

C. Scott
Deck Cadet
European Highlander (IMO:9244116)
Chart Order:

BA 2199, BA 2198, BA 1237. All positions in WGS 84.

Written Passage plan narrative:

For vessels approaching Larne lough from the north, Assumed from SE Termination of TSS.

- Beginning from the termination of the TSS (55°14.0'N, 005°58.0'W) Proceed on a course of 162°T for approx. 14.7' miles to (55°00.0'N, 005°50.0'W), During this first leg, call Larne VTS on VHF channel 11 to give 1 hours' notice to the South Hunter Buoy. To stay on track use parallel index 3.60'Nm to starboard on course 162°T, off of Garron point.
- From (55°00.0'N, 005°50.0'W), alter course to 174°T for 5.8'Nm to (54°54.1'N, 005°49.0'W) Where Ballygalley Head lies on the starboard beam, for this leg make use of parallel index on Ballygalley Head at 174°T x 0.86'Nm *Stbd.*
- When Ballygalley Hd. is on stbd. Beam (54°54.1'N, 005°49.0'W), alter course to 148°T proceeding towards a position where the south hunter buoy will lie on the port beam, at a distance of approx. 1.3'Nm (54°52.7'N, 005°47.5'W). Use P.I of 148°T x 0.72'Nm. *Stbd.* Off of Ballygalley Hd.
- When S. Hunter is on port beam, (54°52.7'N, 005°47.5'W), alter course to 180°T for 0.7'Nm, to (54°52.0', 005°47.5'W). Call Larne VTS on VHF channel 11 to give notice passing S. hunter. P.I on S. Hunter 180°T x 1.28'Nm *Port.*
- From to (54°52.0', 005°47.5'W) alter course to 184°T, at this time Leading lights (184.3°T) should be in line, proceed on 184.3°T until at turning basin just off of Curran Quay. (54°50.7'N, 005°47.66'W).

Pilotage:

- Pilot boarding position 1.0'Nm North of Larne No.1 by.

Tugs:

- Assumed 2 x ASD 50t BP tugs, can be made fast 0.5'Nm North of No. 1 by.

Anchorage:

- Safe anchorage 1.0'Nm North of No. 1 by. Take care when approaching from north as other vessels may be at anchor here.

Ferry Traffic:

- Larne Operates busy ferry traffic, maintain a listening watch on VHF channel 11 for information on arrivals/departures.

For advice on entry see Admiralty sailing directions NP40, Irish coast pilot. (Page 232-233).