

LARNE PORT

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 port control 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 the general pilot boarding 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. Report to Larne Port Control on VHF Channel 11, upon arrival at the general pilot boarding point.

For vessels approaching Larne Lough from the South,

- Entering Port Limits from the South East, with Skernaghan Point bearing 194°, range 7.2 cables, (54°52'·05N 5°45'·50W) report to Larne Port Control on VHF Channel 11, and proceed on a course of 300°T towards a position where the South Hunter buoy will lie on the starboard beam, at a distance of approx. 1.3'Nm (54°52.7'N, 005°47.5'W).

From the general pilot boarding position,

- From the general pilot boarding position (54°52.7'N, 005°47.5'W), proceed on a course to 180°T for 0.7'Nm, to (54°52.0', 005°47.5'W). 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. Upon passing No. 1 buoy on starboard side, call Larne Port Control on VHF channel 11 to give notice passing No. 1 buoy. Continue on a course of 184.3°T, until at turning basin just off of Curran Quay. (54°50.7'N, 005°47.66'W).

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Pilotage:

- Larne Port Control provides the co-ordination and communications centre for the Port of Larne pilotage service, managing the pilot boarding and landing activities at the Pilot Station.
- Boarding will generally take place approximately 1.0 Nmls North of Larne No. 1 buoy (54°52.7'N, 005°47.5'W), but in adverse weather, at a position agreed in advance between the Master, Pilot and the pilot boat coxswain at least 0.5 Nautical miles of Larne 1 buoy; 0.75 Nm in the event of strong Northerly winds. For scheduled ferries this distance may be reduced to 0.3 Nm, provided all manoeuvring aids are fully operational. 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.

Tugs:

- There is no set number of tugs required for a particular ship operation. This decision will be made by the Master and Pilot in consultation, who should assess the requirement for tug assistance based on the length, draft and manoeuvring characteristics of the vessel, in addition to the existing prevailing circumstances when manoeuvring at the port. These circumstances include but are not limited to wind strength and direction, tidal state and current flow, traffic density, and the condition of the vessel's main engines, bow thrusters and steering.
- Tugs should be ordered via Larne Port Control. Wherever possible, small tugs (<10T) should be requested at least 1 hour in advance; tugs from Belfast require 24 hrs notice, as well as consideration of the impact of forecasted weather/sea conditions on the passage.
- It is to be agreed between Masters, Pilot and tug crew, the position where the ship will meet the tug/s (see also 1.5.1), their numbers and disposition, as well as the maximum swell height and ship's speed through the water, if and when making it/them fast, but not generally expected to occur when wave heights exceed 1.0m or if the ship's speed is in excess of 6 knots to avoid dangerous interaction between ship and tug(s), albeit Masters/pilots should always ensure their vessel retains sufficient speed through the water to maintain sufficient steerage and control.

Anchorage:

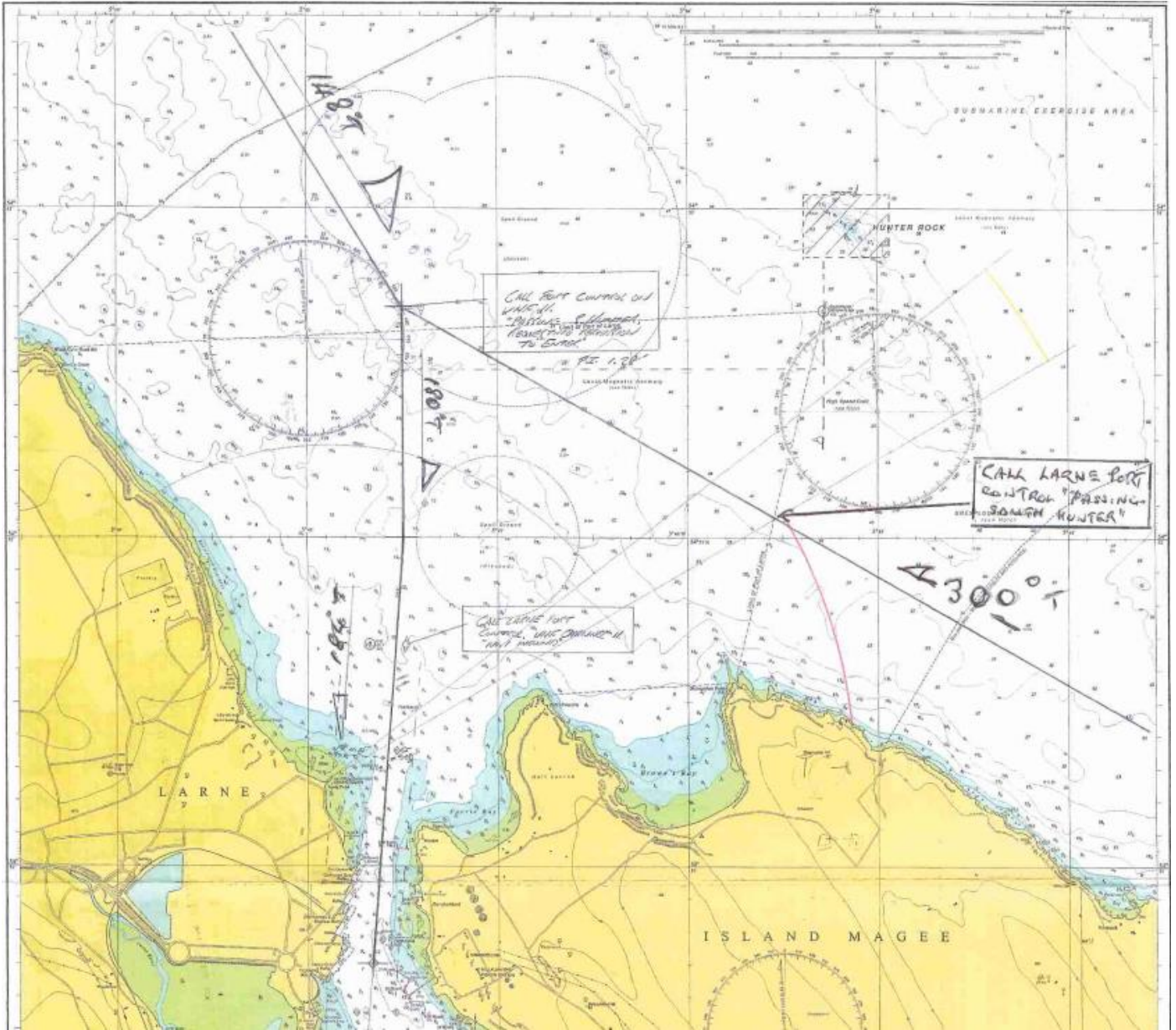
- There is no anchorage zone within port limits, although advice regarding anchorage areas in the vicinity outside port limits may be requested from Larne Port Control.
- The normal waiting anchorage for vessels is 1.2 nautical miles north of No. 1 buoy in depths of 20 metres. It has reasonable holding 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.*

