INWARD AND OUTWARD PASSAGE PLANS FOR THE CARLINGFORD LOUGH AND WARRENPOINT HARBOUR PILOTAGE AREAS

Not to be used for navigation.
Use in conjunction with
Admiralty Chart No. 2800

The above compulsory pilotage areas are contained within Carlingford Lough extending on the seaward side to a line drawn from Ballagan Point (54°00'.0N, 06°06'.1W) to Hellyhunter Rock (54°00'.9N, 06°01'.9W) and thence to Cranfield Point (54°01'.4N, 06°03'.7W)

Ships excepted from compulsory pilotage are:

(a) All ships of less than 20 metres in length;

(b) All fishing boats and sailing yachts with a registered length of less than 47.5 metres;

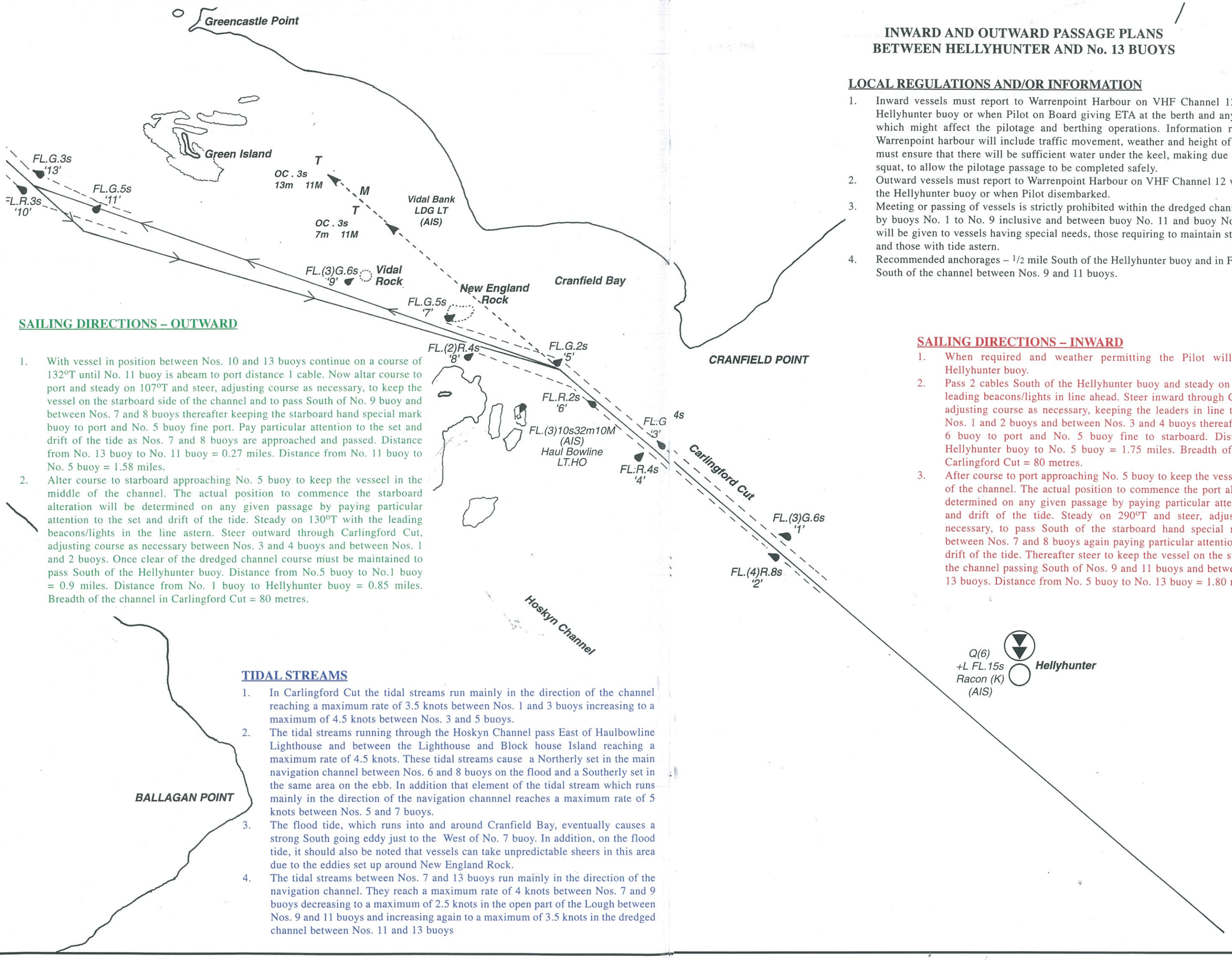
(c) All ships under the control of a competent person who is in possession of a current Pilotage Exemption Certificate for the specified areas;

(d) All ships engaged in maintenance or inspection of navigation aids;

(e) All ships engaged in dredging operations;

(f) All U.K. or R.O.I. naval vessels.

