

LARNE PORT



Larne Harbour Limited

PILOTAGE MANUAL

ISSUE 4.7: 2021

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Document Status

The table below identifies the current issue of each Section:

Section	Title	Issue No	Issue Date
1	Pilotage Directions	4.7	December 2021
2	Regulations to the Pilotage Directions	4.7	December 2021
3	Procedures to the Pilotage Directions	4.7	December 2021
4	Navigation and Port Information	4.7	December 2021
5	Appendices	4.7	December 2021

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Document Control

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This document comprises 4 Sections including 3 Appendices, each of which may be updated independently. To allow updating of the document in an efficient manner, each section has been allocated its own Issue number and Issue Date. The document Status Section contains an overall summary of the current version of this document.

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Larne Port – Pilotage Manual

Introduction

Larne Port, as a Competent Harbour Authority within the meaning of the Pilotage Act 1987, and in the exercise of its powers under Section 7 of that Act, gives the following Pilotage Directions to the Masters of vessels in the Larne Pilotage District.

In order to maintain and enhance safety of navigation within the Larne Harbour statutory harbour area, it is important that Masters and watchkeepers are aware of current Larne Port Byelaws, Directions and Notices to Mariners. It is therefore vital that owners and agents ensure that all such relevant information and publications are promptly distributed to vessels.

It is the duty of the Master of a vessel to which a Pilotage Direction applies to comply with that Direction. Failure by the Master of a vessel to comply with a general direction or special direction shall be guilty of an offence, and renders that person liable, on conviction, to a fine up to level 4 on the standard scale. However, it is a defence for the Master of a vessel to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or that in the circumstance's compliance was impracticable.

Regulations to the Pilotage Directions

Also published in this document are Regulations to the Pilotage Directions. These regulations define the various administrative procedures and requirements, in particular those regarding the issue and renewal of Pilotage Exemption Certificates issued by Larne Port from time to time, which are necessary to support and implement the Pilotage Directions. These Regulations do not form part of the Directions.

Larne Port Control (LPC) Records and Communications

Mariners are reminded that all communications with Larne Port Control, CCTV and radar images may be recorded in the Larne Port Control.

The Port of Larne (Pilotage Functions) Order 2002 authorised Larne Harbour Limited to be the competent harbour authority for the purposes of the Pilotage Act 1987 and the following Pilotage Directions now apply to vessels when navigating in Larne Pilotage District.

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SECTION 1 – Pilotage Directions

1.1 Application of Compulsory Pilotage

Pilotage is compulsory for all vessels navigating within Larne Pilotage District subject to the following exemptions:

- (a) Vessels under 45 metres in length without a bow thruster.
- (b) Vessels under 75 metres if fitted with an operational bow thruster and berthing or unberthing during daylight, in light winds, and slack water conditions.
- (c) HM ships and foreign warships.
- (d) General Lighthouse Authority tenders.
- (e) Fishing vessels less than 60 metres.
- (f) Vessels under 130m in length with an operational bow thruster, and no defects, shifting berth within the port, conditional on the Master having the following:
 1. Significant manoeuvring experience of his vessel ie > 12 months service as Master on board the vessel that he proposes to shift, including at least 100 previous port movements of his vessel in the last year. HM to consider and approve.
 2. At least 1 previous movement of his vessel in the port in the last 12 months
 3. Previously held a PEC for Larne and/or holds a current PEC for another UK or Irish port
 4. Good standard of English
 5. Written approval from his owner or manager to shift his ship in Larne, without a pilot.

Licensed mooring contractor to be engaged to let go and moor vessel

Permission will be granted only if the Master undertakes a familiarisation visit at LPC and undergoes assessment by the Harbour Master, at which he will need to demonstrate knowledge of the port and its reporting procedures.

Shifting to take place only in light winds, at slack water and during daylight hours, and insofar as practicable, with no vessel on an adjacent berth. Master to agree shifting plan and complete a pilot chit with LPC if practicable prior to shift.

Larne Pilotage District comprises all waters within the statutory harbour limits as described in the Larne Harbour Order (NI) 1998.

1.2 Exemptions

The exemption contained in section 1.1, except (c) and (d) will not apply to:

- (a) Ships with a Passenger Certificate.
- (b) Ships carrying hazardous cargoes in bulk or marine pollutants.
- (c) Ships in ballast which are not gas free.
- (d) Ships not fitted with a working radar installation when due to fog, mist, falling snow or heavy rainstorm, or any other similar causes, visibility is less than 1000m.
- (e) Ships or their tow, if any, having any one of the following defects:
 - (i) are unseaworthy in any respect, or
 - (ii) have defects to main engine, steering gear or auxiliary machinery which may affect the manoeuvring of the ship, or
 - (iii) have inoperable capstan, windlass, mooring winches or anchors that are not cleared or ready for use, or
 - (iv) have a list of over 5 degrees, or are excessively out of trim, or

- (v) have any hull or machinery damage which may affect the safety of the ship or the containment or safety of the cargo or bunkers.

1.3 Vessels under Tow

For the purpose of the Pilotage Directions the length of a tug and tow shall be interpreted to be as stated in Rule 24 of the International Rules of Prevention of Collision at Sea, i.e. 'from the stern of the towing vessel to the stern of the last vessel towed'.

1.4 Suspend Directions

The Harbour Master may temporarily suspend any of these Directions from time to time without notice as, in his opinion, may be necessary.

