1. VHF: Estuary Radio Ch.12: Finnart 14: QHM 73
2. Anchors to be cleared away and ready for use.
3. Requirements for tugs as per Clydeport Towage Matrix.
4. The number of tugs required are dependent on the size of the vessel and are to be made fast after Master/Pilot consultation.
5. Vessels of Berth 3 will swing to the south of the jetty and berth port side alongside.
6. Prior to running head lines, anchors secure. Prior to running stern lines: propeller stopped.
7. Vessels will moor in the following order: Berth 2: Springs first by heaving line then brest by messenger from shore thence head and sternlines via mooring boat. Mooring arrangement is 2+2+2. Berth 3: Springs first by heaving line 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.
8. A maximum speed of 7kts through the water is to be observed North of Raven Rock Point.
9. Vessels with draughts in excess of 15.25m will use the Skelmorlie Channel.
10. Vessel, tugs & jetty will communicate by VHF Ch14. Loss of comms ship sounds an alarm. In the event of a vessel having to anchor an anchorage will be allocated by Estuary Radio and in consultation with Pilot.
11. Any departures from plan to be discussed & agreed by Master and Pilot.

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.