INWARD AND OUTWARD PASSAGE PLANS BETWEEN HELLYHUNTER AND No. 13 BUOYS



LOCAL REGULATIONS AND/OR INFORMATION

1. Inward vessels must report to Warrenpoint Harbour on VHF Channel 12 passing the Hellyhunter buoy or when Pilot on Board giving ETA at the berth and any deficiencies which might affect the pilotage and berthing operations. Information recieved from Warrenpoint harbour will include traffic movement, weather and height of tide. Masters must ensure that there will be sufficient water under the keel, making due allowance for squat, to allow the pilotage passage to be completed safely.
2. Outward vessels must report to Warrenpoint Harbour on VHF Channel 12 when passing the Hellyhunter buoy or when Pilot disembarked.
3. Meeting or passing of vessels is strictly prohibited within the dredged channel delineated by buoys No. 1 to No. 9 inclusive and between buoy No. 11 and buoy No. 13. Priority will be given to vessels having special needs, those requiring to maintain strict schedules and those with tide astern.
4. Recommended anchorages – 1/2 mile South of the Hellyhunter buoy and in Firemont Road South of the channel between Nos. 9 and 11 buoys.

SAILING DIRECTIONS – OUTWARD

1. With vessel in position between Nos. 10 and 13 buoys continue on a course of 132°T until No. 11 buoy is abeam to port distance 1 cable. Now altar course to port and steady on 107°T and steer, adjusting course as necessary, to keep the vessel on the starboard side of the channel and to pass South of No. 9 buoy and between Nos. 7 and 8 buoys thereafter keeping the starboard hand special mark buoy to port and No. 5 buoy fine port. Pay particular attention to the set and drift of the tide as Nos. 7 and 8 buoys are approached and passed. Distance from No. 13 buoy to No. 11 buoy = 0.27 miles. Distance from No. 11 buoy to No. 5 buoy = 1.58 miles.
2. Alter course to starboard approaching No. 5 buoy to keep the vesseel in the middle of the channel. The actual position to commence the starboard alteration will be determined on any given passage by paying particular attention to the set and drift of the tide. Steady on 130°T with the leading beacons/lights in the line astern. Steer outward through Carlingford Cut, adjusting course as necessary between Nos. 3 and 4 buoys and between Nos. 1 and 2 buoys. Once clear of the dredged channel course must be maintained to pass South of the Hellyhunter buoy. Distance from No.5 buoy to No.1 buoy = 0.9 miles. Distance from No. 1 buoy to Hellyhunter buoy = 0.85 miles. Breadth of the channel in Carlingford Cut = 80 metres.

SAILING DIRECTIONS – INWARD

1. When required and weather permitting the Pilot will board at the Hellyhunter buoy.
2. Pass 2 cables South of the Hellyhunter buoy and steady on 310°T with the leading beacons/lights in line ahead. Steer inward through Carlingford Cut, adjusting course as necessary, keeping the leaders in line to pass between Nos. 1 and 2 buoys and between Nos. 3 and 4 buoys thereafter keeping No. 6 buoy to port and No. 5 buoy fine to starboard. Distance from the Hellyhunter buoy to No. 5 buoy = 1.75 miles. Breadth of the channel in Carlingford Cut = 80 metres.
3. After course to port approaching No. 5 buoy to keep the vessel in the middle of the channel. The actual position to commence the port alteration will be determined on any given passage by paying particular attention to the set and drift of the tide. Steady on 290°T and steer, adjusting course as necessary, to pass South of the starboard hand special mark buoy and between Nos. 7 and 8 buoys again paying particular attention to the set and drift of the tide. Thereafter steer to keep the vessel on the starboard side of the channel passing South of Nos. 9 and 11 buoys and between Nos. 10 and 13 buoys. Distance from No. 5 buoy to No. 13 buoy = 1.80 miles.

