

**Notes**

1. VHF: Estuary Radio Ch.12
2. Anchors to be cleared away and ready for use.
3. Arriving large vessels will approach via Firth of Clyde, Skelmorlie and Hunterston Channels and sail via Hunterston Channel.
4. Tugs will rendezvous and commence securing at N. end of Hunterston Channel.
5. The number of tugs required are dependent on the size of the vessel.
6. Large vessels will normally berth Port side of the jetty.
7. Mooring arrangements will be 4,2 & 2. Vessels will moor in the following order:  
Spring by messenger.  
Brest by messenger.  
Stern line by messenger, headlines by mooring boat.
8. Vessels, tugs & jetty will communicate by VHF Ch8. Loss of comms sound ---
9. In the event of a vessel having to anchor, an anchorage will be designated by Estuary Radio and in consultation with Pilot.
10. 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**

**HUNTERSTON and FIRTH OF CLYDE ANCHORAGES**

Vessel \_\_\_\_\_

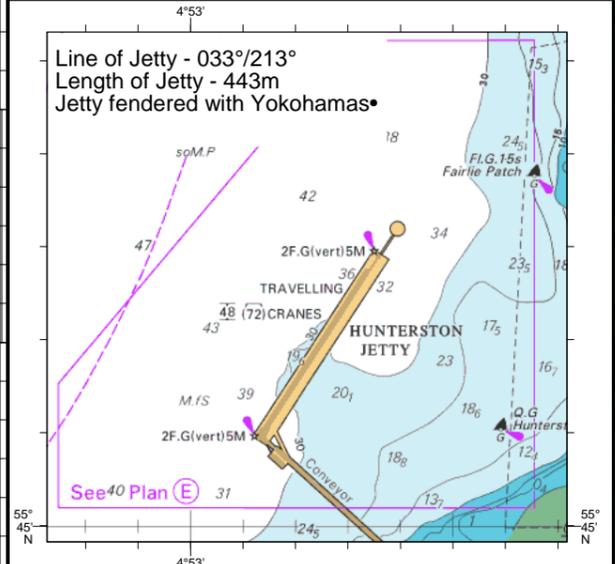
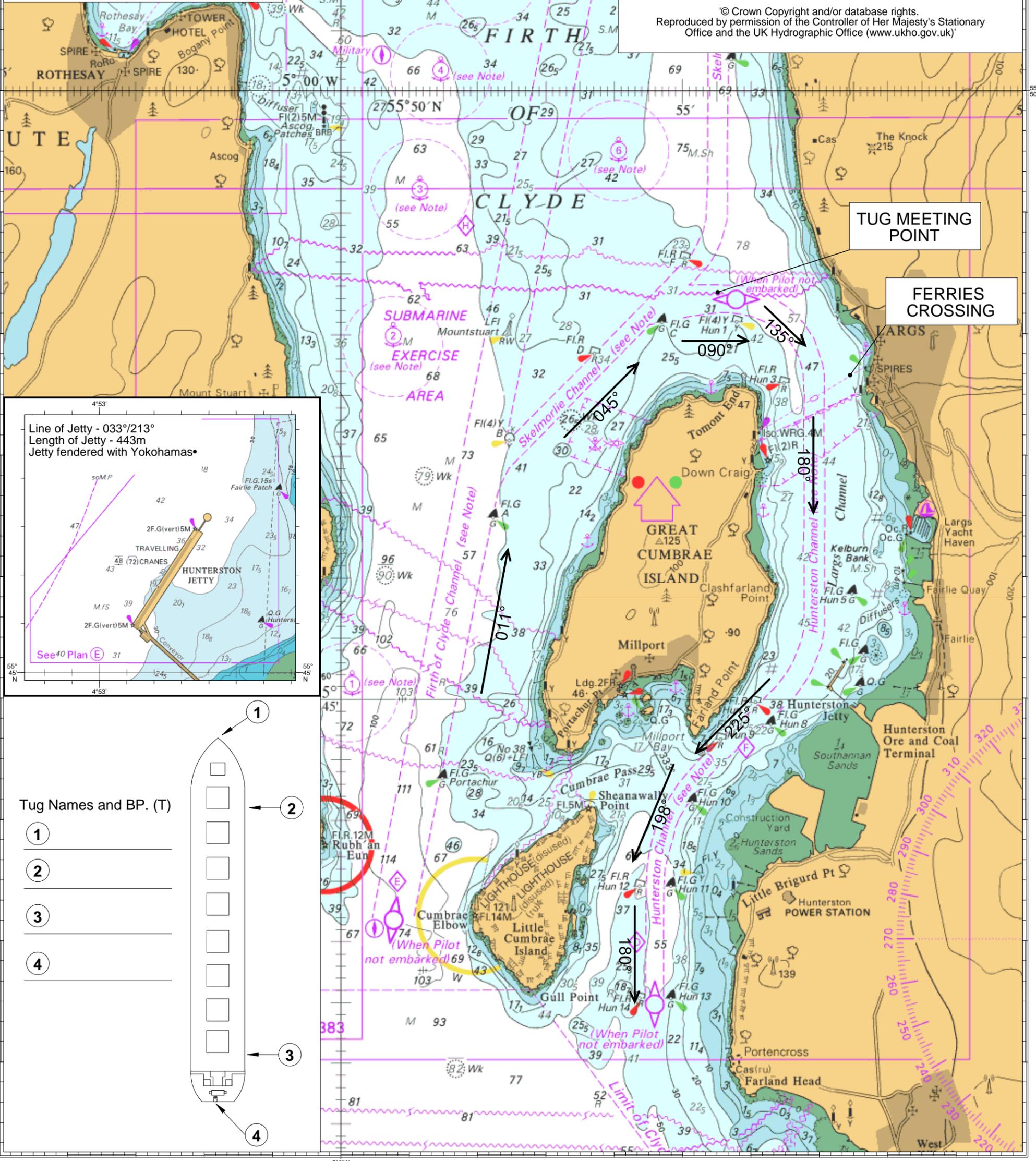
Date \_\_\_\_\_

Pilot \_\_\_\_\_

Positions are referred to WGS84 datum

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**Tug Names and BP. (T)**

- 1 \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_
- 4 \_\_\_\_\_

