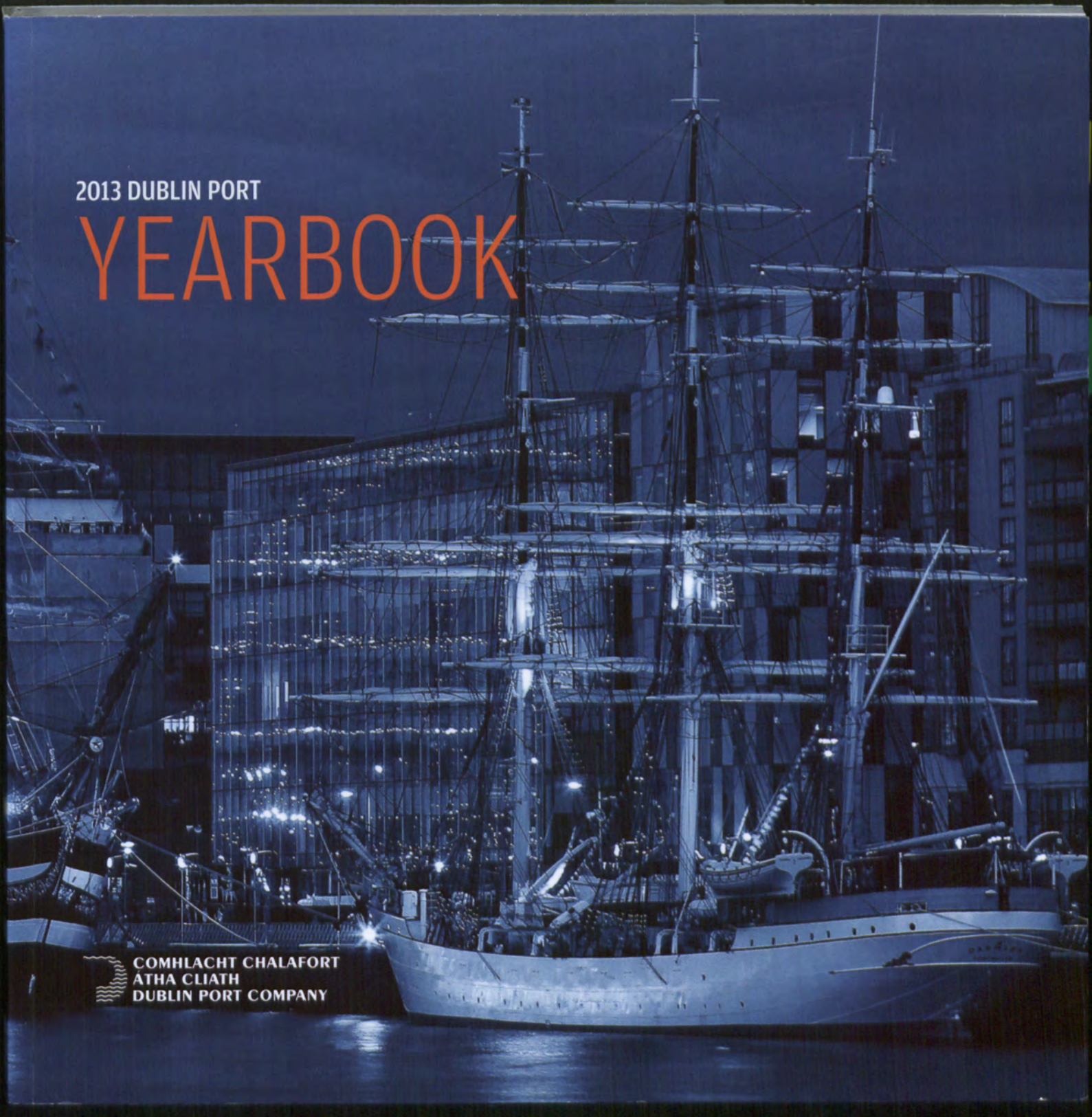


2013 DUBLIN PORT

YEARBOOK

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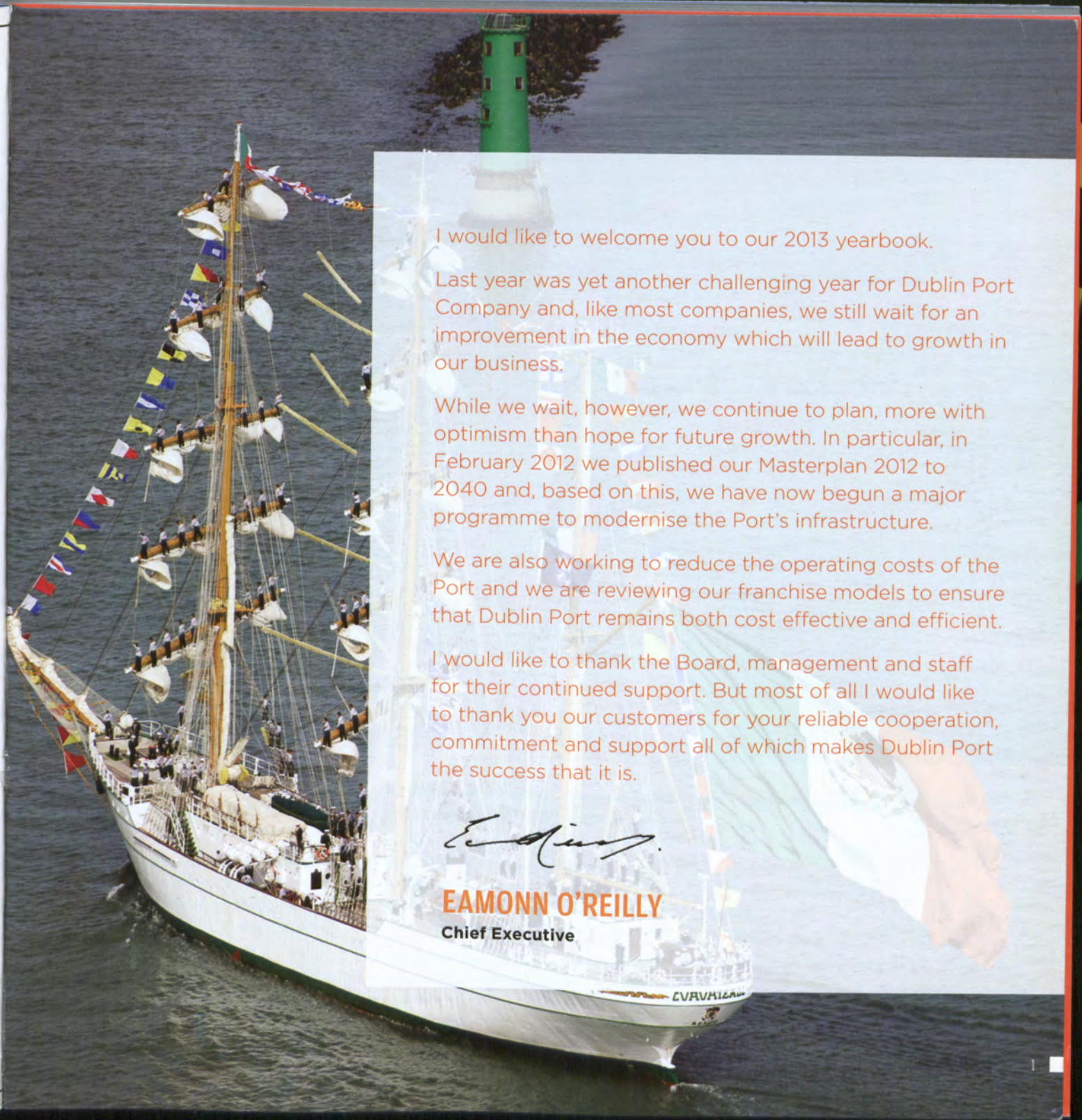


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I would like to welcome you to our 2013 yearbook.

Last year was yet another challenging year for Dublin Port Company and, like most companies, we still wait for an improvement in the economy which will lead to growth in our business.

While we wait, however, we continue to plan, more with optimism than hope for future growth. In particular, in February 2012 we published our Masterplan 2012 to 2040 and, based on this, we have now begun a major programme to modernise the Port's infrastructure.

We are also working to reduce the operating costs of the Port and we are reviewing our franchise models to ensure that Dublin Port remains both cost effective and efficient.

I would like to thank the Board, management and staff for their continued support. But most of all I would like to thank you our customers for your reliable cooperation, commitment and support all of which makes Dublin Port the success that it is.