TIDAL STREAMS

1. In Carlingford Cut the tidal streams run mainly in the direction of the channel reaching a maximum rate of 3.5 knots between Nos. 1 and 3 buoys increasing to a maximum of 4.5 knots between Nos. 3 and 5 buoys.
2. The tidal streams running through the Hoskyn Channel pass East of Haulbowline Lighthouse and between the Lighthouse and Block house Island reaching a maximum rate of 4.5 knots. These tidal streams cause a Northerly set in the main navigation channel between Nos. 6 and 8 buoys on the flood and a Southerly set in the same area on the ebb. In addition that element of the tidal stream which runs mainly in the direction of the navigation channnel reaches a maximum rate of 5 knots between Nos. 5 and 7 buoys.
3. The flood tide, which runs into and around Cranfield Bay, eventually causes a strong South going eddy just to the West of No. 7 buoy. In addition, on the flood tide, it should also be noted that vessels can take unpredictable sheers in this area due to the eddies set up around New England Rock.
4. The tidal streams between Nos. 7 and 13 buoys run mainly in the direction of the navigation channel. They reach a maximum rate of 4 knots between Nos. 7 and 9 buoys decreasing to a maximum of 2.5 knots in the open part of the Lough between Nos. 9 and 11 buoys and increasing again to a maximum of 3.5 knots in the dredged channel between Nos. 11 and 13 buoys

INWARD AND OUTWARD PASSAGE PLANS BETWEEN Nos. 13 AND 25 BUOYS

LOCAL REGULATIONS AND/OR INFORMATION

1. Inward and outward vessels must report their position to Warrenpoint Harbour on VHF Channel 12 when abeam of No. 23 buoy.
2. Meeting or passing of vessels is strictly prohibited within the dredged channel delineated by Buoys No. 13 to No. 21 inclusive. Priority will be given to vessels having special needs, those requiring to maintain a strict schedule and those with the tide astern.
3. The North East end of the Greenore Breakwater (54°02'.1N, 06°08'W) gives a good radar echo whose distance off, with respect to a position within the navigation channel, is the same at any state of the tide.
4. Stalka Rock (54°02'.65N, 06°07'.9W) is marked with a steel pole fitted with a circular steel topmark. This gives a small but well defined radar echo the centre of which gives the same distance off, with respect to a position within the navigation channel, at any state of the tide.
5. Carlingford Marina Breakwater (54°03'.1N, 06°11'.3W) gives a good radar echo whose distance off, with respect to a position within the navigation channel, is the same at any state of the tide.
6. Recommended anchorage – The pool between Nos. 23 and 25 buoys.

TIDAL STREAMS

1. In the dredged channel between Nos. 13 and 21 buoys the tidal streams run mainly in the direction of the channel reaching a maximum rate of 4.5 knots between Nos. 13 and 15 buoys decreasing to a maximum of 2.5 knots between Nos. 15 and 21 buoys.
2. Between the Southern edge of the dredged channel and Greenore Point the tidal streams over this short stretch run mainly in the direction of the coastline reaching a maximum rate of 5 knots.
3. In the open area of the Lough between Nos. 21 and 25 buoys the tidal streams run maily in the direction of the navigation channel reaching a maximum rate of 1.5 knots.

