any other <b>Vessel</b> or any other person using <b>the Loch</b> ; (b) recklessly navigate or otherwise use or permit any <b>Vessel</b> to be navigated or otherwise used in a manner with causes a <b>Nuisance</b> or danger to any other <b>Vessel</b> or person using <b>the Loch</b> ; or (c) negligently navigate or otherwise use or permit any <b>Vessel</b> to be navigated or otherwise used in a manner which causes a <b>Nuisance</b> or danger to any other <b>Vessel</b> or any other person using <b>the Loch</b> .	To consolidate(a), (b) and (c) to make the byelaw more concise.	<b>3.5 (1) Reckless or Negligent Navigation or Use – all Vessels</b> No <b>Master</b> of any <b>Vessel</b> shall: knowingly, recklessly or negligently navigate or otherwise use or permit any <b>Vessel</b> to be navigated or otherwise used in a manner which causes a <b>Nuisance</b> or danger to any other <b>Vessel</b> , <b>Wildlife</b> or any other person using <b>the Loch</b> .
<b>3.5 (2) Navigation whilst under the influence of alcohol or Drugs – all Vessels</b> (a) No <b>Master</b> of any <b>Vessel</b> or any other person shall navigate or attempt to navigate a <b>Vessel</b> on <b>the Loch</b> while under the influence of alcohol or <b>Drugs</b> . (b) No person being towed by a <b>Vessel</b> who is able to exercise directional control independently of that <b>Vessel</b> , including without limitation <b>Water skiers</b> or wake boarders, shall be towed while that person is under the influence of alcohol or <b>Drugs</b> .	'or wake boarders' deleted as covered by definition of <b>Water skier</b>	<b>3.5 (2) Navigation whilst under the influence of alcohol or Drugs – all Vessels</b> (a) No <b>Master</b> of any <b>Vessel</b> or any other person shall navigate or attempt to navigate a <b>Vessel</b> on <b>the Loch</b> while under the influence of alcohol or <b>Drugs</b> . (b) No person being towed by a <b>Vessel</b> who is able to exercise directional control independently of that <b>Vessel</b> , including without limitation <b>Water skiers</b> , shall be towed while that person is under the influence of alcohol or <b>Drugs</b> .

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.5 (3) Navigating Without Due Care and Attention – all Vessels</b> No <b>Master</b> of any <b>Vessel</b> shall navigate or permit the <b>Vessel</b> to be navigated without due care and attention or without reasonable consideration for other <b>Vessels</b> or persons using the <b>Loch</b> .	No change required	<b>3.5 (3) Navigating Without Due Care and Attention – all Vessels</b> No <b>Master</b> of any <b>Vessel</b> shall navigate or permit the <b>Vessel</b> to be navigated without due care and attention or without reasonable consideration for other <b>Vessels</b> , <b>Wildlife</b> or any other person using the <b>Loch</b> .
<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 <b>Young person</b> unless supervised by an <b>Adult</b> who is present on the Power-driven boat at the same time. "	Additional wording to enable liability to be allocated to a <b>Registered owner / Owner</b> of <b>Vessel</b> when a supervising <b>Adult</b> is not present on a <b>Vessel</b> during an alleged offence.  All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach."	<b>3.5 (4) Young persons – Power-driven vessels</b> (a) Except with the prior written approval of <b>the Authority</b> and complying with any conditions therein no <b>Power-driven vessel</b> with a greater engine power than 5 horsepower (3.7 kilowatts) shall be under the control or charge of a <b>Young person</b> unless supervised by an <b>Adult</b> who is present on the <b>Power-driven vessel</b> at the same time. (b) In the event that a <b>Power-driven vessel</b> with a greater engine power than 5 horsepower (3.7 kilowatts) is under the control or charge of a <b>Young person</b> who is not supervised by an <b>Adult</b> who is present on the <b>Power-driven vessel</b> at the same time, the <b>Registered owner</b> (or, in the event that the <b>Power-driven vessel</b> is not registered, the <b>Owner</b> ) shall be guilty of an offence. (c) In the event that a <b>Power-driven vessel</b> with an engine power of 5 horsepower (3.7 kilowatts) or less is under the control or charge of a <b>Young person</b> and that <b>Young person</b> acts in such a way that if that <b>Young person</b> was an <b>Adult</b> they would have committed an offence then the <b>Registered owner</b> (or, in the event that the <b>Power-driven vessel</b> is not registered, the <b>Owner</b> ) shall be guilty of an offence.