EAMONN O'REILLY
Chief Executive



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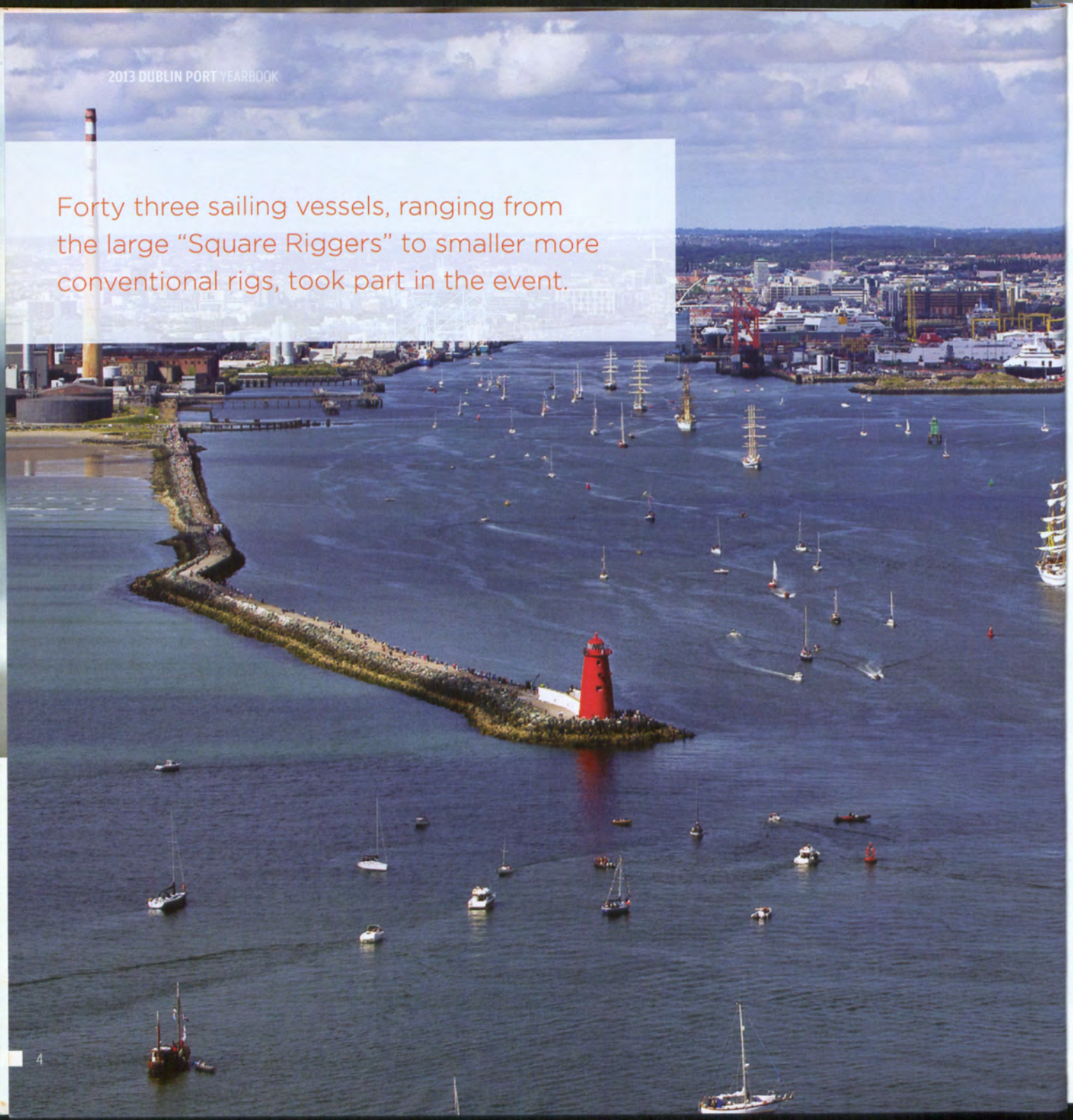
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Forty three sailing vessels, ranging from the large "Square Riggers" to smaller more conventional rigs, took part in the event.

DUBLIN TALL SHIPS

THE BIGGEST FESTIVAL IN IRELAND IN 2012

Seamus McLoughlin Chairman Dublin Tall Ships Port Logistics Group

Dublin Tall Ships Festival took place from August 23rd until August 26th of this year and it is estimated to have attracted over 1.25 million visitors from all over the country and some from abroad.

Dublin was the final or finishing port in this year's Tall Ships race organised by Sail Training International (STI). The Race started in St. Malo, in France and then to Lisbon in Portugal, from there to Cadiz in southern Spain, then to La Coruna in north- west Spain for the final leg to Dublin. The voyage from La Coruna to Dublin was the longest section of the race and the vessels encountered some very bad weather, in excess of gale force winds, as they sailed through the Bay of Biscay. Some smaller vessels even delayed their departure because of the adverse weather but all arrived in Dublin for the opening day of the event.





Seamus McLoughlin, Head of Operations, Dublin Port Company





The vessels were accompanied from La Coruna to Tuskar Rock, the finishing line, by the Naval vessel "L.É. Aoife" and many skippers expressed the view that it was very comforting to have her nearby especially during the bad weather in the Bay of Biscay.

Forty three sailing vessels, ranging from the large "Square Riggers" to smaller more conventional rigs, took part in the event. These vessels came from Equador, Mexico, United Kingdom, France, Belgium, Netherlands, Sweden, Poland, Norway, Denmark, Germany, Portugal, Spain, Latvia, Estonia, Lithuania, Russia and Ireland. Some of these vessels were operated by navies, others by sail-training charities or smaller groups providing sail training facilities. The large Italian vessel, "Amerigo Vespucci", although not formally taking part in the race, visited Dublin for the event and added to the Tall Ship atmosphere in the Port.

It is worth explaining what sail-training is all about. Some people think that sail training is an elitist pastime for people who like sailing, nothing could be further from the truth. Sail training is all about taking young people, many from different social, ethnic, or religious backgrounds, with varying levels of education, knowledge, confidence and ability and placing them in an environment where they have to act as a team. They must learn to respect their colleagues, realise that they can learn from others, help others with lesser skills and abilities, share the same discomfort, stress, worries, tackle the common challenges and learn to depend on each other. Being in a Tall Ship environment is ideal as it requires them to work together for the common objective of getting the ship from one place to another, sometimes in very difficult weather conditions, working long hours, often with

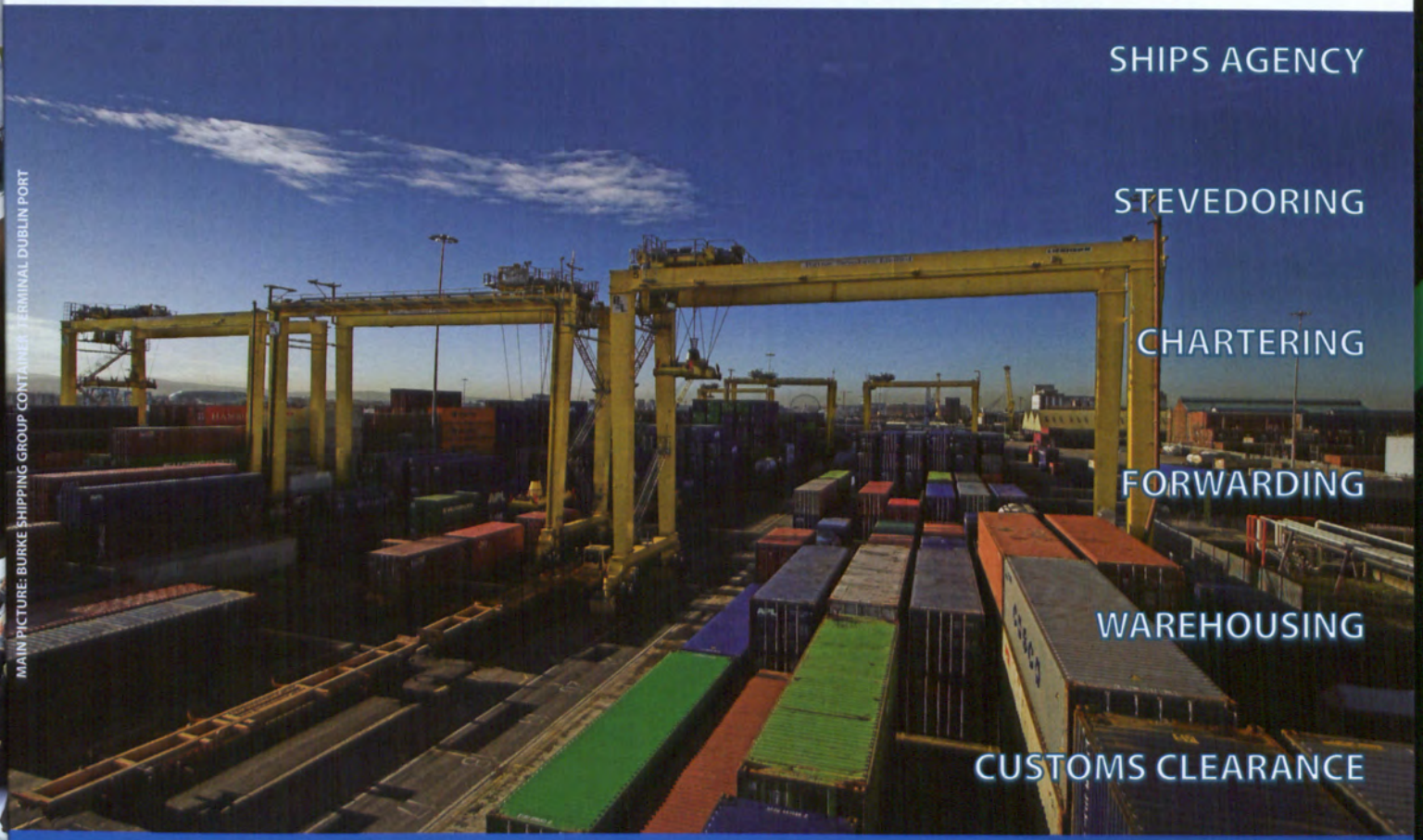






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little sleep, and realising that they must play their part in this "team". Many young people suddenly realise that they can achieve in areas that they thought was impossible, they find the value of helping others, they realise that everyone has problems and worries but by working together they can achieve new goals. In fact, sail training has been described as a "life-changing" experience for most young people who take part. The parent organisation, Sail Training International, has been nominated for a Nobel prize for the work they do in helping the development of young people. Therefore, our focus, in Dublin Port Company, was to ensure that the crews of these ships had a most enjoyable stay in Dublin as part of their overall sail training experience.