Ferry Traffic:

- Busy ferry traffic operates into Larne; it is therefore essential that vessels 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).

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TOPOGRAPHY:

- The maidens, 54°55.74'N, 005°43.65'W, consisting of two groups of rocks separated by a navigable passage. About 4 miles NE of Ballygalley head.
 - The South group consists of two prominent above-water rocks, East maiden (54°55.74'N 005°43.65'W) on which stands a lighthouse, and West maiden (54°55.80'N, 005°44.34'W) On which is a tall, disused, lighthouse and other prominent buildings.

Other rocks in the South group, lying within 5 cables South of the East maiden light are; The Buses, The Griddle, The Saddle and Sheafing Rock (54°55.21'N, 005°43.90'W)

- The North Group consists of a number of dangerous rocks, The Northmost of which, Russells Rock (54°57.30'N, 005°45.01'W), is 1.0m high. The most NE rock is the Highlandman (Highland Rock) (54°57.27'N, 005°43.90'W) which is marked by a beacon. They are covered by the red sector (142°-182°) of the east maiden auxiliary light.
- On the Western Side of Larne Lough, hills rise steeply to a height of over 150m, and on the east side they rise more gradually to about 90m. On the east side of the entrance to the lough the coast for a distance of over 1 mile east of Skernaghan Point (54°51.56'N 005°45.73'W) is bordered by precipitous cliffs 15m to 30m high.

LANDMARKS:

- Chaine Tower (A grey tower, 28m in height, with a conical top), standing on Sandy Point (54°51.24'N 005°47.92'W) the Western entrance point of Larne Lough.
- Watch Tower. (Square, white, disused lighthouse) (54°51.08'N, 005°47.40'W) surrounded by a white wall on Ferris point, which is low and flat.
- Ballylumford power station (Red brick, three concrete chimneys, each 126m in height) (54°50.72'N, 005°47.17'W) There is a group of five shorter chimneys at the new power station close SE.
- East Maiden Lighthouse (white tower, black band, 23m in height) standing on East Maiden (54°55.74'N 005°43.65'W)
- Old Lighthouse (54°55.80'N, 005°44.34'W) standing on West Maiden, with other prominent buildings close by.

LARNE PORT

UNITED KINGDOM (NORTHERN IRELAND)

LARNE [54° 51.00'N](#) [5° 48.00'W](#)

UNCTAD LOCODE: GB LAR

Pilots

AREA:

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

Belfast Lough Pilotage Services

Telephone: +44(0)28 90740054
E-mail: enquiries@belfastpilots.com
Website: www.belfastpilots.com

HOURS: H24

PROCEDURE:

- (1) 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 47.5 metres.
- (3) **Pilot ordering:** Pilots should be ordered through **Larne Port Control** at least 24h prior to arrival.
- (4) **Pilot boards** in position [54° 52.7N](#) [5° 47.5W](#) (1.0 n mile N of No 1 Lt buoy). However, in adverse weather, it may be necessary for the Master, Pilot and the pilot boat coxswain to agree in advance an alternative boarding position at least 0.5 Nautical miles of Larne 1 buoy; 0.75 Nm in the event of strong Northerly winds. For scheduled ferries this distance may be reduced to 0.3 Nm, provided all manoeuvring aids are fully operational.