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SECTION 2 – Regulations to the Pilotage Directions

2.1 Larne Pilotage District.

A Pilot Authorisations and PEC may be issued for use in Larne Pilotage District within the defined area as described below:

The CHA will exercise its functions within the port bounded by:

- (a) A straight line drawn from reference point 54°52'34"N. 05°49'19"W (Black Cave Head to reference point 54°52'41"N.05°45'13"W (the beacon at South Hunter Rock):
- (b) A straight line drawn from reference point 54°52'41"N. 05°45'13"W (the beacon at South Hunter Rock) to reference point 54°51'34"N.05°45'40"W (Skernaghan Point):
- (c) A straight line drawn from reference point 54°51'34"N. 05°45'40"W (Skernaghan Point) to reference point 54°51'30"N. 05°46'44"W (Barr's Point):
- (d) The level of high water on the shores of Islandmagee from reference point 54°51'30"N 05°46'44"W (Barr's Point) to reference point 54°50'24"N 05°45'40"W (south-east of Ballylumford Power Station).
- (e) A straight line drawn from reference point 54°50'24"N. 05°46'40"W (south-east of Ballylumford Power Station) to reference point 54°50'24"N. 05°48'00"W (Curran Point).
- (f) The level of high water from reference point 54°50'24"N. 05°48'00"W (Curran Point) extending in a northerly direction to reference point 54° 52'34" N. 05° 49' 19"W (Black Cave Head).

2.2 Pilotage Exemption Certificate policy

A Master and bona fide First Mate of a vessel subject to compulsory pilotage within Larne Pilotage District may apply for and be issued with a Pilotage Exemption Certificate for the area, subject to their fitness and qualification both by examination and experience, as described in PEC requirements. See Appendix 2

Note: "Bona fide First Mate" means the person signed on the ship's articles or employed on the vessel, who will take command in the event of the Master being indisposed.

2.2.1 Authority not to grant PEC

Larne Harbour Limited as CHA may apply to the Secretary of State to be allowed not to grant certificates when LHL believes that exceptional navigational hazards exist within the pilotage district, such that safety considerations dictate that all vessels must take an authorised pilot.

2.2.2 Regulations for the use of a PEC

- (a) A PEC may only be used by an individual acting in the capacity of Master or bona fide First Mate;
- (b) A PEC may only be used on a vessel which has been nominated and named on that PEC;
- (c) The Holder of the PEC reported to Larne Port Control as having conduct of the navigation of the vessel must be on the navigating bridge of that vessel throughout the passage unless relieved by another PEC Holder;
- (d) The Larne Port Control must be appraised immediately of any change of

watch between PEC Holders, which takes place within the Pilotage District;

- (e) A PEC remains valid for one year from the date of issue or renewal. It is the responsibility of the Holder to ensure that his / her PEC remains valid;
- (f) A PEC will only remain valid while the Holder's Certificate of Competency and Medical Certificate are also valid.
- (g) Larne Pilotage Authority reserves the right to inspect the supporting documents of a PEC Holder and or relevant documents of the vessel in which the PEC is being used, or has been used, at any time.

2.2.3 Nominated Vessels

- (a) Pilotage Exemption Certificates applies to nominated vessels upon which examination and / or assessment is based. A PEC may be limited at the discretion of the Authority to particular berths and ship type and will be limited to vessels of substantially similar size and with similar handling characteristics to those on which the candidate has acquired his/her pilotage experience.
- (b) PEC Holders employed on High Speed Craft must obtain specific training in this class of vessel and Applicant's employer must confirm the Master or bona fide First Mate is 'type tested'.
- (c) Any new vessel nominated for inclusion on an existing PEC should not exceed the dimensions of any vessel for which the PEC was originally issued. However, at the discretion of the Authority, a PEC holder will normally be entitled to pilot vessels with similar handling characteristics *up to 20 percent larger (gross tonnage) and with similar handling characteristics* than those on which he/she has pilotage experience. In addition, the PEC Holder must have gained one year experience as a PEC holder, and at least one hundred pilotage acts will have been completed within that year.
- (d) The adding of another vessel that is substantially larger or smaller than what the PEC Holder previously has been nominated is required to undertake the minimum of familiarisation trips on the new nominated vessel, as per PEC Qualification followed by re-assessment on the new nominated vessel by the Senior Master.

2.2.4 Monthly Returns

PEC holders will have their pilotage acts recorded by Duty Marine Officer in Larne Port Control and it will be the PEC holder's duty and responsibility to ensure it is so recorded.

2.2.5 Renewals

Pilotage Exemption Certificates will be issued for a period not exceeding 12 months. They will be renewed upon written application by the PEC holder (supported by the operator of the ship or ships to which the PEC relates) provided

that the Authority is satisfied that the PEC holder has piloted the ship (or ships) to which the PEC relates for at least the same number of acts as that required for the initial exemption qualification during the previous year, and there has been no significant incident involving the PEC holder during that period.

Where candidates fail to meet the above then a renewal will only be granted subject to a further examination. When a PEC is continuously renewed the holder will be re-assessed every 5 years.

2.2.6 Major Incidents and Emergencies

A PEC holder may be requested to assist the Harbour Master during declared Major Incidents and Port Emergencies. In particular, a PEC holder may be called upon to provide local marine expertise either on-scene or at the Command Centre.

2.2.7 Accident or Damage

If any accident or damage has happened to or been caused by a vessel in his charge whilst within the limits of the Pilotage District, a PEC holder will as soon as practicable report the facts in writing to the Harbour Master. This includes quays, dolphins, fenders, ramps, bollards, and other vessels, mooring tenders, tugs, barges and navigational mark to personnel shore.

The Pilotage Incident Report Form can be found in Appendix 4.

2.2.8 Reporting

A PEC holder who observes any alteration in any of the banks or channels, or that any buoys, beacons or perches have been driven away, broken down, damaged or out of place, or any circumstance affecting the safety of navigation will, as soon as, practicable report the fact to the Harbour Master.

2.2.9 CHA Investigations / Inquiry following an incident

Pilotage Exemption Certificate holders shall attend the Harbour Office at the order or summons of the CHA to answer any complaint or charge which may be made against them for the alleged incompetence, or in respect of any marine casualty which may have occurred whilst they were in charge of their vessel.

2.2.10 Suspension or revocation of a PEC

- (a) If, following an appropriate enquiry by the CHA, the PEC holder is found guilty of negligence, incompetence or misconduct, the CHA may suspend or revoke a PEC granted by it under Section 8(6) of the Pilotage Act 1987.

Before doing so, prior written warning of the suspension or revocation will be given as will the right to make representations.