The contract, to host the Tall Ships event, was signed between Dublin City Council and Sail Training International. Obviously, it would be impossible for the Council to run such an event without the facilities of the Port to accommodate the ships. Therefore, from a very early stage, this event required very close co-operation between Dublin City Council and Dublin Port Company. The Port would take care of anything to do with the ships and the Council dealt with all of the other land elements of the Festival. However, a very high level of pre-planning and teamwork was required to ensure the delivery of a seamless event in terms of the ships taking part and the general public visiting the festival. Over two years of meetings, planning, consultation with residents and businesses in the area, had to be organised. Sponsorship had to be secured, advertising and media support had to be





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organised, traffic management plans drawn up, security measures drafted, safety barriers organised. An entire safety and event management plan had to be drawn up involving safety on land and on the water. Contractors and volunteers were recruited to take care of security, first-aid, litter collection, traffic control, crowd management, lost children, etc, etc. Electrical generators had to be hired and connected up to ships, bars, toilet facilities, and these had to constantly inspected and fuelled. Water and electricity supplies had to be connected to the ships, refuse had to be collected every day, supplies and stores had to be delivered to the ships, medical assistance had to be provided where and when required. Crew changes had to be accommodated where new personnel had to be transported from the airport and the old crews brought to the airport. Customs and immigration arrangements were required and Port security procedures had to be accommodated. Wi-Fi facilities had to be installed to enable the ships to conduct their business when in the Port. Dublin Port Company personnel had to arrange and carry out urgent repairs to machinery, equipment and rigging on board the ships as many has sustained damage in the bad weather crossing the Bay of Biscay. A major CCTV installation was required to provide visual coverage of all areas back at the control centres.

The main event control centre was established at a local hotel from which all of the land-based activities were co-ordinated. This centre housed representatives from the event control, Gardai, Dublin Fire Brigade, Health Service Executive and the Naval Service (providing direct communications with the Marine Communications Centre upstairs). The Marine Communications Centre was set up on the top floor of the hotel providing a full view of the river area and all operations on the river or within the Grand Canal Basin were managed from this centre. Direct communications links and a close working interface ensured that these two control centres acted as one unified control for both land and water based activities for the entire festival.

The Naval Service established a marine radio communications facility at the Marine Communications Centre and provided personnel on a 24 hour basis to ensure continuous, efficient and reliable communications with ships, rescue and patrolling craft, Garda boats, etc. Dublin Port Company personnel were also based at this facility and from here, together with the Naval







Service personnel, the "water" side of this event was managed. Different activities such as berthing and unberthing of the ships, catering for the flotillas of visiting boats, displays by rowing craft and currachs, operations by passenger carrying craft, kayaking, etc, had to be co-ordinated and managed by the Marine Communications Centre and suitable patrol and rescue boats were deployed to escort these vessels and provide safety cover for these activities. A close liaison was required with the traffic department in Dublin City Council to co-ordinate the opening of the Samuel Beckett and East Link Bridges to facilitate ship movements but without adverse disruption to pedestrian or road traffic.

Dublin Port Company was required to make all of the arrangements to cater for any ship or water related areas for the event. An entire system of pontoons had to be designed, ordered, assembled and installed to accommodate all of the ships on the north side of the river. These pontoons had to be attached to specially fabricated steel structures fixed to the quay wall and gangways with support structures had to be organised to provide access to these pontoons. In other areas, quay wall railings had to be modified to accommodate the gangways for the larger ships. Additional mooring bollards had to be fitted in some areas as the old bollards had been removed some years ago. All of this work was managed by Dublin Port Company personnel.

Liaison volunteers, for each of the vessels, had to be recruited and trained as this is one of the most important facilities required by the crews on the ships. These personnel dealt with any issues, difficulties or problems that might arise

varying from arranging a visit to the dentist to arranging to get supplies through the crowds to the ships. They ensured that ship's personnel managed to get to various events such as the formal opening ceremony, the Captain's Dinner, various sports events, crew parties and prize-giving ceremony.

Personnel had to be trained to operate "follow-me" boats to assist the ships to find their allocated berths, linesmen were required to assist with tying up or letting go the ships mooring lines, patrol and rescue boats were required on a 24 hour basis, personnel were required to "walk" the quays to look out for any potential safety risks with the public close to the river. Toilet, shower, clothes washing and drying, recreation and Internet facilities had to be provided at a dedicated centre for the crews of the ships.

The Parade of Sail took place on the final day and it was quite a challenge to get all the vessels through the East Link Bridge as quickly as possible in order to minimise the disruption to traffic. This was achieved through the hard work of the volunteers from our neighbouring boat and rowing clubs and Dublin Port Company staff. In organising the event, Dublin Port Company was anxious that all of Dublin Bay would be involved in the spectacle. For this reason, the Tall Ships sailed towards Dun Laoghaire passing between the Piers and the Naval vessel "L.É. EMER" before turning north towards Howth where they passed Dublin Port Company tugs, "Shackleton" and "Beaufort" waving "Bon Voyage" with their water cannons. This strategy resulted in all of Dublin Bay being "alive with Sail" and was a fitting finale to this wonderful event.

This event would not have been possible without the hard work, goodwill and co-operation of many people within and outside Dublin Port Company. Many of the smaller vessels that arrived early, were accommodated at the Poolbeg Yacht and Boat Club Marina where they were greeted with friendly and efficient care. Volunteers from the Poolbeg Yacht and Boat Club Marina, Stella Maris and St. Patricks' Rowing Clubs, Sea Scouts and the Clontarf Sailing Club, all provided exceptional assistance for many of the essential water based tasks. Their willingness, enthusiasm, hard work and reliable service were of immense value in running this event.

Water safety was a major concern and the volunteers from the Naval Service Reserve, the Coast Guard, Civil Defence, Dublin Fire Brigade Water unit and the Gardai, ensured that the



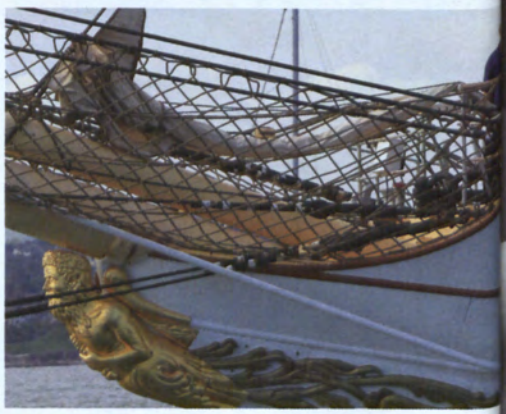
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water side of this festival was safe for everyone. They manned the rescue and patrol craft on a continuous basis every day and we can be very proud of their skill and professionalism in working as a team and responding so efficiently to every request from the Marine Communications Centre.

Finally, this event would not have happened without the hard work of many people within Dublin Port Company. The team from Maintenance and Services who set up the infrastructure and responded so well to all of the technical problems raised by the visiting vessels was highly commended by STI for their friendly and efficient service. Similarly, staff from Port Operations, the Pilots, crews of the Pilot vessels and tugs and the team at VTS played a major role in delivering this event. The "refuse" teams on the "Rosbeg" "Dodder" and "Bradogue" provided an exceptional service in keeping ahead of the large quantities of waste produced by the ships.

Tall Ships 2012 has been hailed as the most successful event in Ireland in 2012 with an estimated 1.25 million people attending. When one considers that this represents over a quarter of the country's population and that the event was delivered in a safe, crime-free, family friendly atmosphere, we can all be very proud of the role played by Dublin Port Company in this fantastic international festival.





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RITCHIE SAUNDERS INTERVIEW

A MAN FOR ALL SEASONS AND TASKS



Ritchie pointing to "The Gem" the last ship he sailed on before coming ashore

"The salt of the earth." That's what they say about Ritchie Saunders, no matter who you ask. And there's good reason.

Ritchie has this Obama 'can do' attitude. He has always been a man of action, always ready and willing to embrace change and seize opportunities. As a result, he has had a long and happy career and life full of accomplishments. In his 35 years of distinguished service for Dublin Port Company, he has literally seen and done it all (except for the harbour master's job!). He is also a font of information on the maritime history of Ringsend and Dublin Port.

A true Ringsender - that's better than being just a Dub – born and bred in St Patrick's



Ritchie at St. Patrick's Rowing Club



Ritchie on board Ferry No. 11

Villas, just across from the library, Ritchie left school at 14 and went on to become probably one of the most able and experienced men ever to work in Dublin Port Company.

He began his working life with G & T Crampton, still one of the country's leading builders, where he trained as a steel fixer. But the sea was in his blood and it wasn't long before he joined the merchant navy and became an able seaman with Irish Shipping.

