



Notice to Mariners No. 01 of 2026

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Annual Summary

The below Notices to Mariners remain in force as of 1st January 2026.
All other Notices are cancelled or considered sufficiently promulgated.

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|------------------------------------|---|
| NtM No. 01 of 2019 | - Prohibition on the Discharge of Exhaust Gas Scrubber Wash Water |
| NtM No. 02 of 2019 | - Pilot Transfer Arrangements and Safe Means of Access |
| NtM No. 16 of 2020 | - Vessel Defects & Pilot Boarding Arrangements |
| NtM No. 02 of 2022 | - Environmental Effects on Height of Tide |
| NtM No. 03 of 2022 | - Conduct of Fishing Vessels |
| NtM No. 12 of 2024 | - Safe Means of Access |
| NtM No. 09 of 2025 | - Draught and Under Keel Clearance |

Captain Darren Doyle
Harbour Master



Notice to Mariners No. 01 of 2019

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Prohibition on the Discharge of Exhaust Gas Scrubber Wash Water

The discharge of exhaust gas scrubber wash water is prohibited within the limits of the Port of Waterford Company. This applies to all vessels berthed at any berth within the port's jurisdiction and vessels on transit to and from any berth or anchorage. Upon entering port limits any vessel fitted with exhaust gas scrubbers, must run on a "closed loop system" for the duration of the port stay.

Background:

The recent tightening of the fuel sulphur limits has promoted the use of exhaust gas scrubbers to reduce sulphur emissions to air. While exhaust gas scrubbers reduce the atmospheric emissions of a number of pollutants, wash water discharges from scrubbers operated in certain modes may have significant environmental and ecological impacts. Of particular concern are the emissions of heavy metals, polyaromatic hydrocarbons (PAHs), nitrogen oxides (NO_x), and the acidification of receiving waters.

A number of these pollutants are identified as priority substances requiring the introduction of control measures to progressively reduce their discharge as set out in Article 16 of Directive 2000/60/EC (The Water Framework Directive), and for which environmental quality standards have been set in Directive 2008/105/EC (The Environmental Quality Standards Directive).

Currently there is no assessment of the long term environmental impacts of the use of exhaust gas scrubbers. However, given the potential for impact on ecosystems, ***it is the policy of the Port of Waterford Company that wash water from exhaust gas scrubber systems shall not be discharged to surface waters within the jurisdiction of the Port Company.***

References:

- Habitats Directive (Directive 92/43/EEC) & Water Framework Directive
- European Union (Sulphur Content of Marine Fuels) Regulations 2015 (S.I. No. 361 of 2015)
- Department of Transport Marine Notice 01 of 2020

Captain Darren Doyle

Harbour Master



Notice to Mariners No. 02 of 2019

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

PILOT TRANSFER ARRANGEMENTS AND SAFE MEANS OF ACCESS

Masters, Owners, Operators and Agents of all Vessels calling at the Port of Waterford are hereby reminded of the requirement to provide a safe working environment for Pilots whilst they are on board and during embarkation / disembarkation operations.

All shipboard appliances used for the embarkation / disembarkation of pilots or other personnel should be kept clean, properly maintained, and should be regularly inspected to ensure that they are safe to use.

The Master of any vessel subject to compulsory pilotage, or which requests the service of a Pilot, must ensure that their vessel complies with the requirements for a safe means of access for boarding or landing and that the pilot transfer arrangements are rigged and manned in accordance with SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27).

Pilots may not board a vessel which has rigged a non-conforming pilot transfer arrangement or if there is no responsible person in attendance. Any pilot not boarding a vessel for such reasons will have the full support and backing from the Port of Waterford Company who are duty bound to inform Port State Control of the deficiency. Vessels which have been refused pilotage will subsequently be asked to anchor in the nearest safe anchorage or refused clearance to sail.

Further guidance information is available from the IMO and International Marine Pilots Association