- (b) Temporary Withdrawal of a PEC: Where a PEC Holder has been involved in an incident in which the safety of navigation may have been compromised, the CHA may, in the interests of safety, temporarily suspend the PEC after written notice setting out its reasons and giving the PEC Holder a reasonable opportunity of making representations pending formal investigations of the incident

2.2.11 PEC Fees

2.3 Pilot Authorisation Policy

It is the policy of Larne Harbour Limited, as the CHA, to have an agreement in place with Belfast Lough Pilotage Services Ltd for the pilotage of all non-PEC exempted ships. The Pilots will be 'Unrestricted Pilots'.

Note: Unrestricted Pilots are authorised to pilot any vessel entering, departing or moving within Larne Pilotage District.

The Agreement between LHL and BLPS reflects the general conditions under which the pilots will operate in the pilotage district including regulation of hours, medical standards, training, incident reporting, discipline, grievance and complaints procedure. The purpose of the Agreement is to regulate the relationship between the CHA and BLPS in the proper interests of both.

BLPS Pilots will be authorised by Larne Harbour Limited for pilotage duties in Larne Pilotage District in compliance with the Pilotage Act 1987 (with subsequent guidance from the Pilotage Review of 1998) and the published Port of Larne Pilotage Procedure Manual.

2.3.1 Authorisation

LHL will authorise only competent Pilots (i.e. trained, qualified, experienced) who are members of BLPS Ltd. Authorisation will occur only after they have completed the required training and gained experience in the Larne Pilotage District, which should include not less than 6 port entries and departures. They should also be 'recommended' by a suitable senior pilot from BLPS and successfully complete an oral examination by the Harbourmaster and/or his deputy.

Pilot authorisations are valid for 5 years, subject to the pilot undertaking 12 movements - in, out or shifts - in the previous 'rolling year'. If, a pilot has not completed this level of movements in the preceding year, an otherwise authorised pilot must demonstrate sufficient knowledge of the port by successfully undertaking a Local Knowledge Assessment (LKA), prior to his/her next pilotage movement. He/she however must also be involved in regular pilotage work of similar type vessels at Belfast and/or other local port.

2.3.2 Suspension or revoking authorisation

LHL may suspend or revoke a Pilot's authorisation if it is justified, after an appropriate LHL investigation, that the authorised person has been guilty of any negligence, incompetence or misconduct likely to affect his ability as a Pilot.

Before doing so, prior written warning of the suspension or revocation will be given as will the right to make representations. LHL's decision on suspension or revocation of a Larne Pilot's authorization being final after any representations having been considered.

2.3.3 Pilot Responsibilities

Pilots shall be responsible to the Master and owners of any vessel under pilotage and to the Competent Harbour Authority, for the provision of proper advice on all

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matters relating to the safe navigation within the pilotage district.

2.3.4 Pilot Administration

The Harbour Master or Deputy shall together with the Secretary of Belfast Lough Pilotage Services Ltd be responsible for: -

- (a) Appointing pilots to vessels as per Section 2.3.5;
- (b) Administration of the training and examination schedule and/or professional updating for all current pilots.

2.3.5 Appointment of Pilots to Vessels

Pilots shall be appointed to vessels by Belfast Lough Pilotage Services Ltd in agreement with the Harbour Master with the need for maintaining proficiency of individual pilots and pilot training requirements.

The appointed pilot to a vessel will report to LPC not less than 30 minutes before embarking the vessel so to receive a pilot chit and to prepare together a passage plan and discuss any concerns of the pilotage act with the Marine Officer.

2.3.6 Pilot Appointment List

The Appointment List shall be prepared at regular intervals by BLPS and a copy issued to Larne Port Control. Any amendments shall be advised to the same as soon as practicable.

2.3.7 Pilot Watch System

A pilot watch system is not implemented at the Port of Larne due to the infrequent requirement for pilots to attend vessels. The Pilots are on a roster for the Belfast District and each week a Duty Roster is published and sent to Larne Port Control identifying named pilots for Larne for the week ahead.

Pilots are ordered by Larne Port Control, who shall make best endeavours to keep BLPS updated as regards any changes to ETA's and ETD's. If, due to any circumstances, it becomes apparent that the appointed pilot cannot undertake the programmed act of pilotage, he shall inform LARNE PORT CONTROL as soon as possible so that alternative arrangements can be made.

2.3.8 Pilot Over carriage

Over carriage will be avoided if possible and should only occur in exceptional circumstances and with the consent of the Pilot. Over carried pilots will usually disembark at the first reasonable opportunity en route. This will usually be Belfast Lough. If it cannot be guaranteed that the pilot can disembark in Belfast Lough or some other local port agreed with the ship and pilot, then the sailing should be delayed to avoid overcarrying of a Pilot.

As soon as it becomes clear that a Pilot is to be over carried he will inform Larne Port Control who will advise the ship's agent to make the necessary arrangements for disembarkation and return travel. When a pilot is over carried for any reason, the Duty Marine Officer shall inform the Harbour Master expediently. All costs of over carrying a pilot shall be for the vessel.

2.3.9 Pilot Sickness Cover

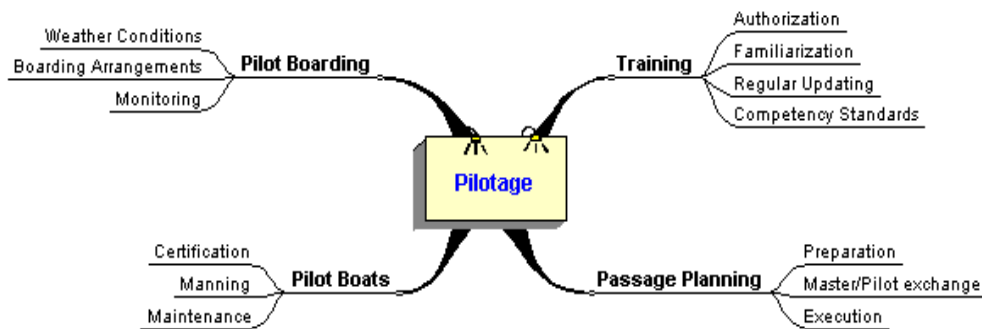
Belfast Lough Pilotage Services Ltd will provide cover from the duty roster for sickness and over carriage, when necessary.

