

# SULLOM VOE PILOTAGE PLAN

## NOT TO BE USED FOR NAVIGATION

This plan has been produced in consultation with Sullom Voe Harbour Authority, for the guidance of Masters.

The details contained therein are to be agreed between the Master and Pilot as soon as practicable after boarding.

## NOTES

- VHF Channels 14 and/or 9.
- Anchors must be cleared and ready for immediate use. Vessels position is to be plotted at least every 10 minutes.
- Tugs will attend vessel from Skerries/Samphrey, and will be secured before passing No.3 buoy.
- **SHIPS CREWS MUST NOT HEAVE UP ON ANY MOORING LINE UNTIL INSTRUCTED TO DO SO BY THE PILOT.**
- Vessels will moor in the following order. Springs first, then breastlines and finally head and stern lines.
- Vessels will normally be swung before berthing, and will be berthed starboard side alongside.
- On departure the vessel will be attended by two tugs which will be secured on lines fore and aft before the final mooring lines are let go. When departing by the north entrance the stern tug will normally be let go after rounding Lamba Island.
- Northbound your pilot will normally disembark in the area to the west of the island of Muckle Holm. Outbound via the south-east entrance, the pilot will normally disembark between Samphrey and Lunna Holm.

## PASSAGE SPEEDS

	North Route	South-East Route	
Fethaland to Skerries	10+ Kts	Lunna to Milo Ness	10+ Kts
Skerries to Lamba	8 Kts	Mio Ness to Skaw Taing	6 - 10 Kts
Lamba to Shaw Taing	6 - 8 Kts	Skaw Taing to Berth	6 Kts
Skaw Taing to Berth	6 Kts		



## EMERGENCY ANCHORAGES

<b>North</b>	Posn. 60° 33.9'N 001°17.3'W Depth: 60m. Scope: 11shackles
<b>South</b>	Posn. 60° 30.0'N 001°17.4'W Depth: 57m. Scope: 11shackles

### TERMINAL JETTIES

No.	Heading	Depth
1	110/280°	17.8m
2	135/315°	23.1m
3	135/315°	25.0m
4	145/325°	23.6m

MINIMUM UNDERWAY ALONGSIDE	U.K.C.
	2.0m
	1.0m

PILOT BOARDING AREA (SOUTH-EAST ROUTE)

PILOT BOARDING AREA (NORTH ROUTE)

