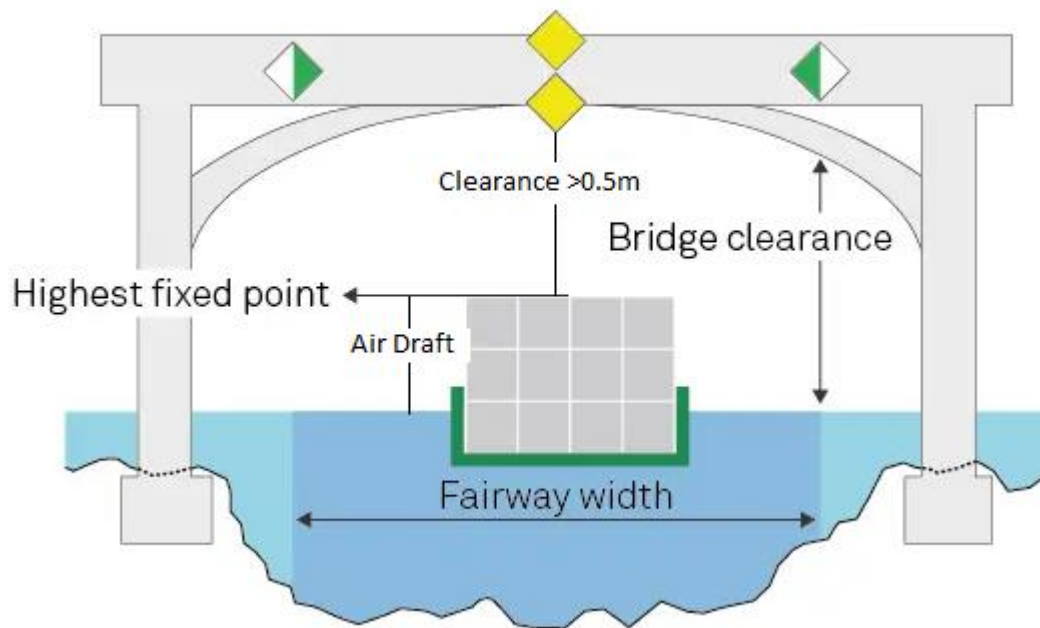


## Govan-Partick Bridge: Communications Protocol and Emergency Procedures

The Govan-Partick Bridge is an opening bridge spanning the navigable waters of the River Clyde between Water Row in Govan and the Riverside Museum, Pointhouse Quay, Glasgow.

The bridge has chart height of 4.7m above mean high water springs (MHWS) in a closed position (open to pedestrians). Vessels must ensure they have an adequate clearance which is stipulated at 0.5m or more clearance between the top of the highest structure onboard their vessel and the underneath of the bridge if they intend to pass beneath the bridge when it is in the closed position.



The bridge will become operational on **Saturday 7 September 2024**. From this date any vessel with an air draft of more than 4.2m must request that the bridge is opened for passage.

Glasgow City Council has delegated operation of the Bridge to an 'Operating Company'. Details of the current Operating Company are noted below:

**Mirren Marine**  
**07304 030028**  
**info@mirrenmarine.com**  
[www.mirrenmarine.com](http://www.mirrenmarine.com)

Mirren Marine will operate the Bridge from Saturday 7<sup>th</sup> September 2024 until further notice. Please note:

- Any vessel must request an opening at least 6 hours prior to the proposed opening time.
- The bridge cannot be operated in an average wind speed of more than 24 Miles per hour (21 knots)

Requests for opening and closing of the Bridge should be made direct to Mirren Marine in line with the Communications Protocols noted below:

### **1. Communications Protocol**

An Opening Notification or an Advance Notification may be given by the master, skipper or pilot of any Relevant Vessel or by the Port Authority on behalf of any master, skipper or pilot. A notice may be validly given in the following ways:

**Mobile Phone: 07304 030028**

**VHF: Channel 12**

**Email: [info@mirrenmarine.com](mailto:info@mirrenmarine.com)**

### **2. Vessel Classification**

“**Category 1 Vessel**” means a vessel with a length overall greater than 180 metres or a beam greater than 32 metres.

“**Category 2 Vessel**” means a vessel with a length overall of 180 metres or less and a beam of 32 metres or less other than a Category 3 or Category 4 Vessel and includes a tug with a tow.

“**Category 3 Vessel**” means any leisure vessel (which shall not include a passenger vessel for which passengers pay a fare).

“**Category 4 Vessel**” means a tug without a tow.