2.3.10 **Bad Weather**

The local Pilotage Service will be closed down in times of bad weather. The criteria for bad weather operations are promulgated in this manual, Section 4 Navigation. The Duty Pilot will review the situation at regular intervals and advise Larne Port Control when the pilotage service is to be resumed.

In such circumstances, if conditions permit, ship’s owners may elect to ship a Pilot authorised for Larne Harbour at Belfast or another port by prior arrangement. Any additional costs incurred will be for the ship owner’s account.

2.3.11 **In summary: Pilot System**



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Section 3 – Procedures to the Pilotage Directions

3.1 Preamble and Background

Masters, PEC Holders and Authorised Pilots will acquaint themselves with the *Larne Harbour Order (NI) 1998* and understand the implication of all the content therein. Specific attention to the following articles is important:

- Article 10: General Rules for Navigation;
- Article 12: General Directions to Vessels;
- Article 13: Special Directions;
- Article 15: Failure to comply with Directions.

All vessels should always be navigated in accordance with the ICS Bridge Procedures Guide.

The pilot (BLPS or PEC Holder) is entitled to expect navigational support from the Bridge Team of the vessel he is engaged to pilot. Teams are therefore expected to make proper use of appropriate navigational procedures, including the use of leading marks, parallel indexes and clearing bearings, to properly monitor the ship's position within (and progress along) the planned track, in order to be in a position to give the pilot this support as required. Masters of vessels failing to do so will be cautioned and continued failure will be reported to the Harbour Master.

3.2 Larne Port Control (LPC)

Larne Port Control is operated on a continuous 24-hour basis to provide a safe and efficient regime for vessel traffic and protection for the environment.

Larne Port Control provides the co-ordination and communications centre for the Port of Larne Pilotage Service, and the pilot boarding and landing activities at the Pilot Station.

Larne Port Control provides a **Local Port Service** with the authority of the Harbour Master. Failure, without good cause, to obey an instruction given by Larne Port Control with the purpose of preserving marine safety, may constitute an offence, under the Larne Harbour Order (NI) 1998.

3.3 Extent of Pilotage

Except as provided below in the case of Port of Refuge, vessels shall be piloted, either by an Authorised Pilot or by a Master or bona fide First Mate with a valid Pilotage Exemption Certificate throughout the full extent of the compulsory pilotage district.

If weather conditions prevent the boarding or disembarkation of Pilots outside the Pilotage District, the vessel shall be delayed until the weather permits such boarding or disembarkation. Over carriage should only occur in exceptional circumstances and with the consent of the Pilot. Over carried pilots will usually disembark at the first reasonable opportunity en route. This will usually be Belfast Lough.

If, for any reason, a pilot is unable to board a vessel subject to compulsory pilotage at the normal pilot boarding positions, the Duty Marine Officer, after consultation with the pilot, will instruct the vessel to remain outside port limits until such time as a pilot is able to board.

3.4 Restricted Visibility Operations

Restricted Visibility Terms: Visibility at Larne is referenced to the standard Meteorological Office criteria (2012) as follows:

Very poor: Visibility less than 1000 metres

Poor: Visibility between 1000 metres and 2 nautical miles

Good: Visibility between 2 and 5 nautical miles

Very Good: Visibility more than 5 nautical miles

LARNE PORT CONTROL has access to the latest Met. Office forecasts.

Visibility may deteriorate for several reasons such as – fog, snow and heavy rain and also because of the presence of smoke or dust.

When visibility is restricted to 1000m in any part of Larne Harbour's Authority's Area, the following regulations are to be followed: -

3.4.1 VHF Discipline

Larne Port Control (which is responsible for VHF discipline at all times) will exercise particular vigilance concerning VHF discipline during Restricted Visibility Regulations.

All Masters, Authorised Pilots and PEC Holders have a responsibility to monitor the main working VHF Channel when underway. All vessels alongside will exercise extreme caution when communicating with a vessel underway.

3.4.2 Very Poor Visibility – Restricted entry into Port

No vessel shall enter or move within the Pilotage District if the visibility is less than 500m except:

- Regular scheduled vessels, e.g. ferries, can move in any visibility conditions, at the discretion of the Master and the Harbour Master or his/her assigned deputy, however only one vessel at a time may be under way in the area west of Barr's Point and south of Black Cave Head in such conditions. The PEC holder however must be experienced in blind pilotage techniques involving the use of ECDIS and radar parallel indexing. Vessels must manoeuvre with great caution and at a speed appropriate for the conditions. The vessel should be manually steered at all times whilst within port limits by a dedicated and competent helmsman, having given close consideration to having sufficient resourcing of the bridge management team.
- Any vessel's operation that requires to work with tugs within the harbour must be specifically risk assessed for the safety of such operations in the prevailing visibility, but in any case, will not take place if visibility is less than a 1000m;
- Leisure vessels and fishing vessels may move only with the permission of the Harbour Master or his/her assigned deputy.

3.5 Wind Restrictions

Wind restrictions for vessels entering, departing or shifting within the port are subject to the vessel's capabilities, as well as sections 3.5.1 to 3.5.3 below. For the purpose of this procedure, wind speeds are defined as average wind speeds over the preceding 10 minute period, as shown on the Larne Port Control equipment.

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- 3.5.1 No vessel shall enter or move within the port with the average wind speed in continuous excess of **35 kts**, unless it has been confirmed that the destination berth is clear.
- 3.5.2 Vessels shall not enter, leave or move within the port with an average wind in excess of 40 kts; however exceptions may be made for regular scheduled ferry movements, at the discretion of the Master and the Harbour Master and subject to Section 3.5.3 below.
- 3.5.3 Irrespective of any *general* limits agreed between regular ferry Masters and the Harbour Master, nothing should be deemed to override the principles that:
- a. Movement of regular ferries shall, at all times, be at the discretion of and under the authority of the Ship's Master
 - b. The Harbour Master has the authority to prohibit the movement of any and/or all vessels in the event that he/she deems that, due to prevailing circumstances and/or conditions, they are unsafe.
- As a consequence, there exists an obligation and expectation that a ferry's master and Harbour Master – or his/her designated representative - will consult with each other in the event that a movement or prohibition is anticipated outside the agreed general limits.
- 3.5.4 Bunker tankers shall not manoeuvre alongside receiving vessels in winds in excess of 30 knots, nor when swell conditions are in excess of 0.75metres. When winds are in excess of 25 knots or swell height in excess of 0.5m, such manoeuvres alongside, are permissible only with specific approval from the Harbour Master or his assigned deputy.

