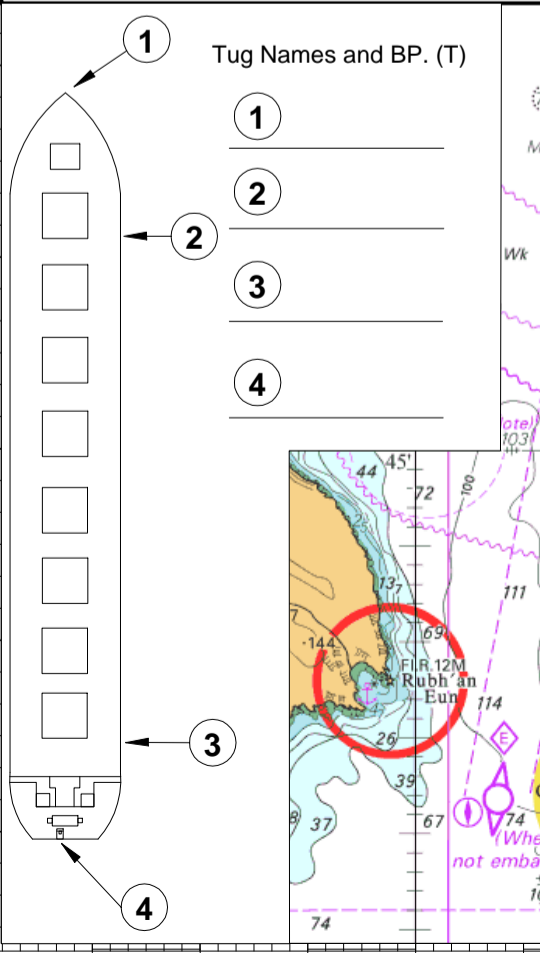
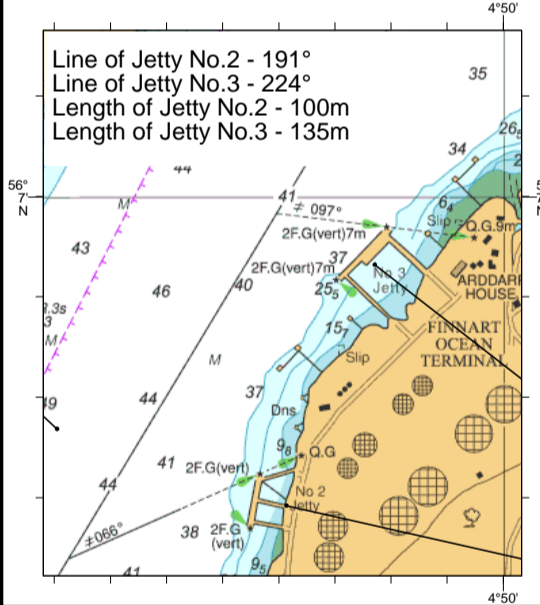
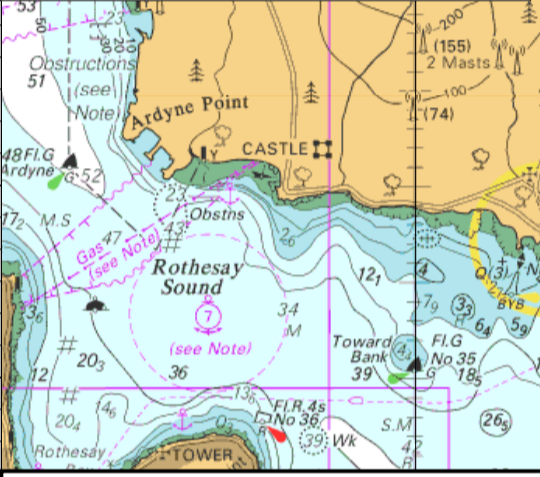
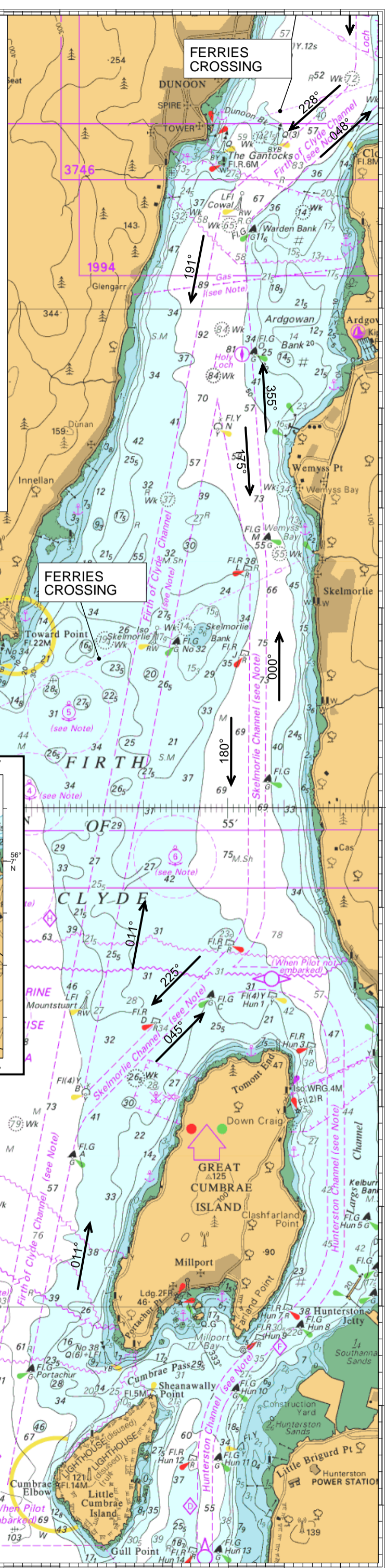


**Notes**

- VHF: Estuary Radio Ch.12: Finnart 14: QHM 73
- Anchors to be cleared away and ready for use.
- Requirements for tug/s as per Clydeport Towing Matrix.
- The number of tugs required are dependant on the size of the vessel and are to be made fast after Master/Pilot consultation.
- Vessels of Berth 3 will swing to the south of the jetty and berth port side alongside.
- Prior to running head lines: anchors secure. Prior to running stern lines: propeller stopped.
- Vessels will moor in the following order:  
Berth 2: Springs first by heaving line then breasts by messenger from shore thence head and sternlines via mooring boat. Mooring arrangement is 2+2+2.  
Berth 3: Springs first by heaving lines thence breasts followed by head / sternlines by boat. No lines to be heaved up until instructed by shore mooring crew. Mooring arrangement is 3+2+2.
- A maximum speed of 7kts, through the water is to be observed North of Raven Rock Point.
- Vessels with draughts in excess of 15.25m will use the Skelmorlie Channel.
- Vessel, tugs & jetty will communicate by VHF Ch14. Loss of comms ship sounds
- In the event of a vessel having to anchor an anchorage will be allocated by Estuary Radio and in consultation with Pilot.
- Any departures from plan to be discussed & agreed by Master and Pilot.



**CAUTION**  
This passage plan is not updated or corrected and must be used only as a reference. Up to date official charts or digital navigation systems must be used for navigation.



**CLYDEPORT OPERATIONS LIMITED  
PASSAGE PLAN  
FINNART**

Vessel \_\_\_\_\_  
Date \_\_\_\_\_  
Pilot \_\_\_\_\_

Positions are referred to WGS84 datum Chart Edition 18 February 2016  
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