NOTE:

Belfast Lough Pilotage Services provide pilotage for BELFAST, CLOGHAN JETTY, KILROOT COAL JETTY, KILROOT SALT JETTY and LARNE.

Local Port Service

DESCRIPTION

Larne Port Control provides the co-ordination and communications centre for the Port of Larne pilotage service, managing the pilot boarding and landing activities at the Pilot Station. It also manages and controls marine activities within the port area by dissemination of port information to vessels and berth or terminal operators, such as:

- Berthing information;
- Availability of port services;
- Details of shipping movements;
- Meteorological and hydrographical data

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CONTACT DETAILS:

Larne Port Control

Call:	Larne Port Control
VHF Channel:	Ch 16; 11
Telephone:	+44(0)28 28872179 (H24)
Fax:	+44(0)28 28872180
E-mail:	portcontrol@portoflarne.co.uk
Website:	www.portoflarne.co.uk

PROCEDURE:

- (1) All vessels should comply with any advice and must comply with any directions issued by **Larne Port Control**. Failure to do so may result in statutory prosecution under Section 15 of the Larne Harbour Order (NI) 1998.
- (2) **Inward-bound vessels** should report as follows:
 - (a) All vessels (except fishing vessels and recreational craft), should send their ETA to Larne Port Control 24h prior to arrival (or give as much advanced notice as possible), stating the following:
 - (i) Vessel's name
 - (ii) IMO Number
 - (iii) LOA
 - (iv) Maximum Draught
 - (v) Last port/ worksite
 - (vi) ETA
 - (vii) Pilot requirements
 - (viii) gt
 - (ix) nt
 - (x) Defects
 - (xi) Agent
 - (xii) Cargo
 - (b) All vessels must report their ETA at S Hunter Rock Lt buoy to Larne Port Control on VHF Ch 11 as follows:
 - (i) All vessels, other than scheduled ferries, to give 1h notice of ETA
 - (ii) Scheduled ferries to give 15 mins notice of ETA
 - (c) All vessels to provide the following information when making the first call:
 - (i) ETA at S Hunter Rock Lt buoy
 - (ii) Master's name
 - (iii) Maximum draught
 - (iv) Any equipment defects/deficiencies
 - (v) Any hazardous or polluting cargo on board
 - (vi) Any other relevant information
 - (d) Larne Port Control will provide the following information at or before the vessel reaches it's South Hunter reporting point (see (e)):
 - (i) Wind speed and direction
 - (ii) Weather trend, if appropriate
 - (iii) Anticipated traffic movements
 - (iv) Berthing information
 - (v) Tidal information
 - (vi) Pilot boarding time and requirements
 - (e) Reporting Points abeam S Hunter Rock Lt buoy:
 - (i) [54° 52' .70N 5° 47' .50W](#) (southbound)
 - (ii) [54° 52' .30N 5° 45' .30W](#) (westbound)

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- (f) At these Reporting Points, all vessels should call Larne Port Control for advice or any directions as regards port entry. Weather will only be given if requested.
 - (g) When passing No 1 Lt buoy, all vessels should call Larne Port Control for traffic update. Weather will only be given if requested.
 - (h) On arrival, when alongside and secure, all vessels should call Larne Port Control to confirm 'all fast' time and if possible, ETD.
- (3) **Outward-bound vessels** should report as follows:
- (a) All vessels should advise Larne Port Control on VHF Ch 11, 15 mins prior to departure stating:
 - (i) Time of departure
 - (ii) Master's name
 - (iii) Maximum draught
 - (iv) Destination
 - (v) Any equipment defects/deficiencies
 - (vi) Hazardous or polluting cargo on board
 - (vii) Any other relevant information
 - (b) When 'singled up' and ready to let go, vessels should call Larne Port Control for advice or any directions as regards departure. On each occasion, Larne Port Control will provide the vessel with traffic movements and if requested, weather data.
 - (c) On passing No 1 Lt buoy, vessels should call and advise Larne Port Control
- (4) **Vessels shifting berth or anchoring** should report as follows:
- (a) All vessels to report as for departure, but also report and confirm once the shift is completed and when the vessel is all secure alongside. ETD to be advised if possible
 - (b) All vessels to advise Larne Port Control when anchored and if possible the vessel's future schedule
 - (c) All vessels to advise Larne Port Control when raising anchor and again when anchor is aweigh. The approach to Larne Port will follow the above procedure for normal arrivals.

SURVEILLANCE:

The Port of Larne and the approaches to Larne Lough are under regular radar, AIS and CCTV surveillance by Larne Port Control.

INCIDENT REPORTS:

Vessels should report to Larne Port Control on VHF Ch 11 the occurrence of all incidents, and in particular any of the following:

- (1) Collision, stranding, breaking adrift or other accident.
- (2) Machinery or steering breakdown.
- (3) Damage to aids to navigation, quay, berth, or any other installation.
- (4) Oil pollution - whether from own or other vessel or installation.
- (5) Sightings of large floating debris that may be a danger to vessels.

Port

CONTACT DETAILS:

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Hr Mr

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Tugs

VHF Channel: Ch 11, **10**

Hours: H24