

NOTICE TO MARINERS

NO. 4 OF 2024

Vessel means of access

This notice should be read in conjunction with:

- [SI 108/1988 Merchant Shipping \(Means of Access\) Regulations 1988](#)
- Terminal information notices for Cork Container Terminal and Tivoli
- Terminal information booklet for Irving Oil Whitegate
- Other terminal information
- [Code of safe working practices for merchant seafarers 2018](#) (Sections 6.1 / 18.1)
- Vessel P&I Club bulletins eg [UK P&I](#); [West of England P&I](#); [North Standard P&I](#)
- Tide tables for Cork Harbour
- SOLAS chapter V regulation 23
- MSC.1/Circ 1331 (SOLAS regulation II 1/3-9)
- Vessel plans (GA etc) and Safety Management system

Mariners and vessel owners are reminded of their responsibilities to ensure a safe means of access to their vessels when berthed, and in particular when berthed in Cork harbour.

Means of access should be facilitated using ship's equipment as outlined in SI 108 of 1988 by using gangways, accommodation ladders and other equipment when berthed (unless provisioned otherwise).

Gangways and accommodation ladders must be rigged in such a way so that they not only allow safe access for seafarers and authorised persons, but are rigged so that simultaneous cargo operations can occur without affecting access. Particular attention should be made to each berth's unique characteristics and local conditions which may include but not be limited to the following:

- Height of berth above sea level
- Tidal heights both predicted and actual
- Changes in vessel draught, list and trim
- Distance of vessel side to quay wall due to fenders or berthing configuration
- Availability of space on quay wall due to other moving machinery such as cranes, hoppers, pipework etc
- Lighting
- Other traffic and activities
- Passing vessels and interaction
- Maximum gangway angles and safe working capacities
- Weather conditions

Gangways must be rigged in compliance with SI 108/1988 and adjusted as required with the prevailing tidal and operational conditions. Where gangways are adjusted or moved, mariners must

update and inform the berth/terminal operators and or stevedores of any changes. Poor gangway rigging / communication can lead of gangway damage, near misses, incidents and claims.

Mariners are also reminded of their obligations under the ISPS code to monitor access to the vessel ensuring no unauthorised access.

Some berths utilise other equipment such as shore gangways or linkspans, and their safe operation should be discussed with the respective terminal.

Attention is also drawn to the following berths:

- The new berth at Cork Container terminal has a relatively small distance from the crane rails to quay edge. Particular attention should be paid to gangway arrangements on this berth and information should be sought from the terminal via the vessel agents prior to berthing.
- At Cobh Cruise terminal, vessel gangways are landed onto pontoons which are in turn are serviced by shore gangways. When vessels are berthing and unberthing particular care should be made to ensure that shore gangways are landed on the pontoons to remove risk of damage or injury, and no vessel manoeuvring occurs without consultation with terminal staff.
- Some berths have access to gangways which can be booked in advance. However these must be booked in timely manner and be rigged in compliance with SI 108/1988.

BY ORDER,

CAPTAIN P. O'REGAN,

HARBOUR MASTER