

NOTICE TO MARINERS

No. 15 of 2026

Complex towage operation – Navigation Restrictions [UPDATE]

This notice should be read in conjunction with:

- Chart 1773 / 1777 / 1765
- Port of Cork Company Navigation Byelaws – www.portofcork.ie
- Maritime Safety Act of 2005
- Harbours Act of 1996 as amended
- [Port of Cork Company Website](http://www.portofcork.ie), Notice to Mariners, Passage Plans etc

Mariners are advised that on Friday 17th of July 2026 at about 1830 hrs a large vessel, the mv Matthew IMO 9228150 MMSI 356182000 will be towed from Marino Point to Sea by multiple towing vessels.

The mv Matthew will have no propulsion, limited steerage and will be supported by 4 tugs.

Main Towing Vessel – Foteini

Supporting Towing vessels: DSG Alex, DSG Titan & Ocean Challenger

The mv Matthew will be restricted in its ability to manoeuvre

Shipping movements as well as leisure traffic will be restricted for the duration of the tow. The mv Matthew and the towing vessels shall have priority in main navigation channel within the Port of Cork Company's statutory jurisdiction for the duration of its departure manoeuvre.

Mariners are reminded of their obligations under the byelaws and their attention is drawn to the International Regulations for Preventing Collisions at Sea (COLREGs) – in particular:

Rule 9 – Narrow Channels

Rule 18 - Responsibilities Between Vessels

All other non-commercial or small vessels are requested to pass the vessel by a wide margin, to avoid crossing ahead of the tow and stay out of the channel or in its margins for the intended passage route. Vessel will be following passage plan 12 for the departure (see www.portofcork.ie/passageplans/ or below for reference).

Failure to comply with COLREG and the byelaws is an offence and may lead to prosecution.

All vessels must follow any directions issued by the Harbour Master as they are relayed.

VHF Channel 12 should be monitored for updates from Cork Harbour Radio by nearby vessels.

By order,

Nicholas Bourke

Harbour Master

Port of Cork Company, Tivoli Terminal Building, Tivoli Docks & Industrial Estate, Tivoli, Cork



PC

Procedure SEMS 06.08
First issue: 14.10.04

12.05

Passage Plan 12

Marino Point to Pilot Station No. 2 (10.5')