Captain Darren Doyle

Harbour Master

REQUIRED PILOT TRANSFER ARRANGEMENTS

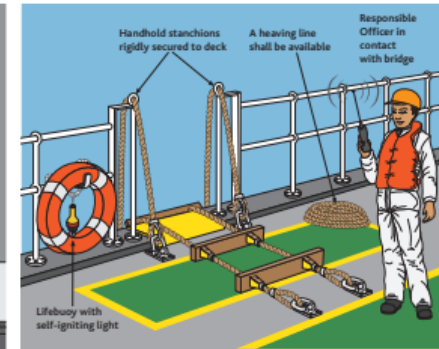
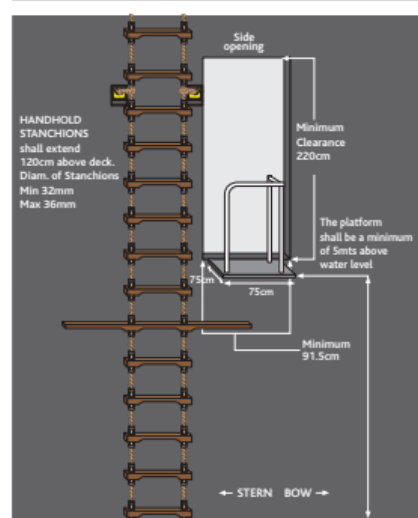
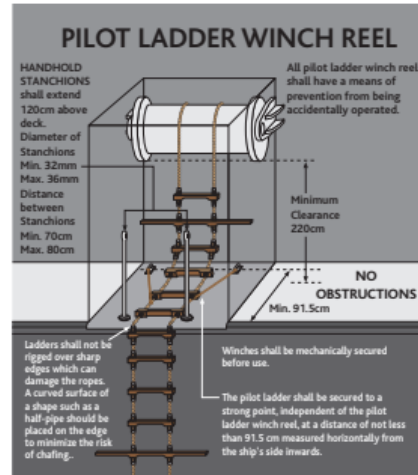
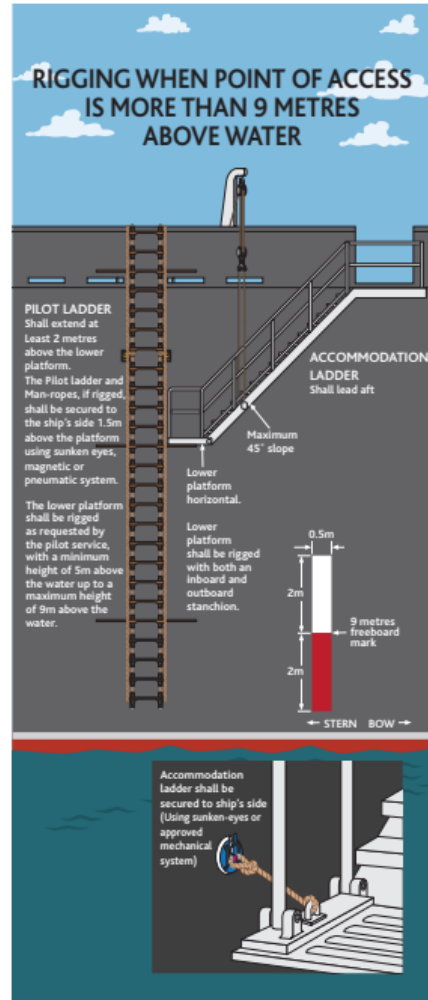
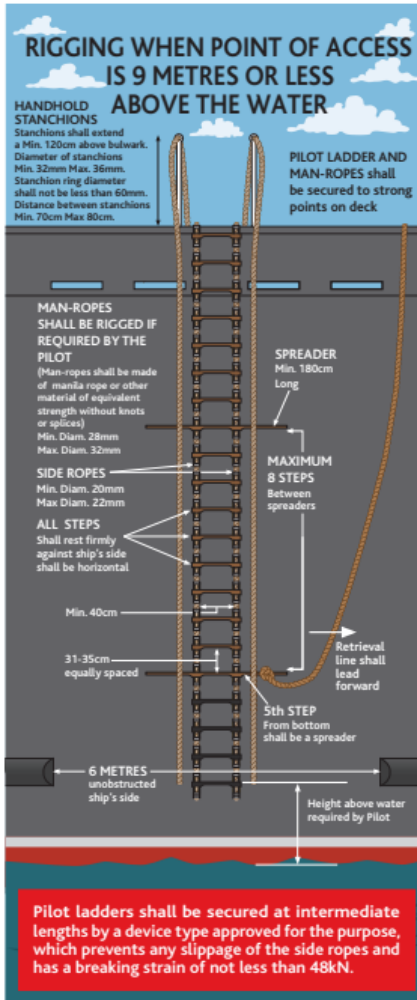


In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org



Scan for more information

This document and all IMO Pilot-related documents are available for download at: www.impahq.org



- ### Duties of the Responsible Officer
- 1 Have knowledge of the correct use of Pilot Transfer Arrangements
 - 2 Establish direct communication with bridge
 - 3 Communicate with bridge during boarding process
 - 4 Oversee / Check compliant rigging of the ladder
 - 5 Test safety equipment in place and ready for use
 - 6 Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route
- All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.