<b>3.5 (5) Securing a Boat and tying up, anchoring and mooring – all Vessels</b> (a) Except in an emergency, no <b>Master</b> shall moor, anchor or tie up a <b>Vessel</b> in any part of <b>the Loch</b> , including without limitation piers, pontoons and jetties where it is likely to cause <b>Nuisance, Injury</b> or <b>Damage</b> . (b) Except in an emergency, no <b>Master</b> shall tie or otherwise secure a <b>Vessel</b> to any buoy, beacon or pole marking a navigation hazard or instruction.	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<b>3.5 (5) Securing a Vessel and tying up, anchoring and mooring – all Vessels</b> (a) Except in an emergency, no <b>Master</b> shall moor, anchor or tie up a <b>Vessel</b> in any part of <b>the Loch</b> , including without limitation piers, pontoons and jetties where it is likely to cause <b>Nuisance, Injury</b> or <b>Damage</b> . (b) Except in an emergency, no <b>Master</b> shall tie or otherwise secure a <b>Vessel</b> to any buoy, beacon or pole marking a navigation hazard or instruction.
<b>3.5 (6) Lifejackets – all Vessels</b> The provisions of this Byelaw 3.5 (6) shall not apply to <b>Seaplanes</b> or to the <b>Master</b> of any <b>Vessel</b> who has received a prior written exemption from <b>the Authority</b> in relation to the carrying of lifejackets or buoyancy aids in accordance with the terms of this Byelaw 3.5 (6). "	Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.	<b>3.5 (6) Lifejackets – all Vessels</b> The provisions of this Byelaw 3.5 (6) shall not apply to <b>Seaplanes</b> or to the <b>Master</b> of any <b>Vessel</b> who has received a prior written exemption from <b>the Authority</b> 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).



Existing Byelaw	Reason	Confirmed Final Wording
(a) The <b>Master</b> of a <b>Vessel</b> (other than a <b>Personal water craft</b> ) shall ensure that, at all times, the <b>Vessel</b> is carrying sufficient lifejackets or buoyancy aids of the standard specified in Byelaw 3.5 (6) (d).	At present a <b>Young person</b> can be taken onto <b>the Loch</b> by the <b>Master</b> of a <b>Power-driven vessel</b> without having to wear a sufficient lifejacket or buoyancy aid.  Added type specification	(a) The <b>Master</b> of a <b>Vessel</b> (other than a <b>Personal water craft</b> ) shall ensure that, at all times, (i) the <b>Vessel</b> is carrying sufficient and appropriate lifejackets or buoyancy aids of the standard specified in Byelaw 3.5 (6) (e) for every person on board; and (ii) every <b>Young person</b> is wearing a sufficient and appropriate lifejacket or buoyancy aid of the standard specified in Byelaw 3.5 (6) (e) at all times when the <b>Vessel</b> is <b>Under way</b> unless that <b>Young person</b> is in a cabin or other space which is enclosed on all four sides and covered by a roof.
(b) The <b>Master</b> of a <b>Vessel</b> shall ensure that a person wears a suitable lifejacket or buoyancy aid at all times when being towed by that <b>Vessel</b> , 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 <b>Water skiing</b> and is wearing an appropriate impact vest of the standard specified in Byelaw 3.5 (6) (d);	There is an activity whereby the person surfing on the wake of a <b>Vessel</b> does not need to be towed by the <b>Vessel</b> and therefore would not be required to adhere to this byelaw as it is currently worded.  'wake boarding' deleted as covered by definition of <b>Water skier</b> .  Added type specification	(b) The <b>Master</b> of a <b>Vessel</b> shall ensure that a person wears a sufficient and appropriate lifejacket or buoyancy aid of the standard specified in Byelaw 3.5 (6) (e) at all times when being towed by that <b>Vessel</b> or wake surfing behind that <b>Vessel</b> without being connected to the <b>Vessel</b> by a tow line, except where a person: (i) is being towed whilst barefoot skiing and is wearing an adapted wet suit which aids buoyancy; or (ii) is being towed whilst <b>Water skiing</b> or wake surfing behind that <b>Vessel</b> without being connected to the <b>Vessel</b> 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 <b>Personal water craft</b> shall wear a lifejacket or buoyancy aid of the type described at Byelaw 3.5 (6) (d) at all times while on board the <b>Personal water craft</b> including a jet ski or jet bike, or being towed by another <b>Vessel</b> ;	Some <b>Personal water craft</b> users prefer to wear impact vests.  Added type specification	(c) Every person on a <b>Personal water craft</b> shall wear a sufficient and appropriate lifejacket, buoyancy aid or impact vest of the standard specified in Byelaw 3.5 (6) (e) at all times while on board the <b>Personal water craft</b> .
