

**Passage Plan 10**  
**Passage West to Pilot Station No. 2 (9.9')**

| w/p | Description         | Latitude   | Longitude   | Co.°T | Dist | Remarks   |
|-----|---------------------|------------|-------------|-------|------|---|
| 1   | Passage West        | 51°52.00'N | 008°19.70'W | 185   | 0.7' | <ul style="list-style-type: none"> <li>• Call Cork Harbour Radio and advise of intended departure. Request traffic update</li> <li>• Call Jetty personell and advise of intentions</li> <li>• Call tugs and advise of intentions (if applicable)</li> </ul> |
| 2   | Off Summer Point    | 51°51.30'N | 008°19.80'W | 175   | 0.7' |   |
| 3   | Monkstown Bay       | 51°50.60'N | 008°19.70'W | 140   | 0.4' |   |
| 4   | Off Pfizer Jetty    | 51°50.35'N | 008°19.25'W | 090   | 0.1' |   |
| 5   | Off Black Point     | 51°50.35'N | 008°19.10'W | 064   | 0.3' |   |
| 6   | Off White Point     | 51°50.50'N | 008°18.60'W | 055   | 0.5' |   |
| 7   | Off DWQ             | 51°50.80'N | 008°17.90'W | 077   | 0.4' |   |
| 8   | Off No. 20 Buoy     | 51°50.90'N | 008°17.20'W | 085   | 0.6' |   |
| 9   | Off No. 18 Buoy     | 51°50.95'N | 008°16.20'W | 137   | 0.4' |   |
| 10  | Off No. 16 Buoy     | 51°50.70'N | 008°15.75'W | 186   | 0.6' |   |
| 11  | Off No. 14 Buoy     | 51°50.10'N | 008°15.90'W | 205   | 0.7' | <ul style="list-style-type: none"> <li>• Reduced speed passing Whitegate Marine Terminal</li> </ul>   |
| 12  | E. of Curlane Bank  | 51°49.50'N | 008°16.35'W | 180   | 0.5' |   |
| 13  | Off No. 5 Buoy      | 51°49.00'N | 008°16.35'W | 153   | 0.9' |   |
| 14  | Off No. 3 Buoy      | 51°48.20'N | 008°15.70'W | 175   | 3.1' | <ul style="list-style-type: none"> <li>• Reduce speed to 6-8 knots for Pilot Disembarkation</li> </ul>  |
| 15  | Pilot Station No. 2 | 51°45.10'N | 008°15.20'W |       |      |   |

**Speed**

Safe speed shall be observed throughout the execution of this passage. The speed shall be determined taking into account all prevailing circumstances and conditions including, the visibility, draft and manoeuvrability of the vessel, any port regulations and any other limitations applicable.

**Important Notice**

- 25 The Pilotage Passage Plan shown above is merely a recommendation of the preferred route to be taken by vessels when navigating in the indicated areas and any Pilot / Master should exercise his own discretion and be prepared to deviate from the plan when circumstances dictate so.
- 2 This Passage Plan should be used in conjunction with the vessels own Plan. The vessels Bridge Management Team should monitor the passage throughout the operation using all available means, these shall include, but not be limited to, use of **parallel indexing techniques**.