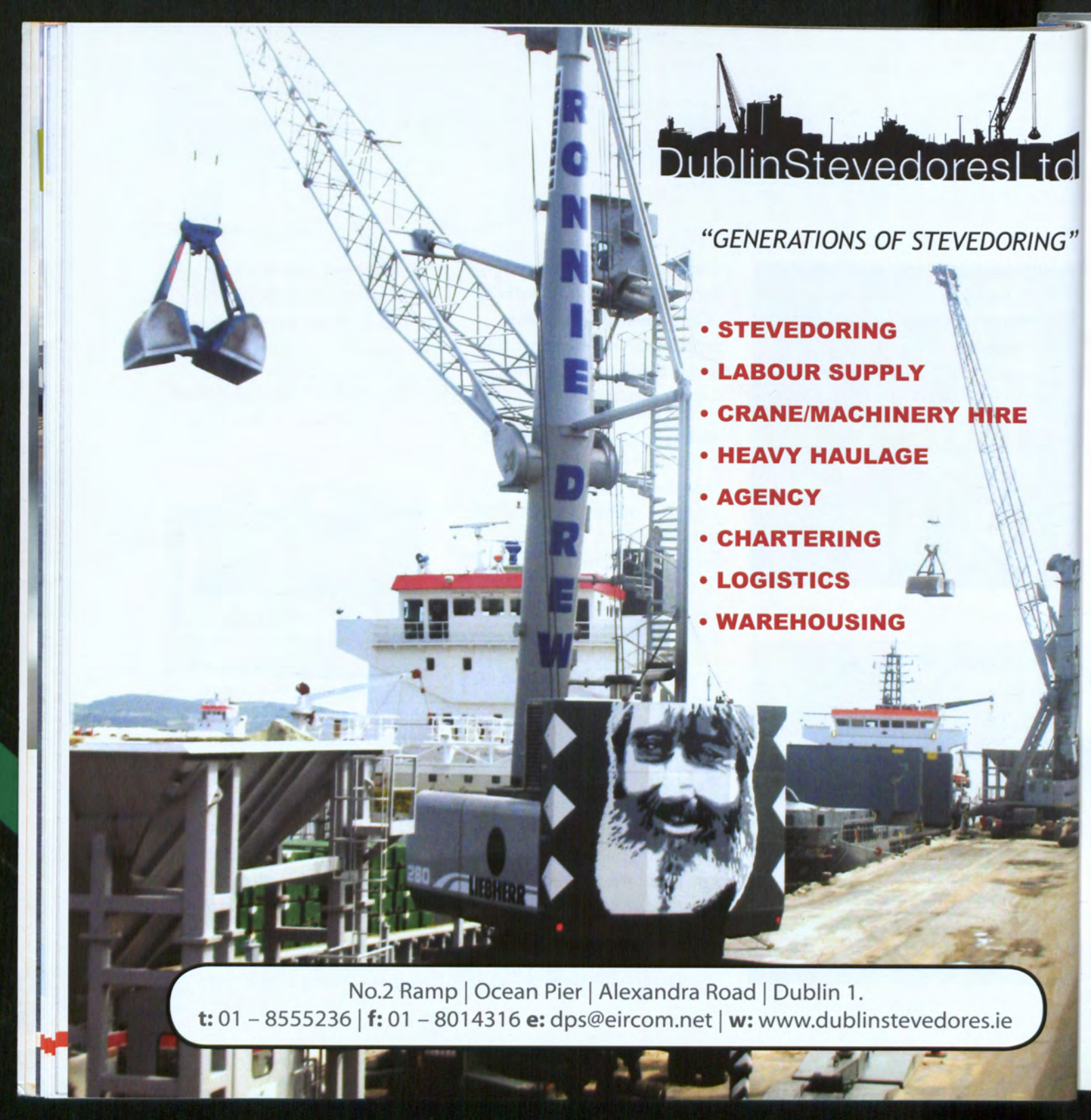
In 1977, Ritchie started with Dublin Port & Docks Board as a graving dock man, 'under the wing of the great Mick Driscoll'. He operated the locks in and out of the port's 'dry dock' for ship maintenance and repair. He went on to train and qualify for just about every marine job in the port, retiring in May 2012 as tug mate. His second job was port radio man, responsible for the vessel traffic service (VTS).

"This wasn't just about talking to all traffic in and out of the port," says Ritchie.

"Also vital to keeping things running smoothly is a keen knowledge of radar."

In his next job as berthing master, he was known for great precision in positioning vessels and getting them spot on, ready for cargo discharge the next day. Next, he qualified as pilot boat keeper - a job he did for 27 years, getting pilots safely onto ships of all kinds and sizes and in all weathers; as 'team leader' he also trained pilot boat men. At one time, there were 15 pilots with five 'on a watch'.

"There are lots of great stories about people from all over that I met – but maybe not for print", says Ritchie. "If something needed to be done now, the Harbour Master always knew



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he could call on me and he did so many times. It could mean switching from being on radio (VTS) – managing and directing port traffic by radar – to driving a tug or pilot boat when someone went down sick or could not work. I've loved every job I did in the port and going up the ranks to become assistant captain and being first mate and engineer on the tugs."

For Ritchie none of this would have happened except for one thing – education, both formal and informal. His education in life and in the whole range of marine skills, which he now has, began after he left school.

"I have one simple piece of advice if anyone asks – always take the opportunity to be educated."

Fully backed by Dublin Port Company, Ritchie returned to formal education at the age of 55 and studied hard for five years, while still working, and at 60 was awarded his Passenger Boat Certificate from South Shields College in Newcastle. "It was a big challenge for me but if I can go back to college relatively late in life and get fully qualified and get my certificate, anyone can. When I tell the young people this, they're usually surprised but hopefully they listen."

As a champion for young people and for the port, Ritchie has always been a community activist. "There's no rest for the wicked," he says. The idea of retirement means nothing to Ritchie. He has a long list of things to do, places to go, people to see. On the off chance that he finds himself with an idle moment, God forbid, he just "finds a boat with a hole in it or a dodgy engine and sets about fixing it."

The complete restoration of the old Liffey ferry which lay derelict and rusting for years is a fantastic example of 'Yes, we can' Ritchie Saunders.

"It is great to have the ferry in action again. It was especially useful during the recent Tall Ships Festival hosted by Dublin City Council and Dublin Port Company."

As chairman of St Patrick's Rowing Club, Ritchie organised volunteers from his own club and Stella Maris to help with the festival. But it wasn't just a matter of helping out. Ever the innovator, Ritchie brought back ... resurrected the Hobblers, the historic antecedents of today's tug men and pilots.

For hundreds of years, the Hobblers, in their double-ended rowing boats, would race to incoming ships and the first to land a grappling hook on

board got the job of pilotage, berthage and cargo landing and discharge. With a small army of volunteers from the rowing clubs, the same kind of five person rowing boats did the work of getting all the 40 great tall ships docked and in and out of Dublin safely during the festival. "This was a huge logistical task successfully executed by the whole Dublin Port Company team," says Ritchie.

"It was great to go back to our roots as Hobblers, providing a 24-hour a day service, mooring and tying up these great sailing ships, for the whole week of the festival."

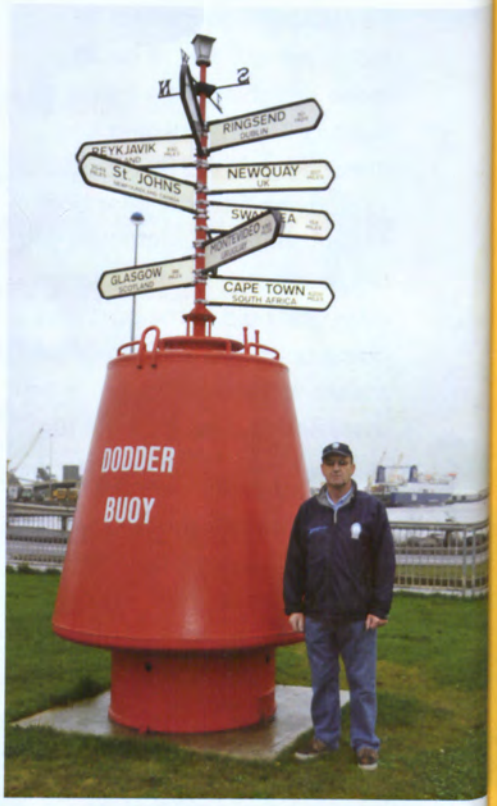
So what now for Ritchie Saunders, retired able seaman and tug mate?

Busy, busy, busy.

"In the winter months I'll be busy making wooden oars (15 foot long) for my rowing club, St Pat's. This is very physical work which helps keep me fit. Just to say, I'll also be making them for our deadly rivals Stella Maris – they'll get the seconds!"

Ritchie's son rows for them, so he's obliged to be magnanimous. No better man.

May Ritchie have a long and active retirement.



Ritchie pictured beside a buoy similar to the old Dodder buoy brought from Larne to Dublin by The Commissioners of Irish Lights

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Dublin Port Company has been working on its Masterplan 2012 – 2040 for 18 months, including engaging consultants to explore the important role of cruise ships to Dublin.

As part of The Masterplan, Dublin Port Company plan to redevelop the Alexandra Basin which is a 19th century piece of marine infrastructure. This will require fundamental restructuring and will allow for greater cargo handling as well as developing dedicated quays for cruiseships. In addition the plan will incorporate a turning basin in the heart of the port.

Dublin catered for 89 Cruise ship calls in 2012 and 106 are booked for this year. Dublin Port is seeing a substantial increase in the number of ships calling and the size of Cruise ships is getting bigger, which is a trend set to continue.

The plan includes two berths for cruiseships each of up to 340m in length while simultaneously catering for smaller cruise ships. Currently there is a limit of 300m which places a constraint on the number of cruiseships that the port can accommodate.

The facility will be on the North Quay extension east of the East Link Toll Bridge. This year 34 of the 106 calls will berth at the North Quay extension.

Cruise Dublin is also being set up which includes the Dublin Chamber of Commerce, Dublin Port Company and Dublin City Council. Traditionally Dublin Port Company has marketed Dublin to the Cruise industry

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as it is regarded as a marquee (must see) City. The view among the Cruise industry is that Dublin has potential to become a turnaround port (where cruise starts and finishes) as well as a port of call (one day visit) with the extensive international flight connections to Dublin and the proximity of the airport to the port for guests joining or leaving a cruise being very important.

At present it is estimated that passengers contribute up to €50m to the local economy and the cruiseship business generates €1 million for Dublin Port Company.

Dublin, a city and culture that enthralls you when you arrive, the atmosphere, personality and character of the city gives you an experience and memories you will never forget...

Ancient Vikings were the first developers, in the ninth century, of what is now the city of Dublin. Today the city of over one million inhabitants is unique in that one day in its life inspired the greatest novel in the English language James Joyce's 'Ulysses'.

