

NOTICE TO MARINERS

NO. 2 OF 2019

Pilot Boarding Guidance Notes for Vessels arriving at the Port of Cork

This notice should be read in conjunction with:

- Notice to Mariners Number 1 of the relevant year
- BA Charts 1765 & 1777
- Notice to Mariners No. 12 of 2018
- SOLAS Reg V/23 and IMO A.1045(27)

Port of Cork operates a 24-hour pilot boarding service utilising pilot launches. There are two pilot vessels currently in service, which are used alternatively.

These Pilot Vessels are named 'Failte' and 'Gleann Mor'. Both have similar characteristics with black hulls, green decks and orange superstructures. Both vessels have 'Cork Pilot' clearly marked on their super structure sides. They transmit with AIS transponders and may be hailed on VHF Channels 12 & 16.

Details of these vessels area as follows:

Failte:

MMSI: 250002661, Callsign: EIMW7, LOA: 48ft / 14.3m, AIS ID: Failte



Gleann Mor:

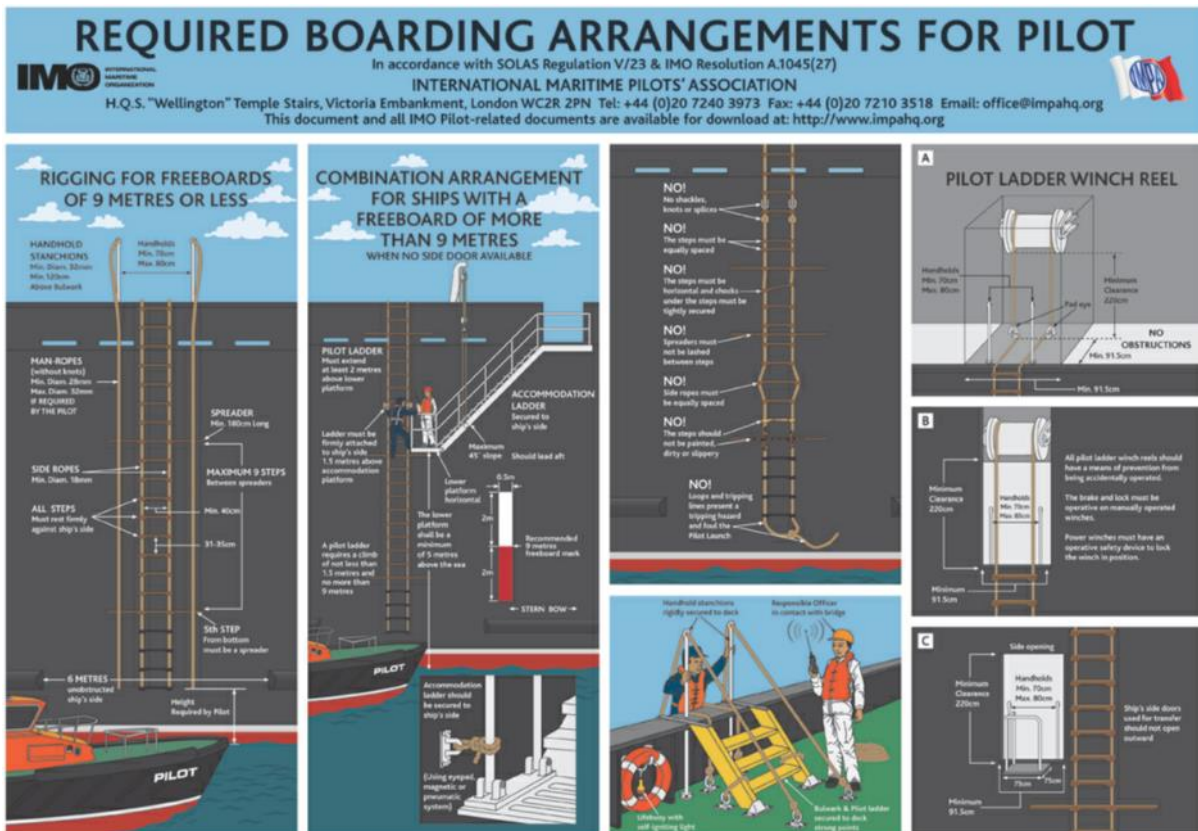
MMSI: 250000688, Callsign: EIXY, LOA: 43ft / 13.4 m, AIS ID: Cork Pilot



Pilot boarding arrangements:

All pilot boarding ladder arrangements rigged by the vessel must be in accordance with IMO Resolution [A.1045\(27\)](#) and SOLAS Regulation V/23. IMPA has clear [guidance on their website regarding the correct rigging of such ladders](#).

Port of Cork's pilot vessels generally necessitate rigging of the ladders 1 metre above the water line. On occasion this height may be slightly amended.



Details of reporting and ordering of pilots are clearly dealt with in [Port of Cork Notice to Mariners](#) number 1 (hereafter referred to as NTM 1) of each respective year. This notice to mariners should be read in conjunction with these instructions.

Please note that Port of Cork operates three clear pilot boarding grounds as detailed in NTM 1 and on BA Charts 1765 & 1777:

- Pilot Station No. 1 – laden crude oil tankers in 51°43.5'N 008°15.0'W
- Pilot Station No. 2 – Vessels >130m LOA approx. 2.5' South of Roches Point
- Pilot Station No. 3 – Vessels <130m LOA Cobh Roads adjacent to buoy number 20

As pilot stations No. 1 and 2 are in open waters, additional precautions must be taken by vessels obtaining a pilot when approaching these pilot boarding positions.

The ladder must be rigged on the Lee side of the vessel (side opposite the prevailing wind and sea). If this is not readily apparent, this information must be sought from Cork Harbour Radio on VHF channel 12.

When the Pilot Vessel is approaching, the vessel's course and speed must be agreed with the pilot vessel and/or Cork Harbour Radio on VHF Channel 12 to affect a safe transfer. Generally, the speed shall not exceed 8 knots. The vessel may be requested to make a lee, by altering course to ensure the side on which the ladder is rigged is away from the prevailing wind and sea.

When the Pilot Vessel is alongside, the vessel must avoid alterations of course and/or speed unless specifically agreed between the two vessels (excluding exceptional circumstances).

Subsequent course and speed alterations must only be undertaken after the embarkation / disembarkation of the pilot has been made, and the pilot vessel is clear of the vessel's side. Failure to do so may result in a hazardous situation and cause a delay to the operations.

BY ORDER,

**CAPTAIN P. O'REGAN,
HARBOUR MASTER.**

Port of Cork Company

Custom House Street

Cork

20th February 2019