3.6 Storm Tide Warnings

A 'storm tide' is when the tide level is higher (or lower) than predicted astronomical tides. The Storm Tide Forecasting Service (STFS) plays a pivotal role in flood prevention around the coasts of England, Wales and Scotland. The Met Office provides the Environment Agency with its forecasts of coastal flooding, surge and wave activity, together with warnings when hazardous situations are seen to be developing. The Environment Agency then acts on this information.

3.7 Port of Refuge

Vessels requesting to use the port, as a port of refuge will be dealt with on a case-by-case basis and subject to individual risk assessment. In general, it is considered that the location and approaches to the port of Larne will normally render it less suitable as a port of refuge than other ports in the vicinity.

3.8 Special Restrictions

The Harbour Master may impose restrictions on vessels with defects or leaking marine pollutants. Pilots will be advised through Larne Port Control accordingly.

3.9 Pilot Boarding Procedure

Every pilot together with the pilot boat coxswain must decide if it is safe to board a vessel or not. The decision is free from any external pressure and should solely be based on the

conditions presented to the pilot at the time of boarding.

Boarding will normally take place approximately 1.0 Nm North of Larne No. 1 buoy, but at a position agreed between the Master, Pilot and the pilot boat coxswain, in advance. The side on which the ladder is to be rigged, the preferred ship's speed through the water, and how a lee is to be created such that the pilot can safely be transferred, should also be similarly agreed.

Prior to arrival at the pilot station, Larne Port Control will request the vessel to prepare the pilot ladder on the side of the vessel preferred by the pilot and pilot boat coxswain. Larne Port Control will also seek confirmation from the vessel that the boarding arrangements are in good order, well maintained and in line with IMO standards. Failure from the vessel to give a positive answer to this will result in the automatic suspension of the pilot service for that vessel. If the pilot at any stage discovers that the pilot boarding arrangements are not or were not to the standard required, he/she is to collect evidence and present it to the Harbour Master for further investigation. A Larne Port Marine Incident/ near miss form should also be completed by the pilot at the earliest opportunity.

3.10 Bridge Manning and use of autopilots

Bridge manning must be sufficient to ensure that vessels can be safely operated and navigated within the port limits, but in any event should never be less than 3 personnel. The use of autopilots is not permitted within the approach channel nor inner harbour, there being a requirement for a dedicated and competent helmsman, who should not be the piloting officer ie PEC holder nor authorised pilot.

Section 4 –Navigation and Port Information

4.1 Navigation

4.1.1 Off-Lying Dangers

Hunter Rock, with a least depth of 0.8 metres, is marked by cardinal buoys to the north and south. A magnetic anomaly exists in this area. Tidal streams set northwest and southeast in the vicinity of the rock at rates of up to 2½ knots.

Local headlands including Ferris Point, Barr's Point and Skernaghan Point have drying rock outcrops extending up to one cable offshore.

4.1.2 Port Approaches

Vessels may approach from No. 1 Buoy from the east or north, passing clear of the Hunter Rock. The northern approach allows vessels more time to identify and steer onto the channel leading marks and lights. From the east, the white sector of Chaine Tower light leads between Hunter Rock and Barr's point with a least depth of 6 metres. Ferry traffic normally enters and leaves from/to the east.

Vessels are not allowed to pass in the Channel between No. 1 buoy and Ferris Buoy.

4.1.3 Leading Marks

Leading marks situated on the south side of Larne Lough No. 11 and No.12 lead 184° 19' clear through the channel, to No 5 buoy. The marks and 'day light' may be difficult to distinguish in marginal visibility during the daytime.

4.1.4 Buoyage

The channel is marked by 2 buoys on the west side (No. 1 and No. 3) and Ferris buoy and two beacons on the east side (No. 2 and No. 4). The positions of buoys are generally reliable but cannot be guaranteed, particularly in and after conditions of heavy weather.

No. 1 buoy can be difficult to distinguish from the background shore lights, particularly from certain ship bridge heights. No. 3 buoy intrudes slightly into the channel on the west side and may require larger vessels to deviate from the leading line to clear it, particularly in strong cross winds.

4.1.5 Anchorages

There is no anchorage zone in LHL port limits, although advice regarding anchorage areas in the vicinity outside port limits may be requested from Larne Port Control.

The normal waiting anchorage for vessels is 1.2 nautical miles north of No. 1 buoy in depths of 20 metres. It has reasonable holding however, it is exposed to wind and swell from north to south-east (through north-east directions).

Note: the proximity of 2 cross channel subsea cables extending from north of Black Cave Head.

In strong north to southeast winds, anchorage may be found in Belfast Lough.

4.1.6 Swell Effects

During and after north-easterly gales, there may be a heavy swell running straight into the channel making steering and track-keeping difficult. Fast Craft Ferries are particularly prone to steering difficulties in these conditions and require maintaining speeds of up to 12 knots to maintain adequate steering. The swell effect can be encountered throughout the Harbour.

4.1.7 Controlling Depths and Underkeel Clearance

The controlling approach depth for all states of the tide in the port's Main Channel when entering the Port is 8.9m as far South as the 54° 51'N line (Nov 2021). For controlling depths beyond this line, refer to the most recent Notice to Mariners, available on the Port's website. see <https://www.portoflarne.co.uk/local-notice-to-mariners/>

With the exception of the berths and their immediate approaches, the minimum underkeel clearance allowed is the greater of 1 metre or 10% of the vessel's deepest draft. However due allowance shall also be made for the effects of squat and swell, which will particularly affect vessels in strong onshore conditions. The seabed topography is stable, and the bottom is generally gravel, clay and silt, although some boulders are present.

