



UK's Atlantic gateway.

Falmouth Port Passage Plan

Version No.	Date	Document Author	Description of changes made
V 1.0	09-02-26	Harbour Master	New version control

This document is reviewed as part of the internal audit process.

Review triggers are set within SharePoint and are author, date, and time stamped by the system.

FALMOUTH PORT PASSAGE PLAN

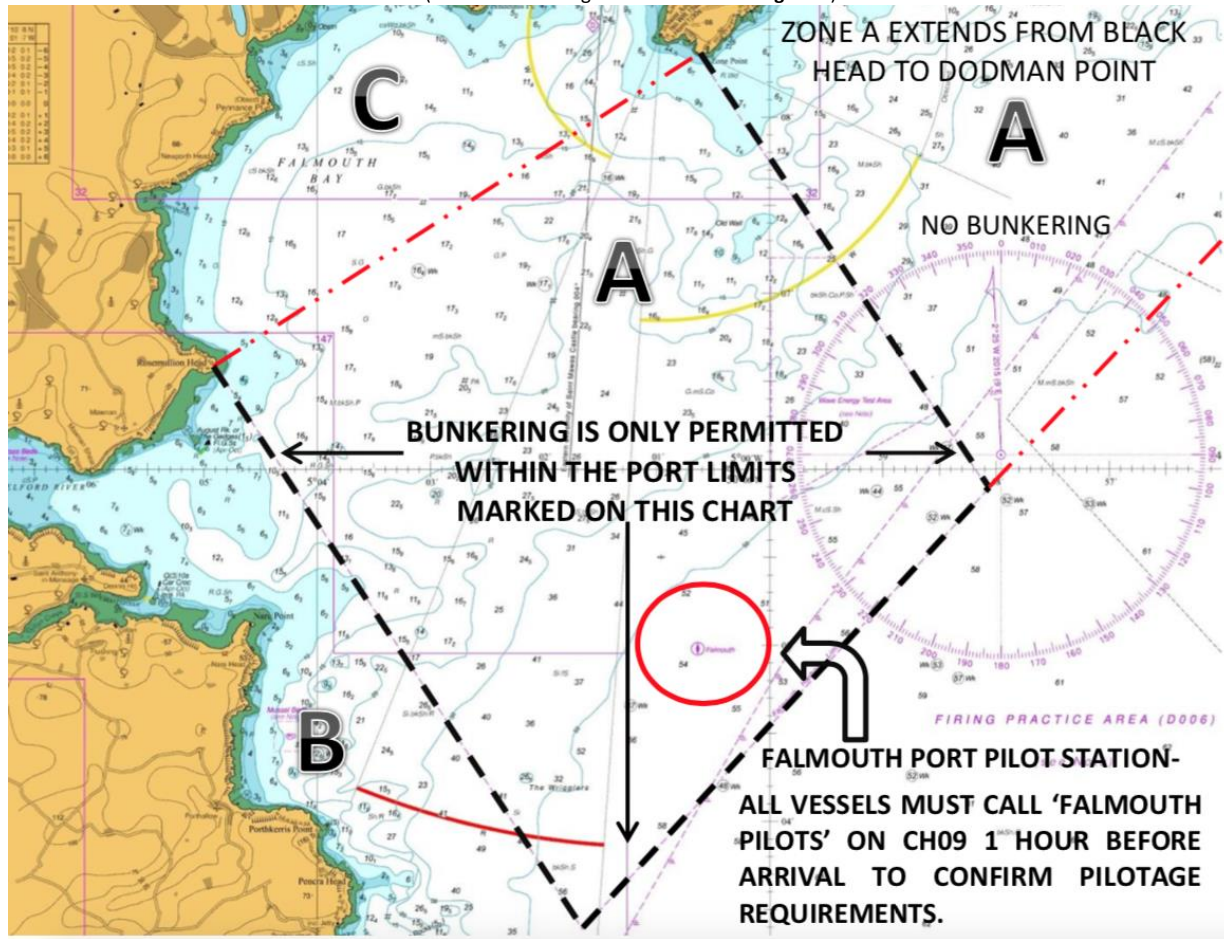
Welcome to Falmouth

These 5 pages have been produced to assist you plan your passage from the pilot station to the bunker anchorage as required by SOLAS V.

They will supplement the usual passage planning publications, will harmonise your plan with the Pilot's plan and will aim to make your arrival and departure smoother and safer.