New Byelaw	Required in the event that a <b>Young person</b> is on a non-powered <b>Vessel</b> on their own or accompanied by other <b>Young persons</b> when there is no <b>Adult</b> on board at the time	(d) In the event that any <b>Young person</b> is on a <b>Vessel</b> that is not a <b>Power-driven vessel</b> , which is <b>Under way</b> , and they are not accompanied by an <b>Adult</b> who is also on board, each <b>Young person</b> shall ensure that they are wearing a sufficient and appropriate lifejacket or buoyancy aid 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.	Amended wording to strengthen the robustness and improve application.	(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.

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.6 SPEED LIMITS AND RESTRICTED ZONES – ALL VESSELS</b>		
3.6 (1) Subject to Byelaw 3.6 (2), and except with the written approval of <b>the Authority</b> complying with any conditions therein, the maximum speed of any <b>Vessel</b> using <b>the Loch</b> shall be 90 kilometres per hour or such lower speed as is consistent with the safety of the <b>Vessel</b> , its passengers and other users of <b>the Loch</b> considering the conditions prevailing on <b>the Loch</b> from time to time.	Section 3.6(3) added.  Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.	3.6 (1) Subject to Byelaw 3.6 (2) and 3.6 (3), and except with the prior written approval of <b>the Authority</b> (and complying with any conditions therein), the maximum speed of any <b>Vessel</b> using <b>the Loch</b> shall be 90 kilometres per hour or such lower speed as is consistent with the safety of the <b>Vessel</b> , its passengers and other users of <b>the Loch</b> considering the conditions prevailing on <b>the Loch</b> from time to time.
<p>3.6 (2) Notwithstanding Byelaw 3.6 (1), and except with the prior written approval of <b>the Authority</b>, the <b>Master</b> 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 (OS GR 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 <b>Shoreline</b> of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western <b>Shoreline</b> 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 <b>Shoreline</b> 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>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.</p> <p>Remove use of gender specific pronoun.</p> <p>(d) Realigned the current 11kph speed boundary to provide visual geographic references for <b>Masters</b> to ascertain their position in relation to the lower speed limit zone much more easily and in all weather conditions.</p> <p>'On the Plane' added to strengthen byelaw;</p>	<p>3.6 (2) Notwithstanding Byelaw 3.6 (1), and except with the prior written approval of <b>the Authority</b> (and complying with any conditions therein), the <b>Master</b> of a <b>Power-driven vessel</b> shall not permit their <b>Power-driven vessel</b> to travel at a speed greater than 11 kilometres per hour or on the plane 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 3738 9303);</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 (OS GR 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 <b>Shoreline</b> of Inchcruin (OS GR NS 3902 9122) to the most northerly point on the western <b>Shoreline</b> 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 Eilean Derroch (OS GR NS 3948 9040);</p>

Existing Byelaw	Reason	Confirmed Final Wording
<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 4048 9141) to Strathcashell Point (OS GR NS 3929 9310)</p> <p>(i) Within 150 metres off all <b>Shorelines</b>, 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 3788 8275) 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 <b>Shoreline</b> 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); (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 <b>Shoreline</b> of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east <b>Shoreline</b> 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>(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 <b>Shoreline</b> 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 4048 9141) to Strathcashell Point (OS GR NS 3929 9310)</p> <p>(k) Within 150 metres off all <b>Shorelines</b>, both mainland and <b>Island</b>, 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 3788 8275) 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 fence 50m to the southeast of the entrance to Lomond Castle (OS GR NS 3680 8394) 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 <b>Shoreline</b> 160 metres from Inverbeg Holiday Park north <b>Shoreline</b> (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 southeast of Carraig Rock (OS GR NS 3870 9496);</p> <p>(viii) from the most southerly point on the east <b>Shoreline</b> of Inchlonaig (OS GR NS 3850 9327) to the most northerly point of the east <b>Shoreline</b> of Inchlonaig (OS GR NS 3833 9394); and</p> <p>(ix) from the most south easterly pier on Inchmurrin (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	Confirmed Final Wording