### **3. Notice Procedure**

- **Category 1 Vessels**

Shall not form part of this protocol given that it is extremely unlikely due to their size and draught that such a vessel would navigate in this area of the Navigation Channel. Should such a vessel ever require passage then arrangements out-with this agreement should be made with the Port Authority:

[ClydeMarineManagers@peelports.com](mailto:ClydeMarineManagers@peelports.com)

01475 886317 or 01475 886318

- **Category 2 Vessels (Inbound)**

An Advance Notification shall be given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the Relevant Vessel will pass Dalmuir East Light.

A Second Advance Notification shall be given to the Operating Company when the Relevant Vessel passes Custom House Quay, Greenock, provided **not less than 1 hour notification is provided prior to the Opening Time**.

A Third Advance Notification shall be given to the Operating Company when the Relevant Vessel passes the **reporting point at Dungallass**; and

An Opening Notification shall have been given to the Operating Company when the Relevant Vessel is at **Dalmuir East Light**.

- **Category 2 Vessels (Outbound)**

An Advance Notification shall be given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the vessel intends to commence its passage.

A Second Advance Notification shall be given to the Operating Company **not less than 1 hour prior to letting go**.

An Opening Notification shall have been given to the Operating Company **when the Relevant Vessel is ready to depart her berth or pontoon upstream of the Bridge**.

- **Category 3 Vessels (Inbound)**

An Advance Notification shall be given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the Relevant Vessel will be at Glasgow Harbour.

A Second Advance Notification shall be given to the Operating Company when the Relevant Vessel passes Custom House Quay, Greenock, provided **not less than 1 hour notification is provided prior to the Opening Time**.

An Opening Notification shall have been given to the Operating Company when the Relevant Vessel is at **Glasgow Harbour**.

- **Category 3 Vessels (Outbound)**

An Advance Notification shall have been given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the vessel intends to commence its passage.

A Second Advance Notification shall be given to the Operating Company **not less than 1 hour prior to letting go**.

An Opening Notification shall have been given to the Operating Company **when the Relevant Vessel is ready to depart her berth or pontoon upstream of the Bridge**.

- **Category 4 Vessels (Inbound)**

An Advance Notification shall have been given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the Relevant Vessel will be at BAE Govan.

A Second Advance Notification shall be given to the Operating Company **not less than 1 hour prior to the Opening Time**.

An Opening Notification shall have been given to the Operating Company when the Relevant Vessel is at **King George V Dock**.

- **Category 4 Vessels (Outbound)**

An Advance Notification shall have been given to the Operating Company **not less than 6 hours prior to the Opening Time**. The Opening Time stated in the Advance Notification will be the anticipated time when the vessel intends to commence its passage.

A Second Advance Notification shall be given to the Operating Company **not less than 1 hour prior to letting go**.

An Opening Notification shall have been given to the Operating Company **when the Relevant Vessel is Commencing to "single-up"**.

- **Changes to Passage Plan**

If there is any alteration to the passage plan which would change the Opening Time already indicated in an Advance Notification, Second Advance Notification, Third Advance Notification or Opening Notification, this information should be relayed to the Operating Company. The responsibility for relaying such information shall rest with the party issuing the Opening Notification.

#### 4. Emergency Procedures

A layby berth facility will be provided for use at should the Bridge fail to open following receipt of a notification from a Relevant Vessel.

Upon receipt of an Advance Notification and **not less than 4 hours prior to a vessel entering the navigation channel** at Greenock the Operating Company shall contact the Port Authority to enquire of availability of berthage at the Layby Berth at King George V Dock. The Port Authority shall respond with details of availability not later than 3 hours after the time of enquiry. If there is not sufficient capacity at King George V Dock the Port Authority will be entitled to require that the Bridge is opened before the vessel enters the navigation channel at Greenock so that it has certainty of unimpeded passage through the Bridge. In the event of a failure to open the Bridge in this circumstance, the Operating Company will give immediate notice to the Port Authority who shall direct the Operating Company to a suitable alternative layby facility (or anchorage)

Should the Bridge fail to open the Operating Company will immediately contact the Pilot or Vessel Master by VHF (CH12) or if unable THEN Estuary Radio (0151) to advise: **“VESSEL, this is GOVAN-PARTICK BRIDGE, the Bridge has failed to Open, you are advised to reduce speed and progress to the Layby Berth at King George V Dock”**.

The Operating Company will initiate Lay-by Berth Procedure.

- Instruct Mooring Crews to mobilise to the Layby Berth.
- Confirm to Pilot or Vessel Master that Mooring Crew are in place at Layby Berth.
- Confirm to the Port Authority and the Council that the Lay-by Berth Procedure has been actioned.

In event contact with Pilot or Vessel Master is not achieved, Estuary Radio will:

- Contact the Pilot and Vessel by any available means.
- Contact Emergency Services as deemed necessary.
- Initiate Clydeport Emergency Callout procedures.