Dublin has many attractions like some of the finest Georgian buildings such as Custom House and The Four Courts, both from the late 18th century.

Trinity College, founded in 1592 by Queen Elizabeth 1, adjoins the city's main shopping area, Grafton Street. The college's own Mecca is the seventh century Book of Kells with its colourful depiction of the gospels.

Dublin has many attractions and excursions that will delight any visitor and a few examples are "A Taste of Dublin & Guinness" "Literary Delights of Dublin" a "Coastal Drive & Malahide Castle" or indeed a Viking Adventure".



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"Golden Princess" & "Crystal Serenity"



"Ocean Princess" & "Arcadia"

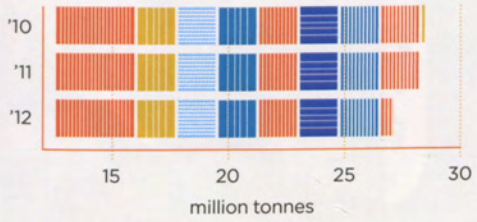
DUBLIN PORT THROUGHPUT FIGURES

	2012 (Estimated) Tonnes	2011 Tonnes	2010 Tonnes
Ro Ro	17,313,969	17,325,000	17,108,000
Lo Lo	5,318,655	5,431,000	5,676,000
Bulk Liquid	3,366,747	3,620,000	3,788,000
Bulk Solid	1,711,804	1,635,000	1,473,000
Break Bulk	55,885	85,000	73,000
Total Throughput	27,767,060	28,096,000	28,118,000

	2012 (Estimated)	2011	2010
Ro Ro Units	714,161	725,000	726,000
Lo Lo TEUs	520,840	526,000	554,000
Trade Cars	53,109	48,813	47,000
Tourist Cars	358,904	361,029	382,000
Passengers	1,702,447	1,700,000	1,800,000

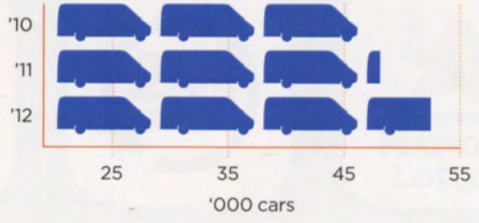
TONNAGE THROUGHPUT

2010-2012



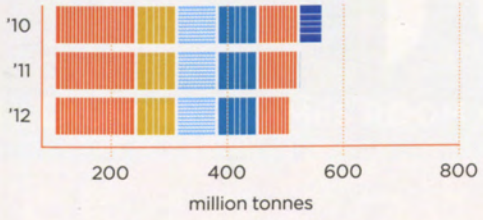
TRADE CARS THROUGHPUT

2010-2012



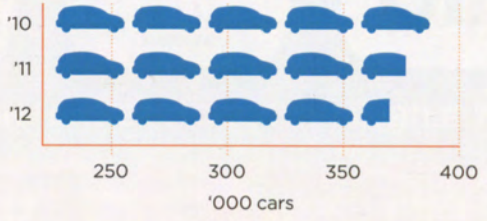
LOLO UNITISED TRADE

2010-2012



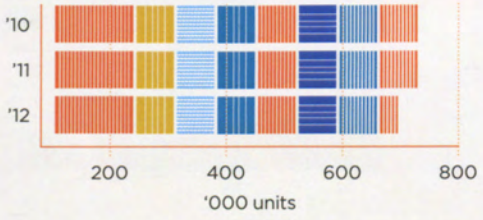
TOURIST CARS THROUGHPUT

2010-2012



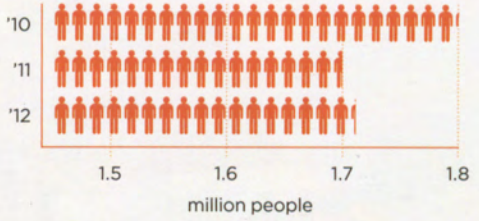
RORO UNITISED TRADE

2010-2012



PASSENGERS THROUGHPUT

2010-2012



All 2012 figures are estimated.

CASTING OF THE SPEAR

The "Casting of the Spear" tradition dates as far back as 1488 when the then Lord Mayor, Thomas Mayler set out on his horse to ride the city's boundaries.

Historical records show that he rode out onto the strand as far as a man might ride and from there he cast a spear into the sea. At that time, casting the spear demonstrated the extent of the city boundaries eastwards. From that day onwards each year the Lord Mayor of Dublin re-enacts this medieval ceremony.

In keeping with tradition the ceremony was re-enacted in June 2012 by the serving Lord Mayor Andrew Montague on board Dublin Port Company tug "Shackleton" when the Lord Mayor launched a spear deep into Dublin Bay's cold waters, and once again marked the position of the city boundaries eastwards.



Lord Mayor Andrew Montague



Eamonn O'Reilly, CEO, Dublin Port Company with Lord Mayor Andrew Montague

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  Fax: 03 231 1030
- **RADICATEL (ROUEN)**
  Tel: 02 35 191 780
  Fax: 02 35 191 781



www.eucon.nl

RO RO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
T1	Irish Ferries	Berth No.49 Length 213m Depth at L.A.T. 11m standard	No. 5 ramp Two Tier Ramp **Upper Deck** Length of Shore Ramp 43m Width of Shore Ramp 10.8m Maximum Vehicle Load 40 tonnes **Lower Deck** Length of Shore Ramp 40m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Irish Ferries	Berth No. 51A Length 190m Depth at L.A.T. 8m standard	No. 9 ramp Single Tier Ramp Length of Shore Ramp 45m Width of Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 607 5700 www.irishferries.com
T1	Isle of Man Steampacket Co.	Details as above	Details as above	1800 805 055 www.steam-packet.com
T2	Stena Line	Berth No. 51 Length 205m Depth at L.A.T. 8m standard	Ramp No. 1 Two Tier Ramp **Upper Deck** Length of Shore Ramp 49m Width of Shore Ramp 12m Maximum Vehicle Load 40 tonnes **Lower Deck** Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 204 7777 www.stenaline.com

RO RO TERMINALS CONTINUED

Terminal	Operator	Berth Details	Facility Details	Contact Details
T3	P&O Ferries	Berth No. 21 Length 238m Depth at L.A.T. 7m standard	Ramp No. 6 Single Tier Ramp Length of Shore Ramp 41m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 876 2345 www.poferries.com
T4	Car Storage Area	Berth No. 25 Length 290m Depth at L.A.T. 7m standard	Ramp No. 4 Double Tier Ramp **Upper Deck** Length of Shore Ramp 41.5m Width of Shore Ramp 10.5m Maximum Vehicle Load 40 tonnes **Lower Deck** Length of Shore Ramp 46m Width of Shore Ramp 20m Maximum Vehicle Load 180 tonnes	+353 1 887 6000 www.dublinport.ie
T5	Seatruck Ferries	Berth No. 52 Length 200m Depth at L.A.T. 7m standard	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 823 0492 www.seatruckferries.com

Terminal	Operator	Berth Details	Facility Details	Contact Details
T5	Seatruck Ferries	Berth No. 53 Length 156m Depth at L.A.T. 7m standard	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 48m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 100 tonnes	+353 1 823 0492 www.seatruckferries.com
Ocean Pier	CLdN (Cobelfret)	Berth No. 36/37 Length 200m Depth at L.A.T. 7m standard	Ramp No. 2 Single Tier Ramp Length of Shore Ramp 60m floating Linkspan Width of Shore Ramp 31m Maximum Vehicle Load 200 tonnes	+353 1 856 1608 www.cobelfret.com

LO LO TERMINALS

Terminal	Operator	Berth Details	Facility Details	Contact Details
Dublin Ferryport Terminals	DFT	Berth No's 50 & 50A Total Berth Lengths 580m Depth at L.A.T. 9.00-11.00m standard	Cranes 3 x 40 tonnes gantry 1x 45 tonnes gantry Reachstacker 1 x 45 tonnes Second-handling equipment 8 x 40 RTG cranes 1 x 12 FLT 4 x 18 tonne empty handlers Reefer Points 250 Area 15.2 hectares	+353 1 607 5700 info@dft.ie
Marine Terminals Ltd	MTL	Berth No's 41,42,43,44,45 Total Berth Lengths 700m Depth at L.A.T. 8.50-11.00m standard	Cranes 3 x 45 tonne Ship to Shore Gantry Second-handling equipment 4 x 40 tonne RMG Reefer Points 300	+353 1 667 7765 www.peelports.co.uk
Ocean Pier	Portroe Stevedores	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 6 x 250 tonnes RTG's Second-handling equipment 3 Kalmar reachstackers 20 tugmasters 11 Novatech Flexmasters Reefer points 300 Warehousing 300,000sq feet	+353 1 836 5736 www.burkeshipping.com

BULK

Terminal	Operator	Berth Details	Facility Details	Contact Details
Ocean Pier Dry Bulk/ Break Bulk	Portroe Stevedores	Berth No's 29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 3 x 250 mobile (65 tonnes SWL) 1 x 20 tonnes electric portal grabbing crane	+353 1 836 5736 www.burkeshipping.com
South Bank Quay	Dublin Port Stevedores	Berth 46 & 47	Cranes 2 x 250 mobile	+353 1 855 5236 www.dublinstevedores.ie
Liquid Bulk	Common User	Berths 4 oil jetties	41 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen, chemicals and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie

CRUISE

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berths 18, 33, 36/37, 35, 39,40 Smaller vessels can berth up river close to the city		+353 1 887 6000 www.dublinport.ie

RO RO SCHEDULE

IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) **Tel:** +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) **Tel:** +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1

STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) **Tel:** +353 1 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal 2

P&O FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) **Tel:** + 353 1 876 2345 (Passengers) **Tel:** +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