New Byelaw	<p>Further lower speed limit introduced to 6 small areas of loch to reduce the risk of conflict, disturbance and safety issues.</p> <p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.</p>	<p>3.6 (3) Notwithstanding Byelaw 3.6 (1) and 3.6 (2), and except with the prior written approval of <b>the Authority</b> (and complying with any conditions therein), the <b>Master</b> of a <b>Power-driven vessel</b> shall not permit their <b>Power-driven vessel</b> to travel at a speed greater than 6 kilometres per hour in any of the following areas all as shown in purple hatching on plans 2, 3, 4, 5, 6, 7 &amp; 8 annexed:</p> <p><b>a) Balloch Castle Country Park</b> 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 <b>Shoreline</b> on an imaginary line drawn between Cameron House Marina Clubhouse and the boat house on the east <b>Shoreline</b> 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>b) Duck Bay</b> 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 <b>Shoreline</b> (OS GR NS 3680 8394) to a point on the water 150m from the <b>Shoreline</b> (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 <b>Shoreline</b> (OS GR NS 3733 8349)</p> <p><b>c) Luss</b> The whole of the area of water bounded by an imaginary line drawn from a point on the <b>Shoreline</b> 20m east of the point where the northern boundary of the Lodge on the Loch crosses the <b>Shoreline</b> (OS GR NS 3607 9340) running southwards 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 <b>Shoreline</b> 75m south east of the centreline of the slipway at the rescue boat station (OS GR NS 3623 9287)</p> <p><b>d) Manse Bay</b> 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 <b>the Loch</b> (OS GR NS 4138 9146).</p> <p><b>e) Milarrochy</b> 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 <b>Shoreline</b> at the north end of the layby on the B837 at the northern end of Milarrochy Bay beach (OS GR NS 4095 9257).</p>



Existing Byelaw	Reason	Confirmed Final Wording
<i>New Byelaw continued</i>		<p><b>f) Salloch</b> 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 <b>Shoreline</b> (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 <b>Shoreline</b> at the northwest end of the bay at Salloch Wood (OS GR NS 3775 9575).</p> <p><b>g) Rowardennan</b> The whole area of water bounded by an imaginary line drawn from the northern edge of Rowardennan Pier where it meets the <b>Shoreline</b> (OS GR NS 3587 9866) to a point on the water 150m west of Creaga Caorach point (OS GR NS 3578 9899) and to a point on the <b>Shoreline</b> at the southern edge of the mouth of Ardess Burn (OS GR NS 3593 9916).</p>
New Byelaw	To provide exemption to byelaw 3.6 for emergency services or armed forces.	3.6 (4) Byelaw 3.6 shall not apply in respect of any <b>Vessel</b> operated by any employee of <b>the Authority</b> , 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 their duty.
<b>3.7 RECREATIONAL TOWING</b>		
<b>Water Skiing, Wakeboards, Knee boards, Airchairs-Power-driven boats</b>	Remove list of activities from this heading as now included in definition of Rec Towing.	
<p>3.7 (1) The <b>Master</b> of a <b>Power-driven boat</b> shall not knowingly cause or permit it to be used for the purposes of <b>Recreational towing activities</b> 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 <b>Vessels</b> to the rear of his Power-driven boat."</p>	<p>All previous reference to 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.</p> <p>Removed use of gender specific pronoun.</p> <p>Amended wording to strengthen the robustness and improve application.</p>	<p>3.7 (1) The <b>Master</b> of a <b>Power-driven vessel</b> shall not knowingly cause or permit it to be used for the purposes of <b>Recreational towing activities</b> except in accordance with the following paragraphs:</p> <p><b>Observer</b> (a) When towing a person engaged in <b>Recreational towing activities</b>, the <b>Power-driven vessel</b> shall carry at least two competent persons, one of whom shall steer the <b>Power-driven vessel</b> and the other of whom shall watch the person being towed and relay their signals to the person steering.</p> <p><b>Mirror</b> (b) The <b>Power-driven vessel</b> shall be equipped with a mirror so constructed and fixed as to enable the person steering of the <b>Power-driven vessel</b> to observe the person being towed and <b>Vessels</b> to the rear of their <b>Power-driven vessel</b>.</p>

Existing Byelaw	Reason	Confirmed Final Wording
<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 <b>the Loch</b> . "	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	<b>3.7 (2) Paddle</b> No <b>Power-driven vessel</b> shall be used for <b>Recreational towing activities</b> 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 <b>the Loch</b> .