Falmouth Pilot Services can be contacted 24hrs a day on mobile number; +44 (0)7836661668 or VHF CH 09

(All charts and diagrams are **not** for navigation)



All Ships

Please complete and return the Prior Notification Form (PNF) which your agent has sent you. If you haven't received it the form can be found at: www.falmouthharbour.co.uk/doc-category/operating-procedures/

More detailed Pilotage regulations and Local Port Services can be found in ALRS Vol 6 (2).

Vessels carrying, loading or discharging explosives should contact port operations for additional requirements.

Local Notices to Mariners can be found at: www.falmouthharbour.co.uk/doc-category/notices-to-mariners/

To avoid delays, please ensure that the Pilot Ladder is rigged in accordance with SOLAS Regulation V/23.

Falmouth Pilots use the UKHO Total Tide predictions. With the exception of Truro, a minimum static UKC of 1m is required whilst underway. Average air pressure is 1016mb.

If possible, please email your Pilot Card to portoperations@falmouthharbour.co.uk

Non-Piloted Ships

Please advise 'Falmouth Pilots' on channel 9, fifteen minutes before entering the port **or** departing the berth/anchorage. Keep a listening watch on channels 16 and 9. Be advised that the Port is home to large numbers of leisure, diving and fishing vessels.

Ships Calling for Bunkers

Bunkering takes place within the 'Falmouth Harbour Limit' as shown on chart 154 (see above). This will normally be in Falmouth Bay. The bunker vessel normally berths on your starboard side so the port anchor is preferred. If more shelter is required, we have a selection of anchorages inside the Carrick Roads for vessels up to 185m. This normally involves doing a 'Running Moor' using 2 anchors. The most frequently used anchorage is the Cross Roads in position 50° 10.16'N 005° 02.31'W



Normal Waypoints to the Cross Roads

(Cross Roads Buoy can accept ships up to 180m LOA)

Course	Heading for:	Towards Waypoint:
004°T	Eastern extremity of St.Mawes Castle	50° 08.72'N 005° 01.48'W
330°T	West Narrows Buoy	50° 09.12'N 005° 01.83'W
342°T		50° 09.24'N 005° 01.89'W
335°T		50° 09.98'N 005° 02.38'W
010°T	North Bank Buoy	50° 10.16'N 005° 02.31'W



Cross Roads Running Moor Procedure

1. Approach anchorage at less than 3.5 knots (2 knots if loaded).
2. When bow is 160m past the 'Vilt' buoy – let go the windward anchor – open brake to 9 on deck – hold on.
3. When cable leads 6 o'clock tight – let go the leeward anchor – open brake to 4 shackles in the water – hold on.
4. Heave up the windward anchor to 4 or 5 shackles.
5. Finish with anchors leading in opposite directions moderate tight.

Ships calling at Porthoustock

(50° 03.32'N 005° 005'03.7'W)

Ships normally berth Portside alongside, 3.5 to 4 hours before high water and sail at high water. All ballast needs to be discharged during this time. Minimum sounding is 1.0m near the bow and 1m Under Keel Clearance is required. Please notify Falmouth Pilots your expected forward draft for berthing.