Note: some vessels may need more than 10% e.g. azipods

4.1.8 Tidal Streams

Off the entrance, tidal streams approximately parallel to the general trend of the coastline at speed of up to 2 knots. Within the entrance, streams run approximately parallel to the channel at speeds of up to 3 knots in the port tidal streams generally run onto the berths on the ebb and off the berths on the flood; however localised cross tides occur in various areas within the port.

4.1.9 Abort Procedures

A vessel can abort its approach to Larne for a number of reasons. The most common are either technical in nature or environmental.

A Vessel who is in doubt whether or not an approach to the harbour is safe should abort before coming within 0.75 Nautical miles of Larne 1 buoy. For ferries this distance may be reduced to 0.3Nmls, provided all manoeuvring aids are fully operational. After this point a vessel will find itself committed to the channel until clear of Larne 3 buoy

A vessel which finds itself unable to berth can abort the berthing at any stage of the manoeuvre. It is up to the Pilot/PEC holder to decide the best cause of action.

The main actions to consider are: stand off the berth, anchor in the Ballylumford turning basin or swing in the Ballylumford turning basin and proceed to sea. Larne Port Control is to be informed at the earliest opportunity of the abort and consequent intentions of the vessel.

4.2 Port Information

4.2.1 General Introduction

All the quays are exposed to the south-east and vessels may experience difficulty manoeuvring on and off the quays in strong south-easterly wind conditions.

Swinging room is limited off Continental, and to a lesser extent off Chaîne and MacKean Quays. More room is available off Curran Quay and vessels can use this area to swing if required. No. 4 Beacon marks the extent of the available swinging room off MacKean Quay.

4.2.2 Small Craft

Fishing boats operate occasionally throughout the year off the entrance to Larne Lough. The East Antrim Boat Club organises races both inside and outside the Lough. Races taking place outside the harbour will involve yachts racing through the harbour entrance. Small dinghy racing and tutoring take place only in the inner harbour.

4.2.3 Speed

The proximity of Continental Quay to the central axis of the channel renders vessels berthed alongside liable to interaction from vessels passing in the adjacent channel. Passing vessels must navigate at their minimum safe manoeuvring speed when passing vessels moored alongside continental quay.

Vessels berthed at Continental Quay should also consider this factor, along with the wind and strong tidal conditions that can be experienced at this berth when determining their mooring arrangements whilst alongside.

4.2.4 Power Station Outfall

The outflow from the power station outfall (near No. 4 beacon) produces a strong local eddy, which may affect the manoeuvring of vessels turning and small vessels passing.

4.2.5 Larne Harbour berth information

No	Name	Max LOA	Ramp	Remarks
1	Continental	160m	Twin	Berth provided with dolphin to accept breast lines and a buoy for headlines
2	Chaîne	125m	Twin	
3	MacKean	175m	Twin	Berth provided with dolphin to accept lines at north end
4	Olderfleet	85m	Nil	
5	Curran	185m	Single	Berth provided with dolphin to accept lines at north end

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Hydro graphic surveys are frequently carried out by the port, for the latest survey results please consult the relevant Local Notice to Mariners.

4.2.6 Ballylumford Power Station “B” Jetty

It should be noted the last tanker at this berth was November 2006. The jetty has subsequently been decommissioned.

4.2.7 Ballylumford Power Station “A” Jetty

This is the service jetty for the power station, with CD 4.7m (2003) alongside. This jetty was refurbished in 2003 and is able to accommodate coastal tankers for the import of diesel oil for the gas-fired “A” power station. However, a special survey of the berth’s water depths would be required before use by any vessel.

The jetty is aligned with the axis of the stream and presents no special problems. There is ample swinging room off the berth.

4.2.8 Larne Lough, South of Curran Point

This area lies outside the port limits of Larne Harbour Limited and is not within the pilotage district.

For general information only: the main channel continues to the south-east, and was previously maintained to a depth of 5 metres for approximately one mile, close to the Islandmagee side of the lough. The main channel then turns south to the derelict cement works at Magheramourne. The channel is not marked.

Tidal streams are approximately rectilinear and generally weak to the south of Curran Point. The seabed is mainly mud and sand within the lough.

APPENDIX 1

Pilotage Exemption Certificate Requirements

1.0 Applications and Qualifications

Pilotage Exemption Certificates (PEC's) for the Port of Larne Pilotage District will be granted by Larne Harbour Limited (the Competent Harbour Authority) to persons who are Masters or bona fide First Mates of ships, subject to their fitness and qualifications both by experience and examination.

Note: "Bona fide First Mate" means the person signed on the ship's articles or employed on the vessel, who will take command in the event of the Master being indisposed.

The following conditions must be satisfied before a PEC will be issued to Master or bona fide First Mate for any vessel:

- a) Applicants must hold a valid STCW certificate of competency appropriate for the capacity in which he/she serves and valid for the vessel(s) in which the PEC will be used.
- b) Applicants must notify LHL of their intention to undertake qualifying trips in advance of starting the process. No credit will be given for trips undertaken prior to the notification.
- c) **Tripping:** A minimum of **12 trips in and 12 trips out** to and from any berth within the Pilotage District. At least 50% must be undertaken during the hours of darkness. Such tripping to be completed throughout the 12 months immediately prior to application.
- d) 2 acts of pilotage (1 inward, 1 outward) will be onboard assessment acts. Assessment acts will be undertaken with an authorised PEC Holder (the assessor) for the vessel for which the PEC is sought or an authorised Harbour Pilot.
- e) **Assessment:** The PEC candidate will be responsible for ensuring that the Confirmation Form is completed by the assessor and is forwarded to the Harbour Office **prior** to the oral examination.
- f) Applicants must be capable of communicating effectively using the English language, by VHF radio.
- g) **LPC Visit:** Candidates must have visited LARNE PORT CONTROL within the preceding month prior to the examination and be fully conversant with the port's procedures within the pilotage district. They must ensure that the Confirmation Form is signed by the Duty Marine Officer.
- h) **Familiarisation trip:** Each candidate will complete a familiarisation trip of the harbour on board a tug and, if possible, attend a berthing of a ship. They must ensure that the Confirmation Form is signed by the tug master.