3.7 (3) The <b>Master</b> of a <b>Vessel</b> shall not knowingly cause or permit it to tow at any time more than two <b>Water skiers</b> or wake boarders where the towed <b>Water skier(s)</b> 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 <b>Vessel</b> , provided that this Byelaw 3.7 (3) shall not apply to any person who has first obtained the written approval of <b>the Authority</b> .	'Power-driven' added to ensure consistency.  Change the term 'approve' to 'exempt' and include the requirement to comply with conditions of exemption.  'or wake boarders' deleted as covered by definition of <b>Water skier</b> .  Amended wording to strengthen the robustness of the byelaw.	3.7 (3) The <b>Master</b> of a <b>Power-driven vessel</b> shall not knowingly cause or permit it to tow, at any time, more than two <b>Water skiers</b> , except with the prior written approval of <b>the Authority</b> and complying with all conditions therein.
3.7 (4) The <b>Master</b> of a <b>Vessel</b> 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 <b>Vessel</b> , including without limitation inflatable structures such as bananas, biscuits and ringos.	'Power-driven' added to ensure consistency.	3.7 (4) The <b>Master</b> of a <b>Power-driven vessel</b> 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 <b>Vessel</b> , including without limitation inflatable structures such as bananas, biscuits and ringos.
3.7 (5) No <b>Vessel</b> shall tow at a speed above 30 kilometres per hour any structure or <b>Vessel</b> which has no directional control.	'Power-driven' added to ensure consistency.	3.7 (5) No <b>Power-driven vessel</b> shall tow at a speed above 30 kilometres per hour any structure or <b>Vessel</b> which has no directional control.
<b>3.8 PARASCENDING AND OTHER STRUCTURES</b>		
No person shall knowingly cause or permit to be used any <b>Vessel</b> for the purposes of parascending unless the prior written approval of <b>the Authority</b> has first been obtained. "	'Power-driven' added to ensure consistency.  New structures are now available that become airborne when towed behind <b>Vessels</b> . Although they do not attain any great height there directional stability is severely reduced and unpredictable.  Procedural addition to ensure any conditions associated with exemption are recognised and adhered to.	No person shall knowingly cause or permit to be used any <b>Power-driven vessel</b> for the purposes of parascending or for the towing of any object designed or intended to become airborne, without the prior written approval of <b>the Authority</b> and complying with all conditions therein.

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.9 NOISE AND SILENCERS – ALL VESSELS</b>		
3.9 (1) The <b>Master</b> of a <b>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.	This change would help to improve understanding as the current byelaw only refers to ' <b>Vessel</b> ' but this provision can only apply to a <b>Power-driven vessel</b> .	3.9 (1) The <b>Master</b> 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.
3.9 (2) A <b>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 <b>Nuisance</b> caused by the escape of the exhaust gases from the engine.	This change would help to improve understanding as the current byelaw only refers to ' <b>Vessel</b> ' but this provision can only apply to a <b>Power-driven vessel</b> .  Amended wording to strengthen the robustness and improve application.	3.9 (2) A <b>Power-driven vessel</b> propelled by an internal combustion engine used in or on <b>the Loch</b> , shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient to prevent the occurrence of noise amounting to a <b>Nuisance</b> caused by the escape of the exhaust gases from the engine.
3.9 (3) A <b>Vessel</b> propelled by an internal combustion engine shall be used on <b>the Loch</b> 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.	This change would help to improve understanding as the current byelaw only refers to ' <b>Vessel</b> ' but this provision can only apply to a <b>Power-driven vessel</b> .  Amended wording to strengthen the robustness and improve application.	3.9 (3) A <b>Power-driven vessel</b> propelled by an internal combustion engine shall be used in or on <b>the Loch</b> , 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 <b>Vessel</b> is used on <b>the Loch</b> , 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.	This change would help to improve understanding as the current byelaw only refers to ' <b>Vessel</b> ' but this provision can only apply to a <b>Power-driven vessel</b> .  Amended wording to strengthen the robustness and improve application.	3.9 (4) Every such silencer, expansion chamber or other contrivance shall at all times, while the <b>Power-driven vessel</b> is used in or on <b>the Loch</b> , 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.