SAILING DIRECTIONS – OUTWARD

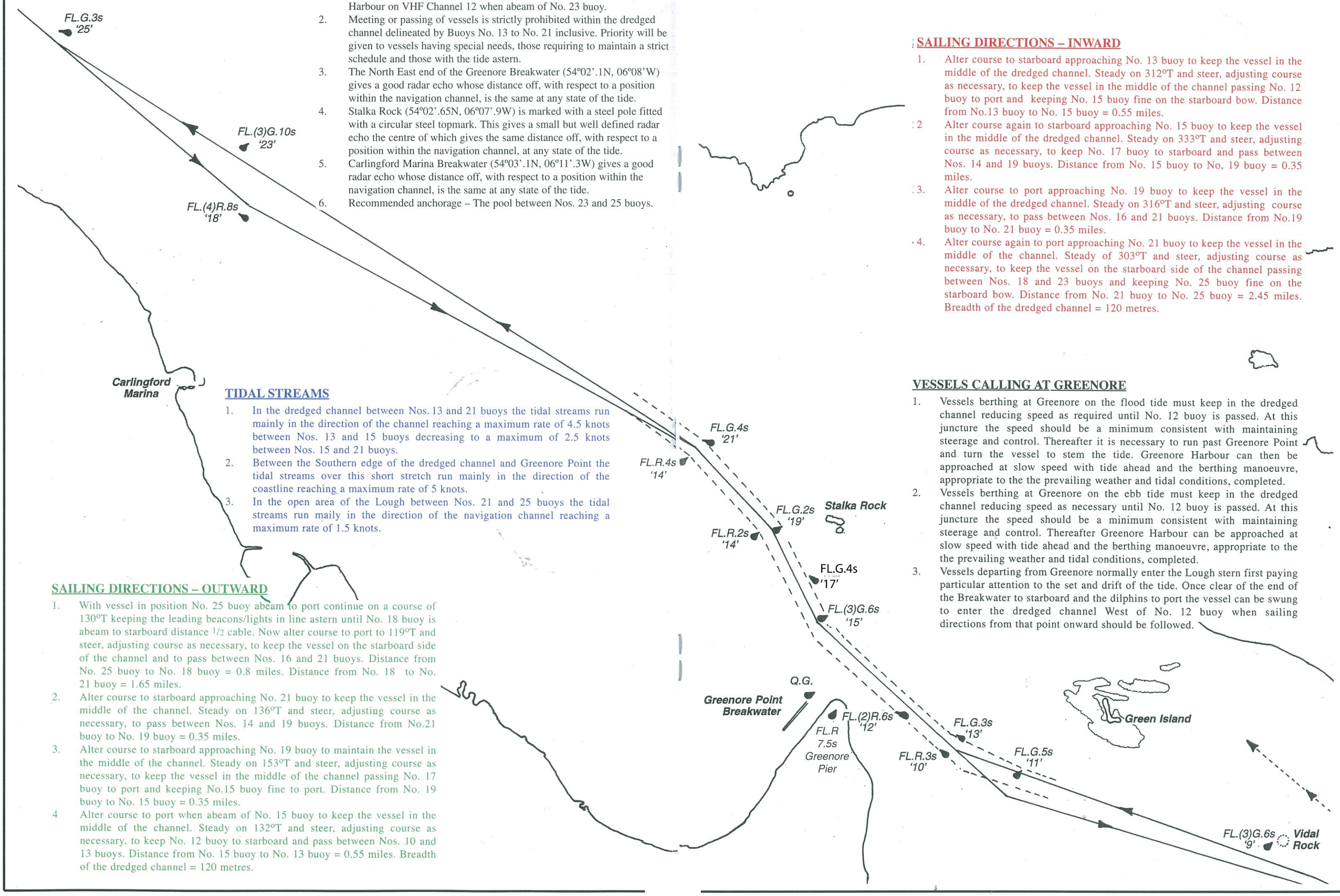
1. With vessel in position No. 25 buoy abeam to port continue on a course of 130°T keeping the leading beacons/lights in line astern until No. 18 buoy is abeam to starboard distance 1/2 cable. Now alter course to port to 119°T and steer, adjusting course as necessary, to keep the vessel on the starboard side of the channel and to pass between Nos. 16 and 21 buoys. Distance from No. 25 buoy to No. 18 buoy = 0.8 miles. Distance from No. 18 to No. 21 buoy = 1.65 miles.
2. Alter course to starboard approaching No. 21 buoy to keep the vessel in the middle of the channel. Steady on 136°T and steer, adjusting course as necessary, to pass between Nos. 14 and 19 buoys. Distance from No.21 buoy to No. 19 buoy = 0.35 miles.
3. Alter course to starboard approaching No. 19 buoy to maintain the vessel in the middle of the channel. Steady on 153°T and steer, adjusting course as necessary, to keep the vessel in the middle of the channel passing No. 17 buoy to port and keeping No.15 buoy fine to port. Distance from No. 19 buoy to No. 15 buoy = 0.35 miles.
4. Alter course to port when abeam of No. 15 buoy to keep the vessel in the middle of the channel. Steady on 132°T and steer, adjusting course as necessary, to keep No. 12 buoy to starboard and pass between Nos. 10 and 13 buoys. Distance from No. 15 buoy to No. 13 buoy = 0.55 miles. Breadth of the dredged channel = 120 metres.