Notice to Mariners No. 16 of 2020

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Vessel Defects Pilot and Boarding Arrangements

This notice reiterates the requirements of:

- Department of Transport Marine Notice No. 03 of 2013
 - Port of Waterford Notice to Mariners No. 02 of 2019
 - Department of Transport Marine Notice No. 33 of 2019
- 1) Vessels presenting with undeclared defects to Bridge or manoeuvring equipment will be directed to anchor until the situation is resolved to the Port's satisfaction. If a Pilot has mobilised / boarded the vessel before the defect is advised, a cancellation fee will apply.
 - 2) Pilots may not board a vessel which has rigged a non-conforming pilot transfer arrangement or if there is no responsible person in attendance. Any pilot not boarding a vessel for such reasons will have the full support and backing from the Port of Waterford Company who are duty bound to inform Port State Control. Vessels which have been refused pilotage will subsequently be asked to anchor in the nearest safe anchorage or refused clearance to sail.

Captain Darren Doyle
Harbour Master



Notice to Mariners No. 02 of 2022

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Effects of Environmental Conditions on Predicted Height of Tide

The attention of Mariners is drawn to the loss in height of predicted tide levels that can occur in the estuary during, but not limited to, periods of strong Northerly winds or high air pressure, or while a combination of both these elements persist.

Mariners are reminded of the need to allow for such losses in water depth when calculating under keel clearance. Mariners should proceed with caution and consult the latest information from relevant sources prior to transiting the estuary.

Captain Darren Doyle
Harbour Master



Notice to Mariners No. 03 of 2022

Waterford Estuary Chart No. 2046

To all fishing vessel owners, operators, and fishery organisations.

Conduct of Fishing Vessels within Port Limits

Masters/Skippers/Owners/Crew of fishing vessels, and those engaged in fishing, within the limits of Port of Waterford shall at all times comply with the requirements of:

- Marine Notices as issued by the Department of Transport
- Notices to Mariners as issued by Port of Waterford
- Port of Waterford bye-laws, and
- Any other instruction given by the Harbour Master

Masters/Skippers and Owners of fishing vessels are also advised that:

- **Fishing gear, pots, nets, lines etc. are not to be laid in the marked navigation channel as indicated in Appendix 1, or in any such position where they are likely to become an obstruction or danger to any vessel.**
- When laid, all fishing gear shall be clearly visible, marked with an appropriate buoy. If possible, they should be lit to aid visibility.
- Fishing gear shall not be laid in close proximity to navigation buoys.
- Any fishing gear found to be a danger to navigation may be moved or removed without notice. Costs of removal will be for the owner's account.

* * *

Furthermore, attention is drawn to following excerpts from the International Regulations for Preventing Collisions at Sea (COLREGS), as amended:

Rule 5 – Lookout:

Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

In construing and complying with Rule 5, Masters/Skippers of fishing vessels fitted with radar and AIS shall ensure that they are fully operational and properly monitored at all times. A listening watch shall be maintained on VHF 14 and 16 at all times.

Rule 9 – Narrow Channels:

(a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway, which lies on her starboard side as is safe and practicable.

(b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway.

In construing and complying with Rule 9, fishing vessels shall not engage in fishing in the marked navigation channel, as indicated on the chartlet in Appendix 1, if such activity is likely to impede the passage of any other vessel.