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.10 GENERAL RULES RELATING TO VESSELS</b>		
<p><b>3.10 (1) General Rules Relating to Vessels</b> No person shall navigate, or cause to be navigated any <b>Vessel</b> which, by reason of its construction, or fitting out, could be liable to cause a hindrance to free navigation or danger to persons, other <b>Vessels</b> or property.</p>	<p>Amended to cover potential environmental issues and their impact on <b>the Loch</b>.</p>	<p><b>3.10 (1) General Rules Relating to Vessels</b> No person shall navigate, or cause to be navigated any <b>Vessel</b> which, by reason of its construction, fitting out, modification or condition could be liable to cause a hindrance to free navigation, <b>Damage to the Loch</b> or <b>Wildlife</b> or danger to persons, <b>Wildlife</b>, other <b>Vessels</b> or property.</p>
<p><b>3.10 (2) Drifting or Unattended Vessel</b> Where a <b>Vessel</b> 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 <b>the Authority</b>. <b>The Authority</b> shall levy such charges on the <b>Owner</b> of the <b>Vessel</b> necessary to cover cost thereby incurred, and in the case of a Power-driven boat the person last registered with <b>the Authority</b> as the <b>Owner</b> shall be liable for such charges. No responsibility of any kind whatsoever can be attached to <b>the Authority</b> for any <b>Damage</b> to or loss of any <b>Vessel</b> 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 '<b>Vessel</b>' to provide a more consistent approach. Addition of '<b>Registered owner</b>' as previous version only identified <b>Owner</b>."</p>	<p><b>3.10 (2) Drifting or Unattended Vessel</b> Where a <b>Vessel</b> 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 <b>the Authority</b>. <b>The Authority</b> may levy such charges on the <b>Owner</b> of the <b>Vessel</b> necessary to cover cost thereby incurred, and in the case of a <b>Power-driven vessel</b> the <b>Registered owner</b> whom failing the <b>Owner</b> shall be liable for such charges. No responsibility of any kind whatsoever can be attached to <b>the Authority</b> for any <b>Damage</b> to or loss of any <b>Vessel</b> or for inconvenience caused when such action has been taken.</p>
<b>3.11 NOTIFICATION OF ACCIDENTS – ALL VESSELS</b>		
<p>3.11 (1) If in any case owing to the presence of a <b>Vessel</b> in or on <b>the Loch</b> an accident occurs whereby a <b>Vessel</b> is <b>Damaged</b> or personal <b>Injury</b> is caused to any person, each and every <b>Vessel</b> involved shall stop as soon as is practicable and the <b>Master</b> of each <b>Vessel</b> 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 <b>Owner</b> and the name and, if a Power-driven boat, <b>Registration number</b> of the Power-driven boat.</p>	<p>All previous reference to ' 'boat' or 'craft' now come under the term '<b>Vessel</b>' to provide a more consistent approach.  Removed use of gender specific pronoun.  Addition of '<b>Registered owner</b>' as previous version only identified <b>Owner</b>."</p>	<p>3.11 (1) If in any case owing to the presence of a <b>Vessel</b> in or on <b>the Loch</b> an accident occurs whereby a <b>Vessel</b> suffers <b>Damage</b> or <b>Injury</b> is caused to any person, each and every <b>Vessel</b> involved shall stop as soon as is practicable and the <b>Master</b> of each <b>Vessel</b> 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 <b>Owner</b> and if a <b>Power-driven vessel</b> the <b>Registered owner</b> and the <b>Registration number</b> of the <b>Power-driven vessel</b> involved.</p>
<p>3.11(2) The <b>Owner</b> or <b>Master</b> of a <b>Vessel</b> which through accident or other cause has sunk or is stranded in <b>the Loch</b> shall at the earliest reasonable opportunity give notice to <b>the Authority</b> or to the Police of the position of such <b>Vessel</b>.</p>	<p>To make '<b>Registered owner</b>' also liable.</p>	<p>3.11(2) The <b>Registered owner</b> (or in the event that the <b>Vessel</b> is not registered, the <b>Owner</b>) of a <b>Vessel</b> which through accident or other cause has sunk or is stranded in or on <b>the Loch</b> shall at the earliest reasonable opportunity give notice to <b>the Authority</b> and to the Police of the position of such <b>Vessel</b>.</p>

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.12 INVESTIGATION – ALL VESSELS</b>		