SAILING DIRECTIONS – INWARD

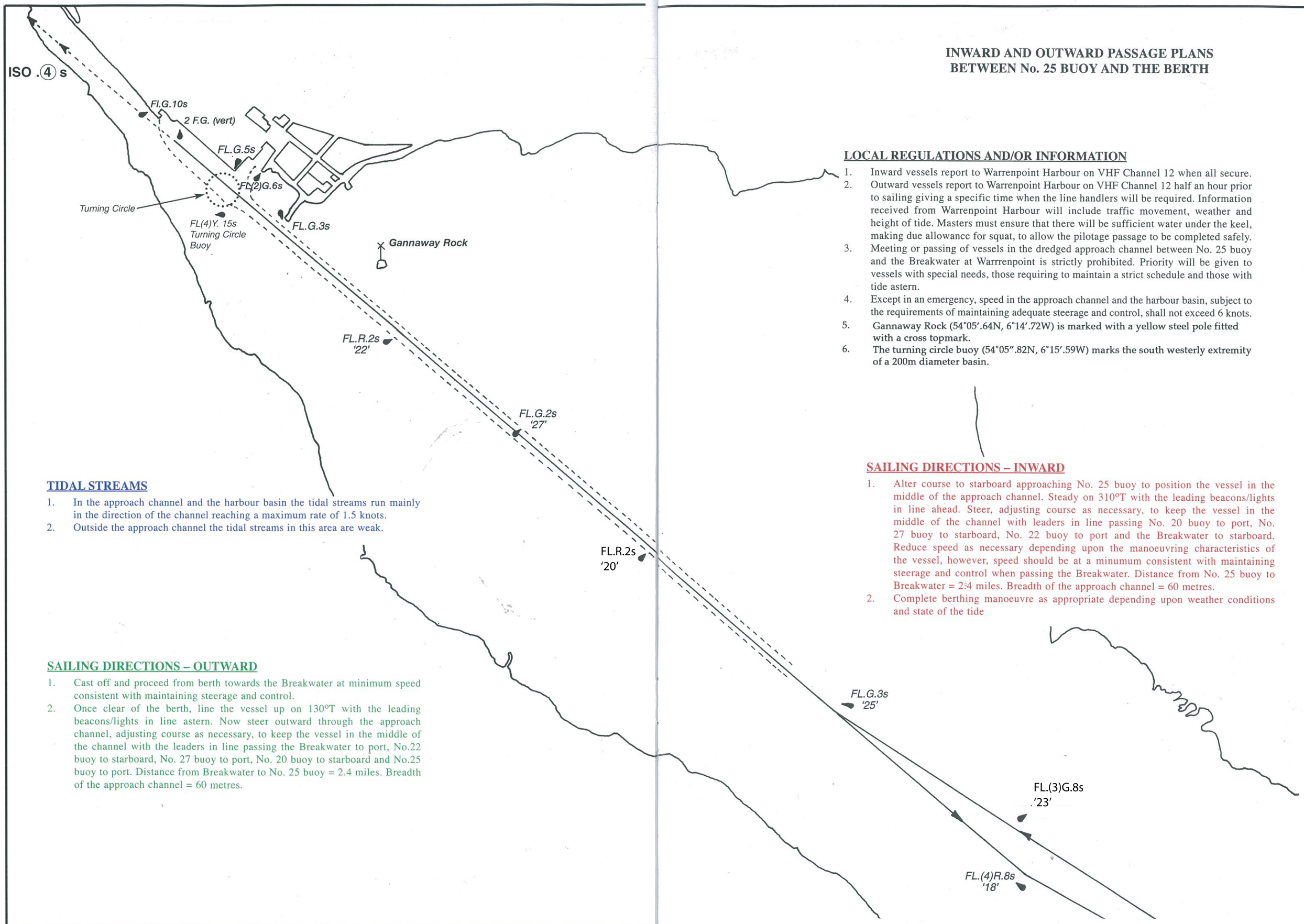
1. Alter course to starboard approaching No. 13 buoy to keep the vessel in the middle of the dredged channel. Steady on 312°T and steer, adjusting course as necessary, to keep the vessel in the middle of the channel passing No. 12 buoy to port and keeping No. 15 buoy fine on the starboard bow. Distance from No.13 buoy to No. 15 buoy = 0.55 miles.
2. Alter course again to starboard approaching No. 15 buoy to keep the vessel in the middle of the dredged channel. Steady on 333°T and steer, adjusting course as necessary, to keep No. 17 buoy to starboard and pass between Nos. 14 and 19 buoys. Distance from No. 15 buoy to No, 19 buoy = 0.35 miles.
3. Alter course to port approaching No. 19 buoy to keep the vessel in the middle of the dredged channel. Steady on 316°T and steer, adjusting course as necessary, to pass between Nos. 16 and 21 buoys. Distance from No.19 buoy to No. 21 buoy = 0.35 miles.
4. Alter course again to port approaching No. 21 buoy to keep the vessel in the middle of the channel. Steady of 303°T and steer, adjusting course as necessary, to keep the vessel on the starboard side of the channel passing between Nos. 18 and 23 buoys and keeping No. 25 buoy fine on the starboard bow. Distance from No. 21 buoy to No. 25 buoy = 2.45 miles. Breadth of the dredged channel = 120 metres.