*** Next Day Sailing**

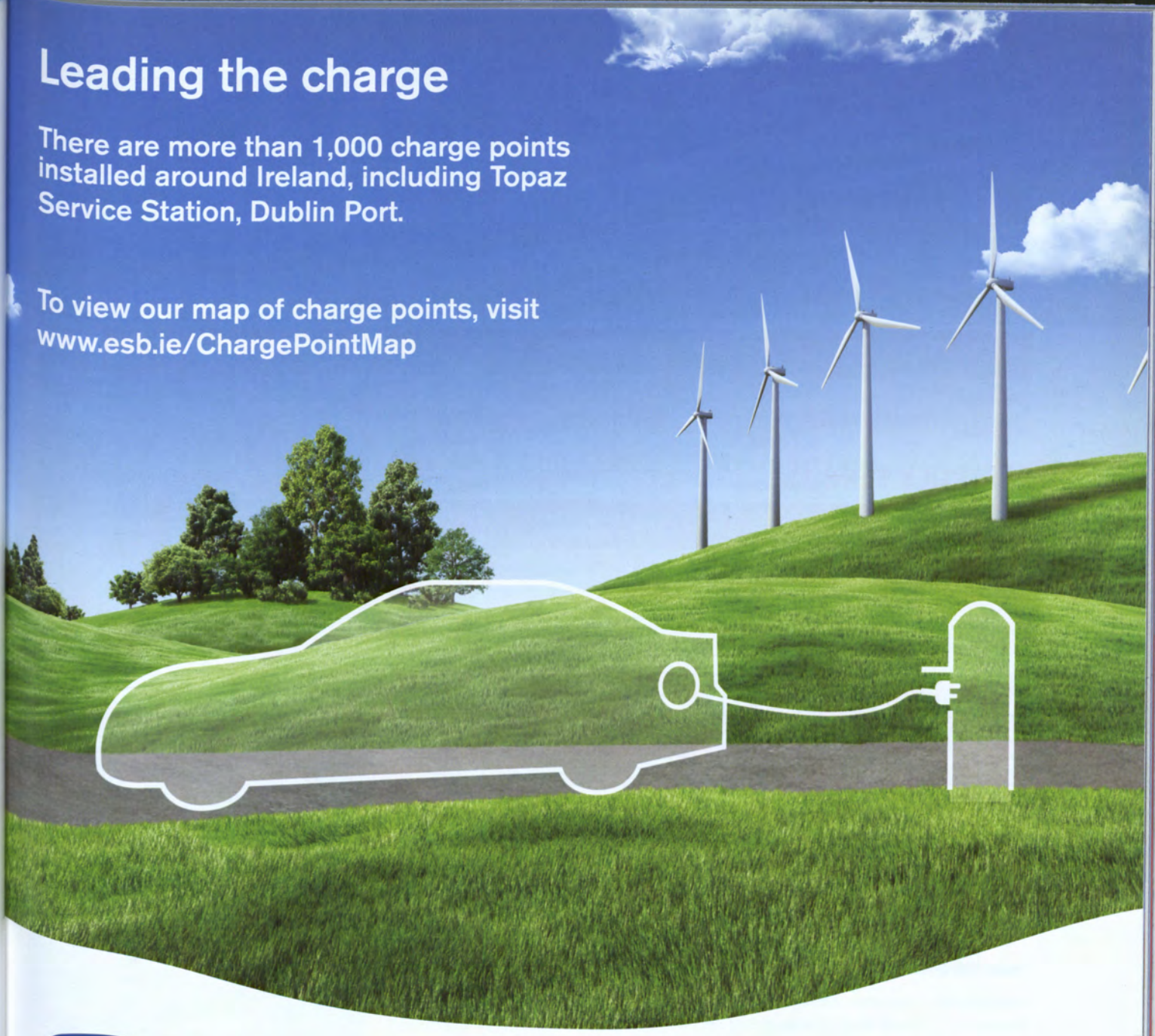
Terminals 1&2	Ferryport, Alexandra Road, Dublin 1
Terminal 3	North Wall Extension, East Wall Road, Dublin 1
Terminal 4	Alexandra Road, Dublin 1
Terminal 5	Alexandra Road Extension, Dublin 1
Ocean Pier	Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.

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RO RO SCHEDULE

ISLE OF MAN STEAM PACKET COMPANY

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fast Ferry **Tel:** 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1

SEATRUCK FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Freight) **Tel:** +353 1 823 0492	Liverpool	2	05.00 17.00	09.00 21.00	Terminal 5
	Heysham	1	11.00	15.00	Terminal 5

CLDN (COMPAGNIE LUXEMBOURGEOISE DE NAVIGATION)

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
ConRo Ferry	Zeebrugge/ Rotterdam	1 Thursday	17.00	12.00 Fri	Ocean Pier
	Zeebrugge	1 Sunday	17.00	22.00 Tues	Ocean Pier
	Rotterdam	1 Sunday	11.00	17.00	Ocean Pier

*** Next Day Sailing**

Terminals 1&2	Ferryport, Alexandra Road, Dublin 1
Terminal 3	North Wall Extension, East Wall Road, Dublin 1
Terminal 4	Alexandra Road, Dublin 1
Terminal 5	Alexandra Road Extension, Dublin 1
Ocean Pier	Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.



CLdN

DIRECT RO-RO SERVICE IRELAND - CONTINENT



Head Office
CLdN RoRo S.A.
Rue Schiller, 3 - 7
L-2519 Luxembourg
Luxembourg

Bookings Desk
tel: 00352 26 44 66266
freight.irl@cldn.com

Irish Office
CLdN RoRo S.A.
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Alexandra Road
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Zeebrugge - Purfleet
Rotterdam - Purfleet
www.cobelfret.com

Please contact us for further details sales.irl@cldn.com

www.cldn.com

LO LO SCHEDULE

EUROPEAN

Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp	2 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly		Eucon	+353 1 607 5700
		1 sailing weekly		MSC	+353 1 294 8704
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
France	Le Havre	1 sailing weekly	CMA-CGM (Ireland) Ltd	CMA-CGM	+353 1 887 7423
	Radicatel	1 sailing weekly	CLdN	CLdN	+353 1 856 1608
Greece	Piraeus	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Italy	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Netherlands	Rotterdam	2 sailings weekly		Eucon	+353 1 607 5700
		2 sailings weekly	Burke Shipping Group	X-Press CL	+353 1 819 2600
		2 sailings weekly		Samskip/DFDS	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly	Burke Shipping Group	APL	+353 1 819 2600
Portugal	Leixoes	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
		1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Lisbon	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
Spain	Bilbao	1 sailing weekly	MacAndrews (Ireland) Ltd	MacAndrews & Co. Ltd	+353 1 855 2644
	Castellon	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Turkey	Mersin	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Izmir	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Istanbul	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500

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LO LO SCHEDULE

IRISH SEA

Country	Port	Frequency	Agent	Line	Contact Details
UK	Cardiff	1 sailing monthly	Connect Logistics	Cardiff Container Lines	+353 1 895 1015
UK	Felixstowe	1 sailing weekly		BG Freight Line	+353 1 803 8700
UK	Liverpool	3 sailings weekly	Coastal Container Line	Coastal Container Line	
		2 sailings weekly	MacAndrews (Ireland) Ltd	Mac Andrews & Co. Ltd	+353 1 855 2644
UK	Southampton	1 sailing weekly	Burke Shipping Group	X-Press CL	+353 1 819 2600
		1 sailing weekly	Burke Shipping Group	APL	+353 1 819 2600

NON-EUROPEAN

Country	Port	Frequency	Agent	Line	Contact Details
Egypt	Alexandria	1 sailing weekly	Jenkinson Agencies	Borchard Line	+353 1 816 3500
Israel	Haifa	1 sailing weekly	Jenkinson Agencies	Borchard Line	+353 1 816 3500
	Ashdod	1 sailing weekly	Jenkinson Agencies	Borchard Line	+353 1 816 3500
Lebanon	Beirut	1 sailing weekly	Jenkinson Agencies	Borchard Line	+353 1 816 3500

PASSENGER SCHEDULE

IRISH FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) **Tel:** +353 1 607 5700	Holyhead	2	05.55 17.25	08.05 20.55	Terminal 1
Fast Ferry (Passengers) **Tel:** +353 818 300 400	Holyhead	2	13.40 19.15	14.30 08.45*	Terminal 1

STENA LINE

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) **Tel:** +353 1 204 7777	Holyhead	4	00.45 05.45 11.35 17.05	02.15 08.20 16.00 21.15	Terminal 2

*** Next Day Sailing**

Terminals 1&2	Ferryport, Alexandra Road, Dublin 1
Terminal 3	North Wall Extension, East Wall Road, Dublin 1
Terminal 4	Alexandra Road, Dublin 1
Terminal 5	Alexandra Road Extension, Dublin 1
Ocean Pier	Branch Road North, Alexandra Road, Dublin 1

The above schedules are subject to change and should be checked with the ferry company at the time of booking.

P&O FERRIES

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passengers & Freight) **Tel:** +353 1 407 3434	Liverpool	3	05.15 10.30 17.30	09.15 15.00 21.30	Terminal 3

ISLE OF MAN STEAM PACKET COMPANY

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fast Ferry **Tel:** 1800 805 055	Douglas		Seasonal	Seasonal	Terminal 1

*** Next Day Sailing**

Terminals 1&2	Ferryport, Alexandra Road, Dublin 1
Terminal 3	North Wall Extension, East Wall Road, Dublin 1
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Terminal 5	Alexandra Road Extension, Dublin 1
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The above schedules are subject to change and should be checked with the ferry company at the time of booking.