<p><b>3.12 Responsibility of Owner and Master to co-operate with investigation</b></p> <p>The <b>Owner</b> (whether or not he was the <b>Master</b> of the <b>Vessel</b>), and the <b>Master</b> (where the <b>Owner</b> was not the <b>Master</b> at the time) of a <b>Vessel</b> shall each co-operate in any investigation that is carried out into any accident or incident involving that <b>Vessel</b> at the time of such accident or incident. "</p>	<p>To make '<b>Registered owner</b>' also liable.</p> <p>Removed use of gender specific pronoun.</p>	<p><b>3.12 (1) Responsibility of Owner, Registered owner and Master to co-operate with investigation</b></p> <p>The <b>Owner, Registered owner</b> (whether or not they were the <b>Master</b> of the <b>Vessel</b>), and the <b>Master</b> (where the <b>Owner</b> or <b>Registered owner</b> was not the <b>Master</b> at the time) of a <b>Vessel</b> shall each co-operate in any investigation that is carried out into any accident or incident involving that <b>Vessel</b> at the time of such accident or incident.</p>
<b>3.13 GENERAL BYELAWS RELATING TO THE LOCH</b>		
<p><b>3.13 (1) Trade or Business</b></p> <p>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 <b>the Loch</b> (except for the interior of the <b>Islands</b>), without the prior written permission of <b>the Authority</b>. In determining whether to grant permission to the proposed activity under this Byelaw, <b>the Authority</b> 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 <b>the Loch</b>."</p>	<p>To focus solely on dealing with business practices causing <b>Nuisance</b> on <b>the Loch</b> and its surroundings.</p>	<p><b>3.13 (1) Trade or Business</b></p> <p>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 <b>the Loch</b> (except for the interior of the <b>Islands</b>), in such a manner as to constitute a <b>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 <b>Damages</b> the amenity or any of the physical features on or forming part of <b>the Loch</b>. (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 <b>the Loch</b>, 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 <b>Damage</b> or <b>Injury to the Loch, Wildlife</b> or any persons using <b>the Loch</b>.</p>	<p>Existing sub section (b) no longer required since NPA received the power to enforce section 33 &amp; 87 Environmental Protection Act 1990.</p> <p>Addition to (a) to include <b>Damage to Wildlife</b>.</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 causes <b>Damage</b> to the <b>Wildlife</b>, the amenity or any of the physical features on or forming part of <b>the Loch</b>.</p>



Existing Byelaw	Reason	Confirmed Final Wording
<b>3.13 (3) Damage to Property</b> No person, other than an authorised officer of <b>the Authority</b> , shall remove or <b>Damage</b> a pillar, post, stone, mound, bunding or any other structure, erected by or with the permission of the landowner to prevent vehicular access to <b>the Loch</b> . "	N/A	<b>3.13 (3) Damage to Property</b> No person, other than an authorised officer of <b>the Authority</b> , shall remove or <b>Damage</b> a pillar, post, stone, mound, bunding or any other structure, erected by or with the permission of the landowner to prevent vehicular access to <b>the Loch</b> .
3.13 (4) No person, other than an authorised officer of <b>the Authority</b> , 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 <b>the Loch</b> .	All previous reference to 'boat' or 'craft' now come under the term ' <b>Vessel</b> ' to provide a more consistent approach.	3.13 (4) No person, other than an authorised officer of <b>the Authority</b> , 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 <b>Power-driven vessel</b> on <b>the Loch</b> .
3.13 (5) No person shall remove or <b>Damage</b> a sign or instruction erected by <b>the Authority</b> .	N/A	3.13 (5) No person other than a person authorised by <b>the Authority</b> , shall remove or <b>Damage</b> a sign or instruction erected by <b>the Authority</b> .
New Byelaw	To specifically deal with <b>Damage</b> and misuse of rescue equipment.  Updated to reflect need to maintain the <b>Public rescue equipment</b> .	3.13 (6) No person shall <b>Damage</b> any <b>Public rescue equipment</b> or without the consent of the owner of the <b>Public rescue equipment</b> remove any <b>Public rescue equipment</b> from its existing location for any purpose other than to aid in the rescue of human beings or other living beings or maintenance, repair or replacement of the <b>Public rescue equipment</b> .
<b>3.14 INTERFERENCE WITH VESSELS</b>		
3.14(1) Except in an emergency no person other than an authorised officer of <b>the Authority</b> or a Police Officer shall cast off the mooring line or lines of any secured <b>Vessel</b> without the consent of the <b>Owner</b> or the <b>Master</b> of the <b>Vessel</b> ."	To expand this byelaw to include emergency services and ' <b>Registered owner</b> '	3.14 (1) Except in an emergency no person other than an authorised officer of <b>the Authority</b> or a Police Officer or member of the other emergency services, in the proper execution of their duties, shall cast off the mooring line or lines of any secured <b>Vessel</b> without the consent of the <b>Owner</b> , <b>Registered owner</b> or the <b>Master</b> of the <b>Vessel</b> .