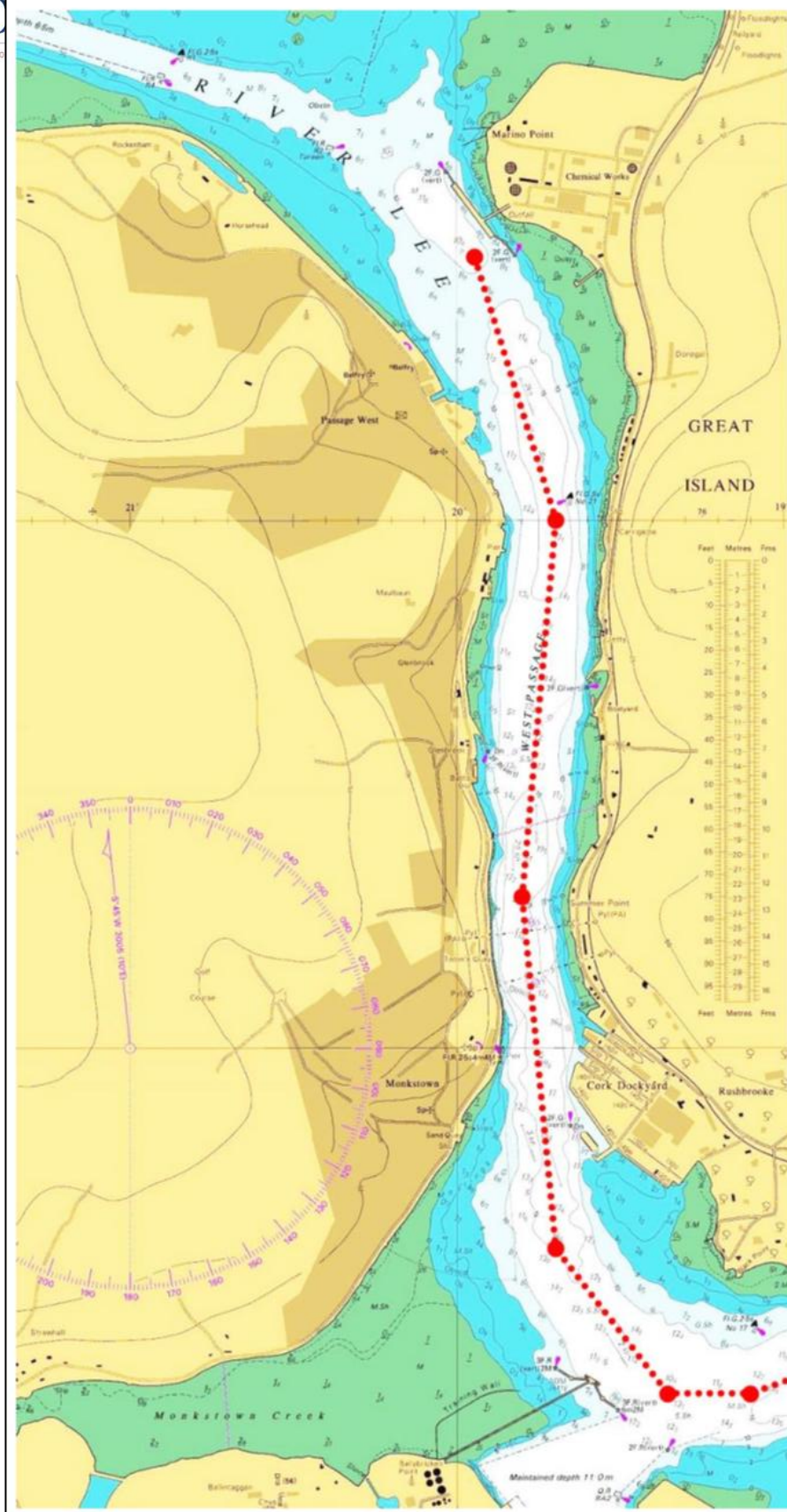
w/p	Description	Latitude	Longitude	Co.°T	Dist	Remarks
1	Marino Point Jetty	51°52.50'N	008°19.95'W	163	0.6	- Call Cork Harbour Radio and advise of intended departure. Request traffic update - Call Jetty personnel and advise of intentions - Call tugs and advise of intentions (if applicable)
2	Off No. 21 Buoy	51°52.00'N	008°19.70'W	185	0.7	
3	Off Summer Point	51°51.30'N	008°19.80'W	175	0.7	
4	Monkstown Bay	51°50.60'N	008°19.70'W	140	0.4'	
5	Off Pfizer Jetty	51°50.35'N	008°19.25'W	090	0.1'	
6	Off Black Point	51°50.35'N	008°19.10'W	064	0.3'	
7	Off White Point	51°50.50'N	008°18.60'W	055	0.5'	
8	Off DWQ	51°50.80'N	008°17.90'W	077	0.4'	
9	Off No. 20 Buoy	51°50.90'N	008°17.20'W	085	0.6'	
10	Off No. 18 Buoy	51°50.95'N	008°16.20'W	137	0.4'	
11	Off No. 16 Buoy	51°50.70'N	008°15.75'W	186	0.6'	
12	Off No. 14 Buoy	51°50.10'N	008°15.90'W	205	0.7'	Reduced speed passing Whitegate Marine Terminal
13	E. of Curlane Bank	51°49.50'N	008°16.35'W	180	0.5'	
14	Off No. 5 Buoy	51°49.00'N	008°16.35'W	153	0.9'	
15	Off No. 3 Buoy	51°48.20'N	008°15.70'W	175	3.1'	- Call Cork Harbour Radio when passing Roches Point Outward - Reduce speed to 6-8 knots for Pilot Disembarkation
16	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

- 29 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.
- 30 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**.



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