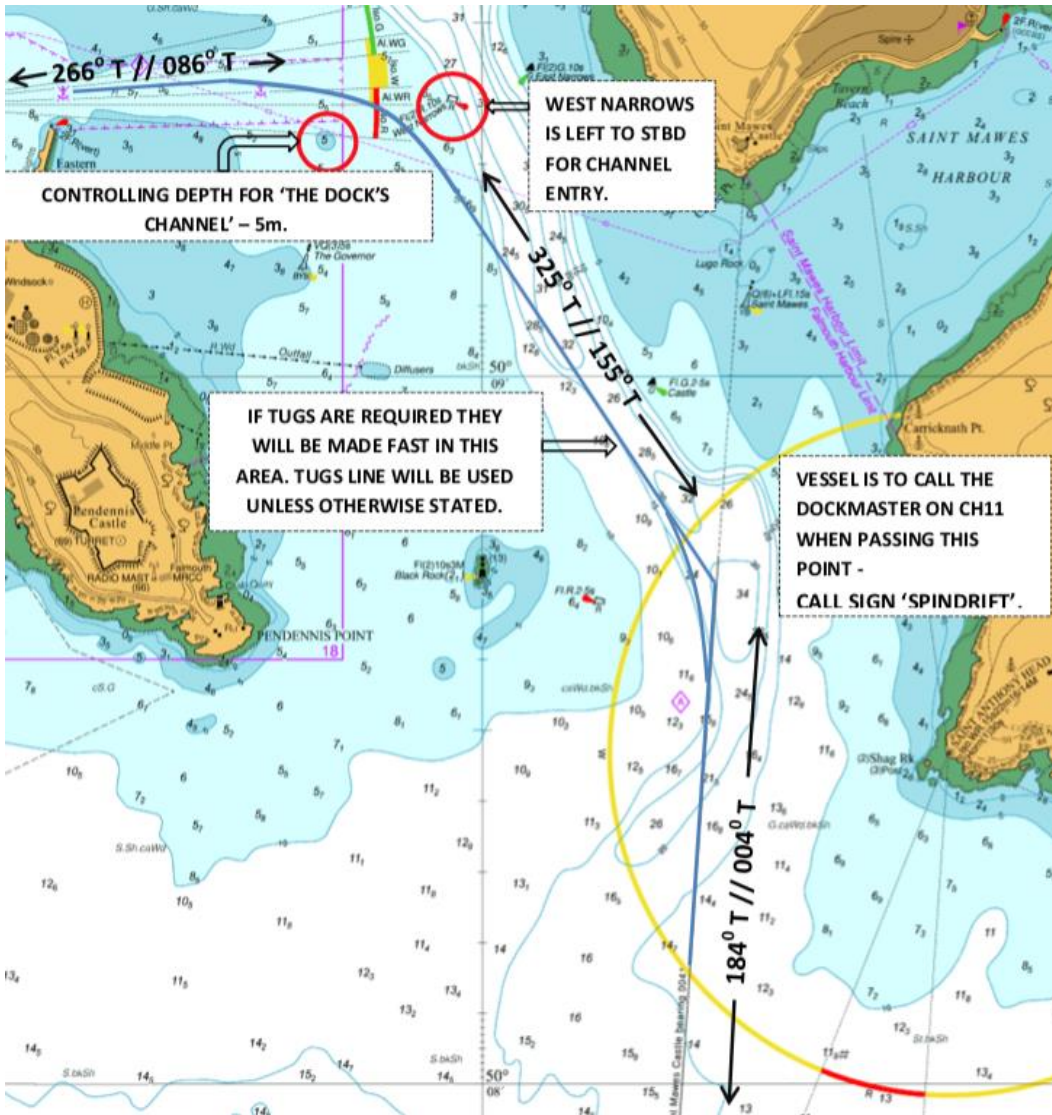
Ships Calling at Falmouth Docks

www.ap-group.co.uk/facilities/ap-falmouth

Contact Marine Operations Manager (MOM@ap-group.co.uk) for Local Notices to Mariners

Callsign "SPINDRIFT" VHF 11 or tel. +44 (0)1326 214666

Tugs are Voith Tractors, tugs lines and unless previously ordered require 2 hours' notice.



Dry Docking

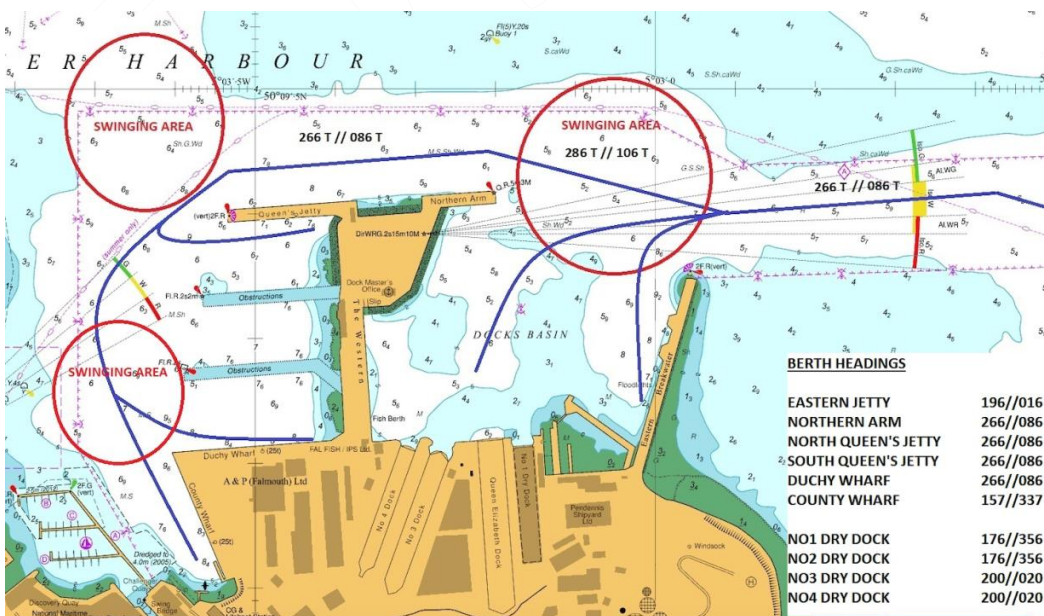
Before approaching a dry dock the ship should be at the required drafts and have no list. The dry dock is operated by the Docking Controller ('Spindrift A') on channel 11. Bow thrusters should be used as little as possible while docking. Gill jet thrusters can't be used inside the dry dock. Ships without bow thrusters will send head ropes to the dock-head by mooring boat and then use them to keep the bow in the centre of the dock. Ships ropes and winches are used for centring the ship while pumping out the dock.