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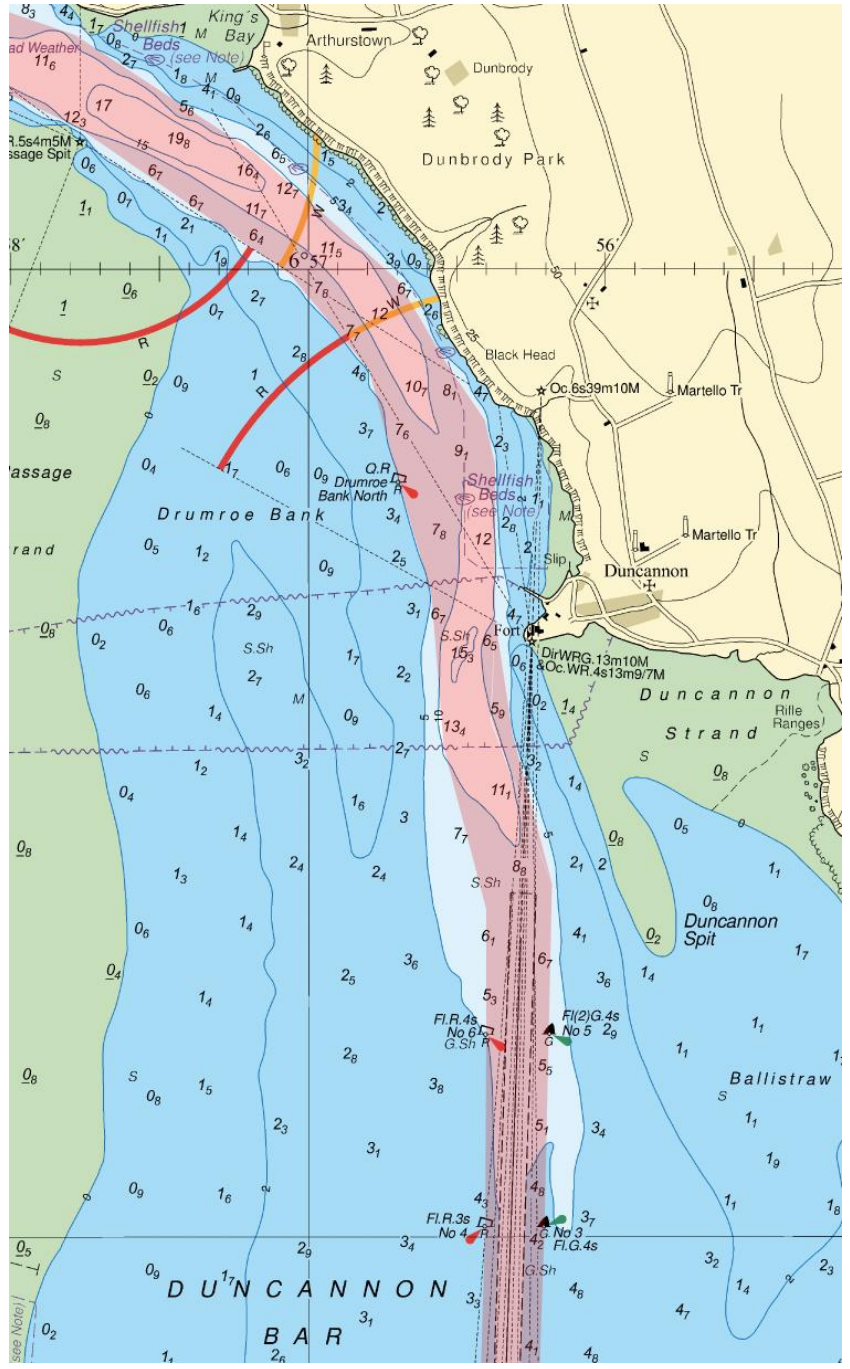
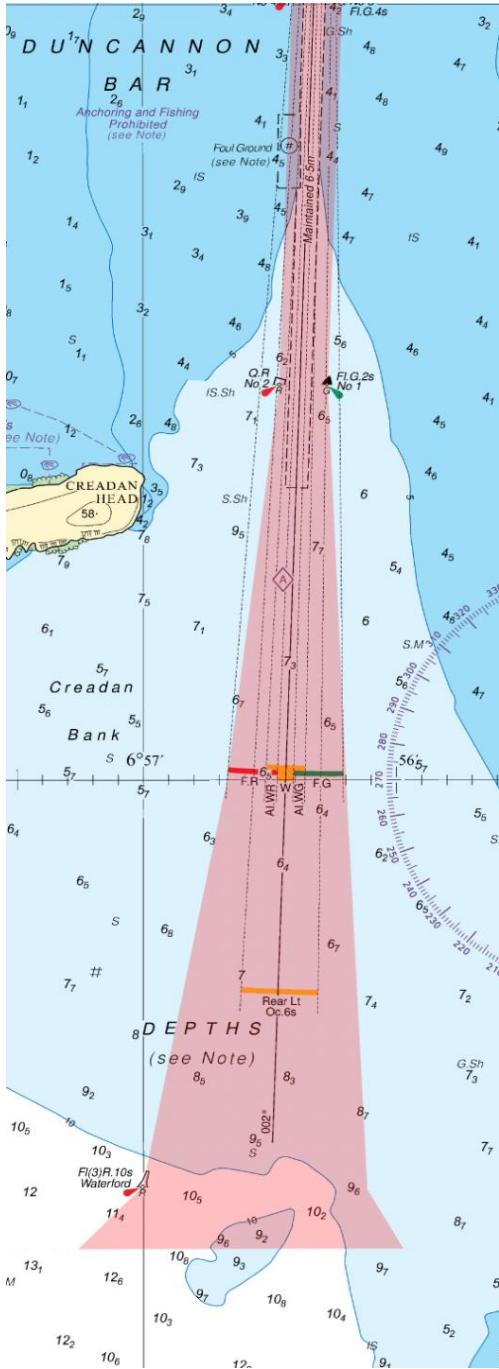
Masters/Skippers are also reminded to ensure that the appropriate navigation lights are displayed as required by the COLREGS.