Suitability: Applicant to supply copy of evidence from employer of suitability of the Master or bona fide First Mate.

- i) On completion of the required number of qualifying trips, applicants should submit their application issuing the predetermined forms, which will comprise:
1. Applicant's tripping log identifying all the qualifying trips and each record properly countersigned by the PEC Holder or LHL Pilot present during the trip. LHL may verify these details by cross-referencing with LPC records;
 2. A copy of Applicant's Certificate of Competency;
 3. A copy of the Applicant's valid Medical Certificate;
 4. Application Form - completed;
 5. Confirmation Form - completed;
 6. Letter from Applicants employer confirming suitability.

2.0 Conditions relating to Examination

Examinations will be conducted by the Harbour Master and, if necessary, a Senior Master (PEC Holder), experienced in the operation of that class of vessel in the port of Larne.

The PEC examination syllabus is described in Appendix 2

APPENDIX 2

Pilotage Examination Syllabus

An applicant for authorisation as a PILOT or for a PILOTAGE EXEMPTION CERTIFICATE is required to be fully conversant with the following subjects: -

1.0 General Navigation

- (a) The International Regulations For The Prevention Of Collisions At Sea and in relation to Port of Larne specifically discuss:-
 - Safe Speed - Rule 6
 - Risk of Collision – Rule 7
 - Narrow Channel – Rule 9
 - Conduct of vessels in restricted visibility – Rule 19
 - Manoeuvring and warning signals – Rule 34
 - Sound signals in restricted visibility – Rule 35
 -
- (b) IALA Maritime Buoyage at Port of Larne:-
 - Commissioners of Irish Lights care and responsibilities
 - Larne Harbour Ltd: duty of care and responsibilities
 - Buoys and Leading lights
- (c) Discuss relevant MCA and Port related information on pilotage:-
 - Notices to Mariners,
 - Marine Guidance,
 - Information Notices.
- (d) Discuss and confirm acquiring relevant data to facilitate the act of pilotage:-
 - Local port Notice to Mariners,
 - Passage Planning; prior planning and logging with LARNE PORT CONTROL,
 - Understand the principles of ship handling at Larne,
 - Using tide tables, tidal windows, aborting factors,
 - Be aware of the most recent hydrographical surveys and CD's.
- (e) Knowledge of anticipated underkeel clearance at the following port areas:-
 - Main channel,
 - Larne quays,
 - Power Station jetties,
 - Understand the importance of transits and clearing bearings.
- (f) Discuss the bad weather procedures at Larne, specifically restricted visibility and wind restrictions.
- (g) Understand the ship-handling characteristics of vessels encountering:-
 - Squat
 - Bank effect
 - Interaction

- (h) Understand the principles of auditing and assessment:-
 - Discuss about shipboard quality and safety management systems,
 - Discuss unsafe conditions of pilotage, critical equipment and procedures.
- (j) Discuss the Port of Larne Pilotage Plan
 - Sea to Berth Plans
 - *Master and Pilot transfer of information*
 - Keeping the bridge team informed of pilot's intentions
 - Evaluate the performance of the bridge team in terms of navigation routines.
 - Abort positions
- (i) Explain the actions to be taken in the event of the vessel grounding or being in a collision.
- (j) Discuss the necessity to report incidents and evaluate incidents.
- (k) MAIB: Recent Accident Reports and recommendations pertinent to pilotage, tug operations and reporting protocols to be reviewed.
- (l) Ship-handling characteristics of vessels – squat, bank effect and interaction with other vessels
- (m) General radio communication procedures

2.0 Rules and Regulations

- (a) Larne Harbour Bye-laws, Regulations and Directions for Navigating in LHL area of jurisdiction,
- (b) Larne Pilotage Directions, including areas and ships to which they apply,
- (c) *Pilot Boat Regulations*,
- (d) Dangerous Substances in Harbour Areas Regulations 1987,
- (e) Vessel Traffic Monitoring and Reporting Requirements Regulations 2004,
- (f) Port Marine Safety Code and associated Good Guide to Port Operations.

3.0 Local Knowledge and Experience

The applicant's experience will be determined by his/her ability to demonstrate detailed local knowledge pertinent to the area for which he/she is being examined with particular reference to: -

- (a) LHL area of jurisdiction for:-
 - Outer limits,
 - Inner limits,
 - Boarding points.
- (b) Traffic movements and patterns.
- (c) The names and characteristics of lights, their ranges and arcs of visibility:-
 - Chaine Tower,
 - Leading Lights.

- (d) The names and characteristics of buoys, beacons and other seamarks:-
- South Hunter Rock buoys,
 - No. 1 – 3 – 5 – 7 buoys,
 - No. 2 – 4 beacons.
 - Jetty lights
- (i) The approximate width of the channel:-
- Main navigational channel,
 - Off the berths.
- (j) The bearing and distance from one buoy to another on each side of the Channel:-
- No.1 to No.3 buoy,
 - No.2 to No. 4 beacons.
- (k) The depths of water throughout the area, particularly at the buoys:-
- Channel,
 - No.1 buoy,
 - No.3 buoy,
 - Turning circle,
 - No.5 and 7 buoys.
- (l) Clearing marks and points, visually by day or night, and by radar.
- (m) Significant radar patterns of aids to navigation and the use of parallel indexing.
- (o) The anchorages, their positions, uses and limitations.
- (p) Knowledge of Jetties and Berths including general description, type of vessels using the facility, maximum and minimum sizes of vessels, limits for berthing and unberthing, depths, manoeuvring area, etc
- (r) *Pilot Boat: Boarding and landing hazards and procedures:-*
- *Choosing the correct transfer area,*
 - *Communication with incoming vessel,*
 - *Maintain personal safety (PPE, ship interaction, sea/swell effects).*
- (s) Towage operations at Larne: towage requirements, ship handling with tugs, allocation of tugs, working with tugs, towage in reduced visibility.
- (t) Knowledge of Larne Harbour Emergency Plans:-
- OPRC oil spill response procedures,
 - Marine Emergency Plan,
 - Shore Emergency Plan.