Tanker Berth

The Eastern Wharf is the Oil Terminal where ships usually berth PST on Yokohama fenders at the NW end.

Pendennis Superyachts

The Superyacht complex is in the SE corner of the Dock's Basin. Yachts should report in to 'Spindrift' on channel 11, and Falmouth Pilots on Channel 09 before arrival or departure. The Wet dock has a controlling depth of 0.0m.



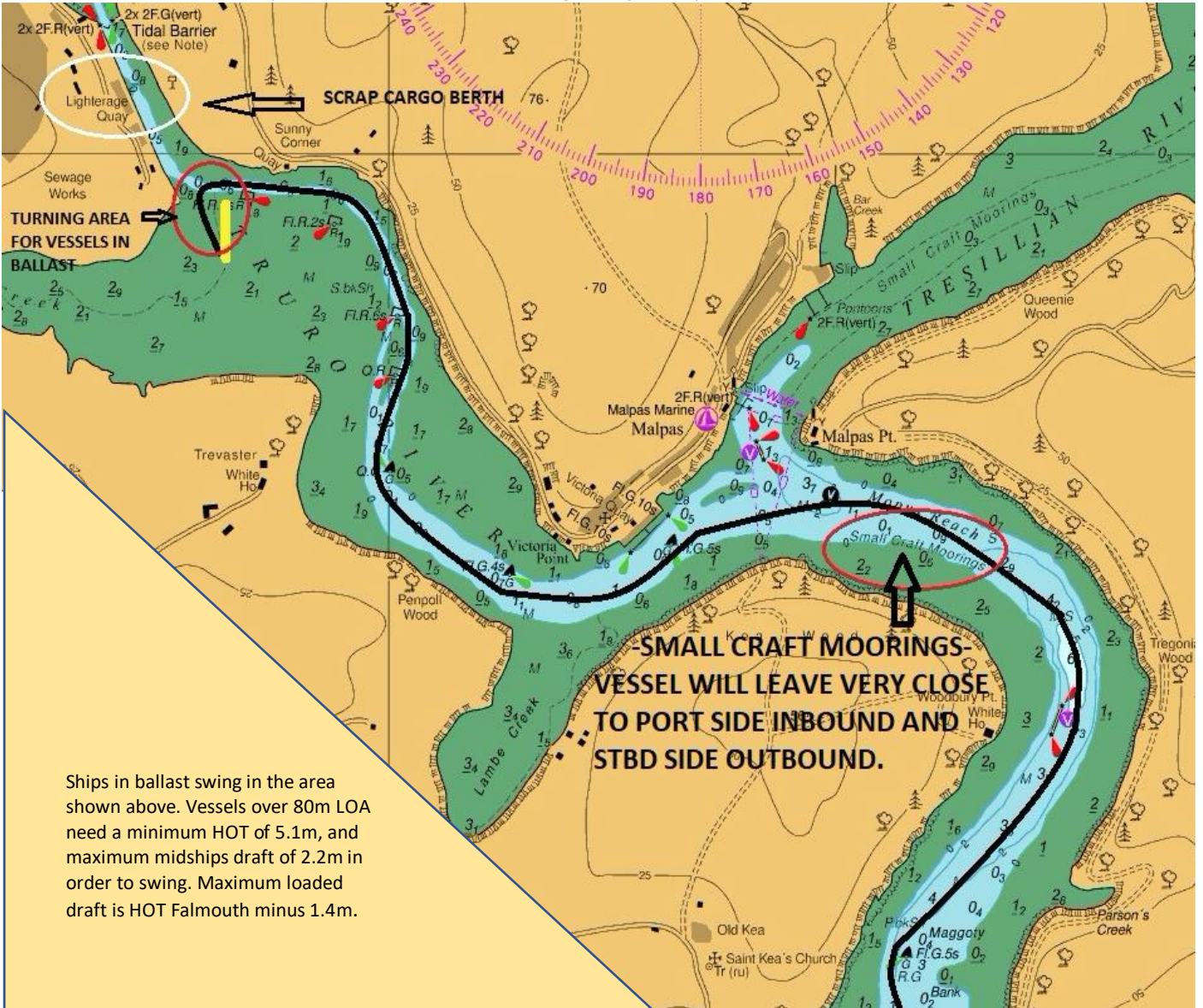
The Port of Truro

<http://www.portoftruro.co.uk>

<http://www.portoftruro.co.uk/port-information/harbour-master-notices/>

Callsign "CARRICK 3" VHF 12

Ships use the NAABSA berth at Lighterage Quay 50° 15.1'N 005° 02.45'W.



Swinging an inbound vessel at Lighterage Quay (Photo Krispen Atkinson)



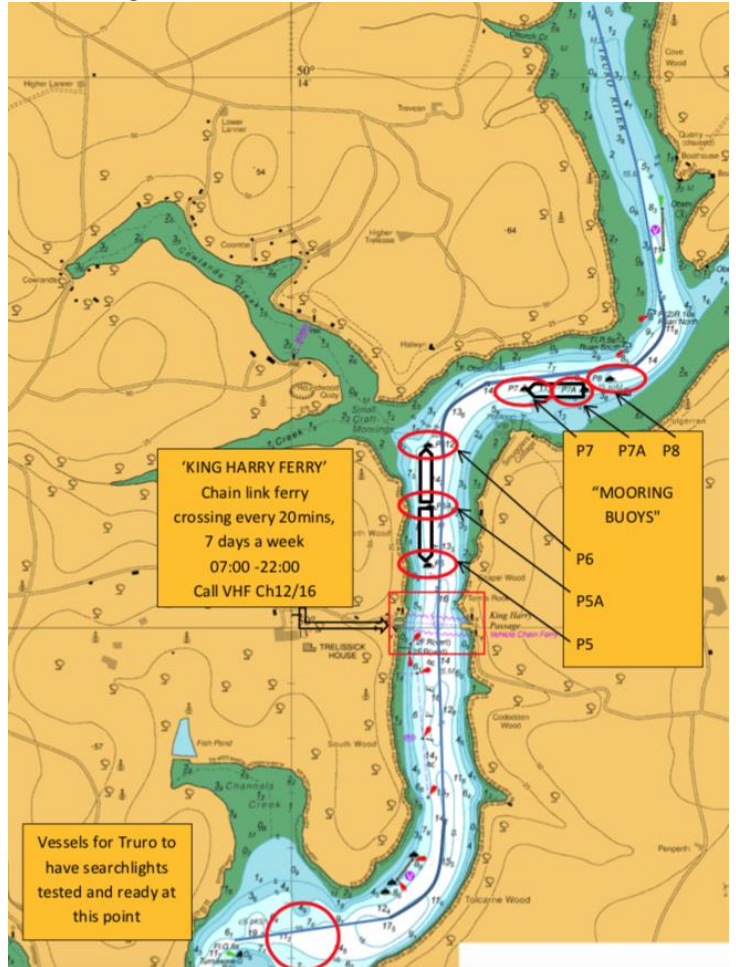
Layup

Ships moor to buoys fore and aft with the stern to either buoy P5A or buoy P7A. Both anchors are laid out ahead of the ship before mooring with around 6 shackles on each anchor. A 2nd Pilot will board to assist with correct positioning of the anchors.

Ships in Layup (P7-P7A-P8)



King Harry Ferry



The passage to Lighterage Quay Truro takes around 1.5 hours from St. Anthony's Light House. Arrivals need to be timed for 30 mins before high water. At latitude 50° 13'N the channel is crossed by the chain operated 'King Harry Ferry' which should be called on VHF channel 16 to arrange a safe passing.

Penryn River
This river is home to numerous marine business and wharves including Exchequer Quay and Coastlines Wharf. Please contact your agent for more information. Min depth to Coastlines 1.7m.