3.14 (2) No person shall start the engine or in any way interfere with the machinery, equipment or accessories of a <b>Vessel</b> without the permission of the <b>Owner</b> or <b>Master</b> of the <b>Vessel</b> .	To also include ' <b>Registered owner</b> '.	3.14 (2) No person shall start the engine or in any way interfere with the machinery, equipment or accessories of a <b>Vessel</b> without the permission of the <b>Owner</b> , <b>Registered owner</b> or <b>Master</b> of the <b>Vessel</b> .

Existing Byelaw	Reason	Confirmed Final Wording
<b>3.15 TROLLING</b>		
3.15 (1) When <b>Trolling</b> , the <b>Master</b> of the <b>Vessel</b> shall ensure that a <b>Trolling shape</b> is displayed to indicate that the <b>Vessel</b> has a troll line or lines behind it.	N/A	3.15 (1) When <b>Trolling</b> , the <b>Master</b> of the <b>Vessel</b> shall ensure that a <b>Trolling shape</b> is displayed to indicate that the <b>Vessel</b> has a troll line or lines behind it.
3.15 (2) Notwithstanding any provision made elsewhere all <b>Trolling Vessels</b> must conform to Byelaw 3.2.	N/A	3.15 (2) Notwithstanding any provision made elsewhere all <b>Trolling Vessels</b> must conform to Byelaw 3.2.
<b>3.16 DIRECTION OF AUTHORITY PERSONNEL OR POLICE</b>		
<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 <b>the Authority</b> and identified as such on matters relating to provisions in these Byelaws. "	Amend term Ranger to 'an officer of <b>the Authority</b> '	<b>Enforcement of Byelaws</b> 3.16 (1) A person shall obey and conform to the directions of an authorised officer of <b>the Authority</b> , Police Officer or any other person authorised by <b>the Authority</b> 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 and occupation to a Ranger, Police Constable or other authorised person when asked to do so.	To facilitate better communication between the National Park Authority and members of the public suspected of committing an offence.  Amend term Ranger to 'an officer of <b>the Authority</b> '.  To address inconsistent use of 'Police Constable' and 'Police Officer'.	3.16 (2) Any person suspected of being in breach of these Byelaws shall provide their full name, address, date and place of birth, telephone number and email address (if any), to an officer of <b>the Authority</b> , Police Officer or other person authorised by <b>the Authority</b> and identified as such on matters relating to provisions in these Byelaws 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 <b>Owner</b> of a <b>Vessel</b> shall provide the full name, address, date and place of birth and occupation of the person having use or control of the <b>Vessel</b> where such person was not the <b>Owner</b> at the material time when asked to do so by a Ranger, Police Officer or other authorised person.	To provide a time limit on how long the <b>Owner</b> has to respond to the request for information to help enable more effective enforcement where necessary.  Amend term Ranger to 'an officer of <b>the Authority</b> '.	3.16 (3) Where it is suspected that there has been a breach of the Rules of Navigation in Byelaw 3 the <b>Owner</b> or <b>Registered owner</b> of a <b>Vessel</b> shall provide, within 28 days of being asked to do so by an officer of <b>the Authority</b> , Police Officer or other person authorised by <b>the Authority</b> and identified as such on matters relating to provisions in these Byelaws, the full name, address, date and place of birth, telephone number and email address (if any), of the <b>Master</b> of the <b>Vessel</b> where such person was not the <b>Owner</b> or <b>Registered owner</b> at the material time.

Existing Byelaw	Reason	Confirmed Final Wording
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.	Occupation' removed to comply with Data Protection Legislation.  Amended wording to strengthen the robustness and improve application.	3.16 (4) Where a request for the information specified in Byelaw 3.16 (2) or Byelaw 3.16 (3) (i) is refused or (ii) the person gives information which is false or misleading, that person shall be guilty of an offence.
3.16 (5) Where the conduct of a person on <b>the Loch</b> is an offence other than under these Byelaws, an officer of <b>the Authority</b> may refer the matter to the Police or any other relevant statutory authority.	Removed as not necessary and an alleged offence can be reported to the Police or any other Authority at any time by any one.	Deleted
New Byelaw	To reduce potential abuse of staff	3.16 (5) No person shall obstruct an officer of <b>the Authority</b> or any other person authorised in writing by <b>the Authority</b> in the proper execution of their duties.
<b>3.17 PENALTIES</b>		
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.	N/A	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.



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