The Master/Skipper of the fishing vessel has the ultimate responsibility for the safety of the vessel and its crew at all times. Due care shall be taken to ensure that the vessel's stability is not negatively impacted by its catch.

Captain Darren Doyle
Harbour Master

Appendix 1 – Navigation Channel

Chartlets are not to be used for navigation.





Notice to Mariners No. 12 of 2024

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Safe means of access

Masters of all vessels calling to Port of Waterford are hereby reminded of the requirement to provide a safe means of access between the vessel and quay.

Furthermore, it is a requirement of any person boarding or leaving the vessel to use the access equipment provided. Special attention should be paid by all Pilots, Agents, Stevedores, Surveyors, service providers and visitors to the requirement of using only a safe means of access.

The Master of a vessel shall ensure that:

- a) Access equipment including safety nets is placed in position promptly after the ship has arrived and remains in position while the ship is alongside.
- b) Access equipment including safety nets are properly rigged, secured and safe to use.
- c) Access equipment is adjusted to maintain safe access at all stages of the tide.
- d) Access equipment is maintained in a serviceable condition.
- e) The area of access is adequately illuminated.
- f) A lifebuoy with self-activating light and a separate safety line attached to a quoit or similar device is provided.

The attention of Masters is also drawn to the following:

- The use of pilot ladders as a means of access is strictly prohibited.
- Vessels berthing at the Belview Container Terminal must be fitted with either an accommodation ladder or a gangway turntable so as to maintain the safe means of access.
- Vessels not providing a safe means of access may be reported to Port State Control.

Shore workers should always check a gangway before using it and refuse to use it if any deficiencies are identified.

Further information is available in:

- SI 108/1988 Merchant Shipping (Means of Access) Regulations 1988
- Department of Transport Marine Notice 38 of 2000

Captain Darren Doyle
Harbour Master



Notice to Mariners No. 14 of 2024

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Main Engine Power Limitation systems

In order to comply with Energy Efficiency Existing Ship Index (EEXI) requirements, many vessels have been outfitted with Shaft Power Limitation (SHaPoLi), Engine Power Limitation (EPL) or similar systems.

Where such limiters are fitted, it is important that the Pilot Card properly reflects the ME settings and the engine power available.

Additionally, Pilots must be made aware of any constraints and/or limitations on the available engine power as part of the Master / Pilot Exchange.

The Safety of Navigation is the over-riding concern and in circumstances where the manoeuvrability of a vessel is compromised, limited or restricted due to the fitting of any Main Engine Limiters, the Master must be able to override such settings on request. In circumstances where this is not possible additional control measures such as tug assistance will be required.

Captain Darren Doyle

Harbour Master



Notice to Mariners No. 09 of 2025

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Draught and Under Keel Clearance

Mariners are reminded that the Master of a vessel remains at all times responsible for assessing a suitable draught for their vessel to transit the navigation channel and to access the relevant berth whilst ensuring a sufficient Under Keel Clearance (“UKC”) is maintained at all times. In assessing the sufficiency of a vessel’s UKC, the Port recommends a minimum UKC allowance of 10% of the vessel’s static draught be applied. However, all Masters in assessing the suitable UKC for their particular vessel should also take into account any vessel owner policy regarding UKC, together with the particular dynamic features and characteristics of the vessel including, but not limited to, squat calculations, and the actual tidal heights and weather conditions.

Notwithstanding the above, a draught of greater than 9.0m will not be accepted at the Port.

Any maximum draught proposed by the Port does not detract from the Master’s overriding obligation to ensure, at all times, the safety of their vessel and to make their own assessment as to a suitable draught for their particular vessel in the prevailing conditions. Any maximum draught proposed by the Port is not in any respect a representation by the Port as to the suitability of that proposal and/or the available depth of water.

The Port may provide an update to the maximum draught proposal if the underlying circumstances giving rise to the proposal have changed, such as by the influence of intervening weather conditions or tidal heights. Any updated maximum draught proposal similarly is not in any respect a representation by the Port as to the suitability of that recommendation and/or the available depth of water. The Master of a vessel must at all times assess for themselves the suitable draught for their vessel taking into account the particular characteristics of the vessel and the actual available depth of water.

Masters should ensure that cargo discharge and/or loading operations are managed in such a way so as to prevent their vessel taking ground at any stage of the operation.

Captain Darren Doyle
Harbour Master