4.0 Port of Larne Marine Communications

- (a) Larne Port Control is a Local Port Service: discuss implications,
- (b) Discuss and understand traffic instructions: 'Special' and 'General' Directions,
- (c) Incident Reports: when should vessels report to LARNE PORT CONTROL,
- (d) Message Markers: Information, Intention, Advice, Instruction,
- (e) Confirm understanding of general radio communication procedures at Larne:
 - LARNE PORT CONTROL communications in general: arrival and departure calling points,
 - LARNE PORT CONTROL/ship communications while in port, specifically during bunking operations.
- (f) Understanding 'Clearance' to navigate (also 'conditional', 'denied', 'expiration').

Training update: Assessments and Courses

Candidate to advise if any of the following training courses have been carried out within the previous 5 years

- Simulation training, including ship handling?
- Bridge Team Management Course or similar type?
- ARPA course or equivalent e.g. ECDIS?

5.0 Conditions of Use

Larne Pilot / PEC Holder to confirm and agree to 'Conditions of Use' as follows:

- (a) Pilot/PEC Holder not to carry out other duties whilst conducting pilotage,
- (b) Pilot/PEC Holder to ensure he is adequately rested and fit,
- (c) Pilot/PEC Holder to be satisfied there is adequate bridge manning levels and support for pilotage passage.
- (d) Pilot/PEC Holder to maintain updating of knowledge capability,
- (e) Pilot/PEC Holder to understand when to report an incident to Harbour Master without delay, with a written report to follow,
- (f) LARNE PORT CONTROL will record of passages conducted, but Pilot/PEC Holder may wish to do same as a comparison and presented if required.
- (g) Pilot/PEC Holder is required to report to the Harbour Master when instructed,
- (h) Pilot/PEC Holder is required to report a defective Aid to Navigation,
- (i) Pilot/PEC Holder required to report onboard defects,
- (j) To understand that the Renewal criteria and period of validity,
- (k) Incident investigation procedures.

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APPENDIX 3 – FORMS

- 1. Application for a Pilotage Exemption Certificate.**

Conformation Form

Every applicant must complete these visits or trips, confirmed by assessor.

1. LPC Visit ~~~~~

Date of Visit: _____ Verified by Marine Officer: _____

2. Assessment Trips

The applicant has satisfactorily demonstrated to the assessor that he is ready to be examined.

Inward Passage

Ship / Date: _____ (Pilot / PEC Holder): _____

Outward Passage

Ship / Date: _____ (Pilot / PEC Holder): _____

3. Port and Tug Familiarisation Trips

Trip Date: _____ (Tug Master)

Tug / Ship / Date: _____ / _____ / _____ (Tug Master)

4. Declaration: I hereby declare that the above information is correct and confirm the following: I have studied and am familiar with the following:

- (a) The Port of Larne Pilotage Directions, including syllabus for local knowledge.
- (b) The International Regulations for the Prevention of Collisions at Sea.
- (c) The Port of Larne Port Control reporting procedures.
- (d) The Port of Larne Harbour Bye Laws
- (e) Notices to Mariners in force for the Port of Larne.
- (f) The Port of Larne Pilotage Manual.
- (g) The Port of Larne Emergency Plan.
- (h) The Dangerous Substances in Harbour Areas Regulations 1987 (as applicable).
- (i) The tides in the pilotage area.
- (j) Inspected recent survey charts.
- (k) I have an understanding of the English Language and knowledge of the use of

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Marine Standard Communication Phrases.

- (l) Evidence of Medical Fitness (ENG1 Certificate or equivalent) is enclosed.
- (m) I have visited the Port of Larne Port Control within the last month and am familiar with the port's procedures within the pilotage area.

Applicants Signature:..... Date:.....

Harbour Master Signature:..... Date Received:.....

LARNE PORT INCIDENT REPORT FORM

INCIDENT REPORT FORM

Author: Choose an item.

Number: Select

1 ENVIROMENTAL DETAILS

Date:	Click here to enter a date.	Location	Click here to enter text.
Time:	Click here to enter text.	Visibility	Choose an item.
Daylight/ Dark	Choose an item.	Sea State	Choose an item.
Wind Dir Spd	Click here to enter text.	Weather	Choose an item.
Height of Tide		Flood /Ebb	Choose an item.
Over all conditions		Good <input type="checkbox"/>	Fair <input type="checkbox"/> Poor <input type="checkbox"/>

2 VESSEL(S)

Name	Choose an item.	Name	Choose an item.
Length	Click here to enter text.	Length	Click here to enter text.
Beam	Click here to enter text.	Beam	Click here to enter text.
Draft	Click here to enter text.	Draft	Click here to enter text.
Pilot/ PEC	Choose an item or type	Pilot/ PEC	Choose an item or type
Type	Choose an item.	Type	Choose an item.

3 OPERATIONS

Berthing	<input checked="" type="checkbox"/>	Un berthing	<input type="checkbox"/>	At Anchor	<input type="checkbox"/>
Underway within the Harbour	<input type="checkbox"/>	Engaged in Towing	<input type="checkbox"/>	Engaged in pilotage	<input type="checkbox"/>
Underway within the Approaches	<input type="checkbox"/>	Debris	<input checked="" type="checkbox"/>	Mooring operations	<input type="checkbox"/>
				Bunker/Cargo ops	<input type="checkbox"/>

4 MAIN INCIDENT TYPE (Max 3 per incident)

	Minor	Moderate	Serious		Minor	Moderate	Serious
Collision – any other vessel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Contact – Fixed object	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Person Overboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grounding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Machinery or Hull failure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Near Miss (Estimate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Capsize/Listing/Sinking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire/Explosion/Flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other on board incident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5 DESCRIPTION (Please use an additional sheet if required, attach photos if possible)

7 SUBMISSION DETAILS

Please send the completed form to the Harbour Master