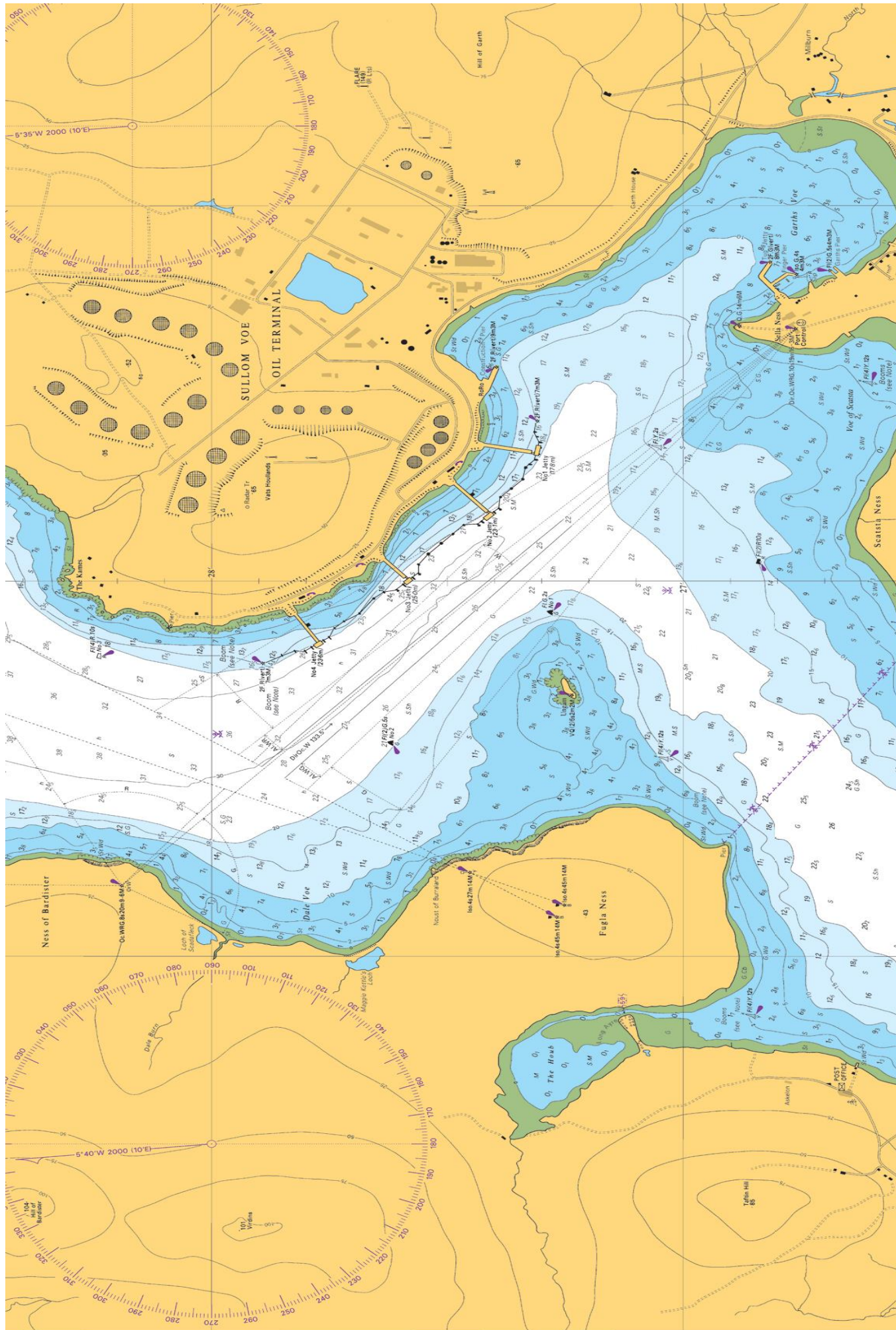
TUG MEETING POINT 1

TUG MEETING POINT 2

TUG MEETING POINT 1

ALL TUGS SECURED BY NO 3 BUOY

AREA TO BE AVOIDED (see Note)



# Sullom Voe Pilotage Passage Plan – Outbound SMSF-SV-1001(b) Date: - 28/10/19

Issue No: - 8

Your pilot, Captain.....Will advise you of any variation to this standard plan.

Vessel Name: ..... Date: - .....

Master / Pilot interchange completed		
Master		Time
Pilot		Time

**Anchors must be cleared and ready for immediate use.**

**Vessels position to be plotted at least every 10 minutes during passage.**

From: - ..... To:.....

	Time	Height
HW/LW		
HW/LW		

**Route: -** See chartlet overleaf.

**Departure:-** On departure, vessel will be attended by 2 tugs which will be secured on lines fore and aft before final mooring lines are let go.



**Order of Release: -** Head and Stern lines first then breast lines and finally Springs.

**Safety: -** Ships crews must not slack down any mooring line until instructed to do so by the pilot.

**Tugs: -** When departing by the north entrance, the stern tug will, normally, be let go after rounding Lamba Island.

**Speed: -** North entrance, speed will not normally exceed 8kts south of Skerries\*. Southeast entrance, speed will not normally exceed 8kts south of Little Roe\*.

**Route Outbound: -** Reverse of inbound route. See overleaf.

**Pilot: -** Northbound your pilot will normally disembark in the area to the west of the islands of Little Holm and Muckle Holm. Outbound via the Southeast entrance the pilot will normally disembark between Samphrey & Lunna Holm\*.

\*Delete as appropriate.