TIDE TABLES

DUBLIN (NORTH WALL)

Time Zone: GMT/BST **Lat 53°21' N Long 6°13' W** **Year : 2013**

January

	Time	m		Time	m
1	0133	3.79	**16**	0226	3.86
	0702	1.01		0755	0.81
Tu	1351	4.00	W	1438	4.15
	1936	0.83		2031	0.66
2	0215	3.78	**17**	0315	3.72
	0742	1.05		0845	0.99
W	1434	3.96	Th	1527	3.97
	2020	0.84		2121	0.89
3	0300	3.73	**18**	0407	3.58
	0828	1.12		0940	1.19
Th	1520	3.91	F	1621	3.76
	2107	0.89	☽	2212	1.14
4	0350	3.67	**19**	0506	3.45
	0919	1.21		1038	1.37
F	1609	3.82	Sa	1723	3.56
	2200	0.98		2309	1.37
5	0444	3.60	**20**	0610	3.38
	1016	1.31		1142	1.52
Sa	1704	3.74	Su	1830	3.41
☾	2259	1.08			
6	0545	3.56	**21**	0015	1.54
	1122	1.37		0714	3.39
Su	1807	3.67	M	1254	1.58
				1936	3.34
7	0007	1.14	**22**	0133	1.59
	0653	3.59		0815	3.47
M	1236	1.36	Tu	1413	1.51
	1918	3.67		2039	3.37
8	0118	1.12	**23**	0245	1.52
	0801	3.70		0911	3.60
Tu	1348	1.23	W	1512	1.36
	2030	3.75		2133	3.45
9	0224	1.01	**24**	0333	1.38
	0903	3.89		0958	3.74
W	1454	1.00	Th	1556	1.20
	2134	3.89		2219	3.55
10	0323	0.85	**25**	0409	1.23
	0959	4.09		1039	3.85
Th	1551	0.74	F	1631	1.04
	2231	4.03		2257	3.64
11	0413	0.69	**26**	0440	1.09
	1049	4.26		1113	3.94
F	1641	0.51	Sa	1703	0.90
●	2322	4.12		2330	3.72
12	0459	0.58	**27**	0507	0.97
	1136	4.37		1144	3.99
Sa	1727	0.36	Su	1731	0.78
			○	2359	3.79
13	0009	4.14	**28**	0533	0.87
	0542	0.53		1213	4.04
Su	1221	4.41	M	1759	0.68
	1812	0.30			
14	0054	4.09	**29**	0030	3.85
	0624	0.56		0603	0.79
M	1305	4.38	Tu	1247	4.08
	1857	0.35		1831	0.61
15	0140	3.99	**30**	0106	3.89
	0709	0.66		0637	0.74
Tu	1351	4.29	W	1325	4.09
	1943	0.47		1909	0.57
			31	0145	3.91
				0716	0.75
			Th	1406	4.07
				1951	0.60

February

	Time	m		Time	m
1	0229	3.88	**16**	0316	3.59
	0800	0.81		0903	0.99
F	1451	4.01	Sa	1538	3.68
	2036	0.69		2128	1.10
2	0316	3.80	**17**	0406	3.44
	0849	0.92		0958	1.20
Sa	1540	3.90	Su	1633	3.45
	2127	0.84	☽	2221	1.36
3	0408	3.69	**18**	0509	3.30
	0945	1.08		1059	1.40
Su	1635	3.75	M	1742	3.25
☾	2225	1.03		2322	1.58
4	0508	3.58	**19**	0624	3.23
	1051	1.23		1207	1.53
M	1739	3.60	Tu	1857	3.15
	2335	1.20			
5	0620	3.52	**20**	0035	1.69
	1211	1.31		0734	3.27
Tu	1900	3.53	W	1328	1.52
				2005	3.18
6	0055	1.26	**21**	0206	1.63
	0739	3.58		0836	3.40
W	1335	1.23	Th	1442	1.36
	2020	3.58		2105	3.30
7	0212	1.17	**22**	0306	1.44
	0849	3.75		0928	3.56
Th	1447	1.00	F	1527	1.15
	2129	3.73		2154	3.45
8	0315	0.97	**23**	0344	1.23
	0949	3.96		1012	3.72
F	1545	0.72	Sa	1603	0.94
	2227	3.88		2233	3.60
9	0406	0.76	**24**	0414	1.02
	1041	4.15		1047	3.85
Sa	1634	0.48	Su	1633	0.75
	2316	3.98		2304	3.72
10	0450	0.59	**25**	0440	0.83
	1126	4.26		1118	3.95
Su	1718	0.32	M	1700	0.58
●	2359	4.02	○	2332	3.83
11	0530	0.49	**26**	0507	0.67
	1207	4.30		1147	4.04
M	1757	0.27	Tu	1730	0.45
12	0037	3.99	**27**	0002	3.93
	0608	0.47		0537	0.54
Tu	1245	4.28	W	1221	4.11
	1837	0.32		1804	0.37
13	0113	3.92	**28**	0037	3.99
	0647	0.52		0612	0.47
W	1325	4.19	Th	1259	4.13
	1917	0.44		1842	0.36
14	0151	3.83			
	0729	0.63			
Th	1406	4.06			
	1958	0.62			
15	0232	3.72			
	0814	0.79			
F	1451	3.89			
	2041	0.85			

March

	Time	m		Time	m
1	0117	4.01	**16**	0156	3.74
	0652	0.47		0746	0.67
F	1342	4.11	Sa	1420	3.79
	1924	0.43		2005	0.85
2	0200	3.98	**17**	0236	3.64
	0737	0.55		0832	0.84
Sa	1428	4.03	Su	1503	3.60
	2011	0.58		2048	1.07
3	0248	3.89	**18**	0320	3.50
	0827	0.70		0924	1.05
Su	1518	3.89	M	1553	3.39
	2103	0.80		2136	1.31
4	0341	3.75	**19**	0412	3.33
	0926	0.90		1022	1.25
M	1615	3.70	Tu	1655	3.18
☾	2203	1.04	☽	2237	1.54
5	0442	3.59	**20**	0526	3.18
	1036	1.09		1127	1.40
Tu	1726	3.51	W	1815	3.05
	2315	1.25		2349	1.68
6	0557	3.49	**21**	0649	3.15
	1200	1.19		1239	1.43
W	1853	3.43	Th	1929	3.08
7	0039	1.33	**22**	0107	1.65
	0723	3.52		0757	3.24
Th	1325	1.12	F	1351	1.31
	2015	3.49		2031	3.21
8	0200	1.23	**23**	0219	1.48
	0837	3.67		0853	3.41
F	1438	0.91	Sa	1445	1.09
	2124	3.64		2121	3.39
9	0303	1.01	**24**	0305	1.23
	0940	3.87		0938	3.59
Sa	1534	0.66	Su	1524	0.85
	2221	3.78		2201	3.57
10	0354	0.78	**25**	0339	0.98
	1032	4.03		1015	3.76
Su	1621	0.46	M	1557	0.63
	2307	3.88		2233	3.74
11	0436	0.60	**26**	0409	0.74
	1116	4.12		1047	3.91
M	1701	0.35	Tu	1629	0.43
●	2345	3.90		2302	3.88
12	0514	0.48	**27**	0439	0.53
	1153	4.15		1120	4.04
Tu	1739	0.33	W	1702	0.29
			○	2333	4.00
13	0017	3.89	**28**	0512	0.37
	0550	0.44		1156	4.12
W	1227	4.11	Th	1738	0.23
	1815	0.38			
14	0046	3.85	**29**	0010	4.08
	0627	0.46		0551	0.29
Th	1301	4.04	F	1236	4.15
	1850	0.50		1818	0.26
15	0118	3.81	**30**	0051	4.10
	0705	0.54		0633	0.30
F	1339	3.93	Sa	1321	4.11
	1926	0.65		1902	0.38
			31	0237	4.06
				0821	0.40
			Su	1511	4.01
				2051	0.57

April

	Time	m		Time	m
1	0327	3.96	**16**	0348	3.59
	0915	0.57		0954	0.97
M	1606	3.85	Tu	1624	3.40
	2147	0.82		2159	1.26
2	0422	3.82	**17**	0436	3.43
	1018	0.77		1049	1.13
Tu	1708	3.66	W	1718	3.23
	2250	1.06		2255	1.45
3	0526	3.66	**18**	0533	3.28
	1130	0.94		1151	1.26
W	1824	3.49	Th	1827	3.10
☾			☽		
4	0001	1.26	**19**	0005	1.59
	0645	3.55		0650	3.18
Th	1250	1.03	F	1255	1.30
	1947	3.43		1943	3.09
5	0121	1.33	**20**	0116	1.60
	0807	3.56		0806	3.21
F	1410	0.99	Sa	1359	1.23
	2104	3.49		2047	3.20
6	0239	1.24	**21**	0221	1.48
	0921	3.68		0906	3.34
Sa	1519	0.84	Su	1454	1.05
	2210	3.62		2139	3.37
7	0342	1.06	**22**	0315	1.26
	1024	3.82		0955	3.53
Su	1615	0.67	M	1540	0.82
	2305	3.73		2221	3.57
8	0433	0.86	**23**	0357	1.00
	1117	3.93		1036	3.72
M	1700	0.55	Tu	1620	0.60
	2350	3.80		2257	3.76
9	0516	0.69	**24**	0434	0.73
	1201	3.99		1115	3.90
Tu	1741	0.49	W	1657	0.40
				2331	3.94
10	0027	3.82	**25**	0511	0.50
	0555	0.58		1154	4.05
W	1238	3.98	Th	1736	0.27
●	1818	0.49	○		
11	0057	3.82	**26**	0008	4.08
	0632	0.53		0550	0.33
Th	1308	3.94	F	1235	4.14
	1852	0.55		1815	0.23
12	0121	3.81	**27**	0048	4.16
	0708	0.53		0632	0.25
F	1340	3.88	Sa	1320	4.16
	1925	0.64		1858	0.28
13	0152	3.80	**28**	0132	4.19
	0745	0.58		0718	0.26
Sa	1415	3.80	Su	1409	4.11
	1959	0.76		1945	0.42
14	0227	3.77	**29**	0220	4.15
	0824	0.68		0810	0.35
Su	1455	3.70	M	1501	4.00
	2034	0.90		2036	0.61
15	0306	3.70	**30**	0312	4.06
	0907	0.81		0909	0.50
M	1537	3.56	Tu	1600	3.85
	2114	1.07		2134	0.84