VESSELS CALLING AT GREENORE

1. Vessels berthing at Greenore on the flood tide must keep in the dredged channel reducing speed as required until No. 12 buoy is passed. At this juncture the speed should be a minimum consistent with maintaining steerage and control. Thereafter it is necessary to run past Greenore Point and turn the vessel to stem the tide. Greenore Harbour can then be approached at slow speed with tide ahead and the berthing manoeuvre, appropriate to the the prevailing weather and tidal conditions, completed.
2. Vessels berthing at Greenore on the ebb tide must keep in the dredged channel reducing speed as necessary until No. 12 buoy is passed. At this juncture the speed should be a minimum consistent with maintaining steerage and control. Thereafter Greenore Harbour can be approached at slow speed with tide ahead and the berthing manoeuvre, appropriate to the the prevailing weather and tidal conditions, completed.
3. Vessels departing from Greenore normally enter the Lough stern first paying particular attention to the set and drift of the tide. Once clear of the end of the Breakwater to starboard and the dilphins to port the vessel can be swung to enter the dredged channel West of No. 12 buoy when sailing directions from that point onward should be followed.



INWARD AND OUTWARD PASSAGE PLANS BETWEEN No. 25 BUOY AND THE BERTH



LOCAL REGULATIONS AND/OR INFORMATION

1. Inward vessels report to Warrenpoint Harbour on VHF Channel 12 when all secure.
2. Outward vessels report to Warrenpoint Harbour on VHF Channel 12 half an hour prior to sailing giving a specific time when the line handlers will be required. Information received from Warrenpoint Harbour will include traffic movement, weather and height of tide. Masters must ensure that there will be sufficient water under the keel, making due allowance for squat, to allow the pilotage passage to be completed safely.
3. Meeting or passing of vessels in the dredged approach channel between No. 25 buoy and the Breakwater at Warrrenpoint is strictly prohibited. Priority will be given to vessels with special needs, those requiring to maintain a strict schedule and those with tide astern.
4. Except in an emergency, speed in the approach channel and the harbour basin, subject to the requirements of maintaining adequate steerage and control, shall not exceed 6 knots.
5. Gannaway Rock (54°05′.64N, 6°14′.72W) is marked with a yellow steel pole fitted with a cross topmark.
6. The turning circle buoy (54°05″.82N, 6°15′.59W) marks the south westerly extremity of a 200m diameter basin.

SAILING DIRECTIONS – INWARD

1. Alter course to starboard approaching No. 25 buoy to position the vessel in the middle of the approach channel. Steady on 310°T with the leading beacons/lights in line ahead. Steer, adjusting course as necessary, to keep the vessel in the middle of the channel with leaders in line passing No. 20 buoy to port, No. 27 buoy to starboard, No. 22 buoy to port and the Breakwater to starboard. Reduce speed as necessary depending upon the manoeuvring characteristics of the vessel, however, speed should be at a minumum consistent with maintaining steerage and control when passing the Breakwater. Distance from No. 25 buoy to Breakwater = 2.4 miles. Breadth of the approach channel = 60 metres.
2. Complete berthing manoeuvre as appropriate depending upon weather conditions and state of the tide

TIDAL STREAMS

1. In the approach channel and the harbour basin the tidal streams run mainly in the direction of the channel reaching a maximum rate of 1.5 knots.
2. Outside the approach channel the tidal streams in this area are weak.

SAILING DIRECTIONS – OUTWARD

1. Cast off and proceed from berth towards the Breakwater at minimum speed consistent with maintaining steerage and control.
2. Once clear of the berth, line the vessel up on 130°T with the leading beacons/lights in line astern. Now steer outward through the approach channel, adjusting course as necessary, to keep the vessel in the middle of the channel with the leaders in line passing the Breakwater to port, No.22 buoy to starboard, No. 27 buoy to port, No. 20 buoy to starboard and No.25 buoy to port. Distance from Breakwater to No. 25 buoy = 2.4 miles. Breadth of the approach channel = 60 metres.