Datum of Predictions = Chart Datum : 0.20 metres above Ordnance Datum (Dublin)

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TIDE TABLES

DUBLIN (NORTH WALL)

Time Zone: GMT/BST **Lat 53°21' N Long 6°13' W** **Year : 2013**

May

	Time	m		Time	m
1	0411	3.93	**16**	0409	3.58
W	1013	0.66	Th	1015	1.04
	1705	3.69		1645	3.36
	2237	1.05		2217	1.33
2	0516	3.80	**17**	0500	3.46
Th	1122	0.80		1110	1.13
☾	1817	3.56	F	1740	3.26
	2345	1.21		2315	1.45
3	0631	3.70	**18**	0557	3.37
	1233	0.89		1209	1.17
F	1930	3.51	Sa	1842	3.22
			☽		
4	0057	1.29	**19**	0021	1.49
	0747	3.68		0702	3.34
Sa	1346	0.92	Su	1309	1.14
	2042	3.53		1948	3.27
5	0209	1.27	**20**	0126	1.44
	0857	3.72		0807	3.40
Su	1452	0.87	M	1405	1.03
	2145	3.61		2045	3.40
6	0314	1.15	**21**	0223	1.28
	1000	3.78		0905	3.55
M	1548	0.80	Tu	1457	0.86
	2240	3.69		2136	3.59
7	0408	1.01	**22**	0314	1.06
	1054	3.84		0957	3.73
Tu	1636	0.75	W	1545	0.68
	2327	3.75		2221	3.79
8	0454	0.87	**23**	0400	0.81
	1140	3.85		1045	3.90
W	1718	0.72	Th	1629	0.51
				2304	3.97
9	0005	3.78	**24**	0446	0.58
	0536	0.78		1132	4.05
Th	1218	3.84	F	1713	0.38
	1756	0.73		2348	4.13
10	0034	3.79	**25**	0532	0.40
	0614	0.72		1219	4.14
F	1249	3.80	Sa	1757	0.33
●	1830	0.77	○		
11	0100	3.81	**26**	0032	4.23
	0651	0.71		0618	0.29
Sa	1321	3.76	Su	1308	4.17
	1903	0.82		1843	0.36
12	0130	3.82	**27**	0118	4.27
	0727	0.73		0709	0.27
Su	1355	3.71	M	1359	4.12
	1935	0.89		1931	0.47
13	0205	3.81	**28**	0208	4.25
	0805	0.78		0802	0.33
M	1433	3.65	Tu	1453	4.03
	2009	0.97		2023	0.63
14	0242	3.77	**29**	0301	4.18
	0845	0.86		0900	0.44
Tu	1513	3.57	W	1551	3.90
	2045	1.07		2119	0.81
15	0324	3.69	**30**	0359	4.08
	0927	0.95		1001	0.57
W	1557	3.47	Th	1652	3.76
	2127	1.20		2218	0.99
			31	0502	3.95
				1104	0.71
			F	1757	3.64
			☾	2321	1.15

June

	Time	m		Time	m
1	0610	3.84	**16**	0519	3.60
	1209	0.85		1119	1.04
Sa	1904	3.56	Su	1755	3.42
			☽	2327	1.33
2	0026	1.27	**17**	0615	3.54
	0719	3.76		1218	1.06
Su	1315	0.96	M	1854	3.41
	2009	3.54			
3	0133	1.31	**18**	0030	1.35
	0826	3.72		0716	3.53
M	1419	1.02	Tu	1318	1.04
	2112	3.57		1955	3.47
4	0240	1.28	**19**	0134	1.29
	0929	3.71		0821	3.59
Tu	1519	1.03	W	1418	0.97
	2209	3.64		2056	3.60
5	0340	1.19	**20**	0236	1.14
	1026	3.72		0924	3.72
W	1611	1.02	Th	1514	0.84
	2257	3.70		2151	3.78
6	0431	1.09	**21**	0333	0.93
	1115	3.72		1022	3.87
Th	1655	1.00	F	1606	0.69
	2338	3.76		2243	3.97
7	0516	0.99	**22**	0427	0.70
	1154	3.71		1116	4.02
F	1734	0.98	Sa	1657	0.56
				2332	4.15
8	0011	3.80	**23**	0519	0.49
	0556	0.92		1207	4.12
Sa	1229	3.70	Su	1744	0.46
●	1809	0.97	○		
9	0040	3.83	**24**	0018	4.28
	0633	0.88		0609	0.34
Su	1301	3.69	M	1257	4.16
	1842	0.97		1830	0.44
10	0111	3.86	**25**	0106	4.35
	0709	0.87		0659	0.27
M	1335	3.68	Tu	1347	4.14
	1912	0.98		1917	0.48
11	0144	3.87	**26**	0154	4.35
	0744	0.87		0750	0.29
Tu	1410	3.66	W	1439	4.06
	1943	1.00		2006	0.59
12	0220	3.85	**27**	0245	4.29
	0819	0.89		0844	0.38
W	1448	3.64	Th	1532	3.94
	2018	1.04		2057	0.74
13	0300	3.82	**28**	0339	4.18
	0857	0.92		0939	0.53
Th	1530	3.59	F	1627	3.80
	2057	1.10		2152	0.91
14	0342	3.76	**29**	0437	4.04
	0939	0.95		1036	0.71
F	1614	3.54	Sa	1726	3.66
	2142	1.18		2250	1.09
15	0429	3.68	**30**	0539	3.88
	1027	1.00		1135	0.90
Sa	1702	3.47	Su	1827	3.55
	2232	1.26	☾	2350	1.25

July

	Time	m		Time	m
1	0644	3.74	**16**	0538	3.69
	1236	1.08		1133	1.01
M	1930	3.50	Tu	1812	3.53
			☽	2347	1.25
2	0054	1.36	**17**	0638	3.61
	0750	3.63		1236	1.09
Tu	1340	1.22	W	1915	3.51
	2032	3.50			
3	0203	1.41	**18**	0055	1.29
	0854	3.57		0748	3.58
W	1445	1.29	Th	1345	1.10
	2131	3.55		2024	3.58
4	0311	1.37	**19**	0209	1.22
	0954	3.56		0901	3.65
Th	1545	1.28	F	1451	1.03
	2224	3.64		2129	3.74
5	0410	1.27	**20**	0317	1.04
	1047	3.59		1007	3.79
F	1633	1.22	Sa	1551	0.88
	2309	3.73	☾	2227	3.95
6	0458	1.15	**21**	0418	0.78
	1130	3.62		1105	3.95
Sa	1714	1.15	Su	1645	0.70
	2346	3.81		2319	4.15
7	0538	1.04	**22**	0512	0.53
	1207	3.64		1157	4.07
Su	1748	1.08	M	1733	0.55
			○		
8	0020	3.87	**23**	0006	4.31
	0614	0.96		0600	0.34
M	1241	3.67	Tu	1245	4.13
●	1820	1.02		1818	0.47
9	0051	3.91	**24**	0052	4.39
	0647	0.90		0647	0.25
Tu	1313	3.69	W	1332	4.12
	1849	0.98		1901	0.46
10	0121	3.93	**25**	0137	4.40
	0718	0.87		0733	0.26
W	1345	3.71	Th	1418	4.05
	1917	0.95		1945	0.52
11	0155	3.95	**26**	0223	4.33
	0748	0.84		0821	0.36
Th	1421	3.73	F	1505	3.94
	1949	0.94		2032	0.65
12	0233	3.94	**27**	0311	4.21
	0823	0.82		0911	0.53
F	1500	3.73	Sa	1553	3.81
	2027	0.95		2122	0.82
13	0314	3.91	**28**	0403	4.04
	0903	0.82		1002	0.75
Sa	1542	3.71	Su	1644	3.66
	2109	1.00		2215	1.02
14	0358	3.86	**29**	0458	3.84
	0948	0.86		1055	0.98
Su	1627	3.66	M	1740	3.53
	2156	1.07	☾	2312	1.21
15	0445	3.78	**30**	0600	3.63
	1038	0.92		1151	1.22
M	1717	3.59	Tu	1842	3.43
	2248	1.16			
			31	0014	1.39
				0709	3.47
			W	1252	1.41
				1948	3.40

August

	Time	m		Time	m
1	0122	1.49	**16**	0031	1.29
	0818	3.39		0727	3.52
Th	1403	1.51	F	1321	1.25
	2051	3.46		2000	3.56
2	0240	1.48	**17**	0154	1.26
	0922	3.40		0848	3.56
F	1516	1.48	Sa	1436	1.19
	2149	3.56		2113	3.71
3	0349	1.36	**18**	0309	1.06
	1019	3.46		0959	3.71
Sa	1611	1.37	Su	1541	1.02
	2239	3.70		2215	3.93
4	0439	1.20	**19**	0413	0.78
	1106	3.55		1058	3.89
Su	1652	1.24	M	1636	0.80
	2321	3.82		2308	4.14
5	0518	1.05	**20**	0505	0.52
	1145	3.63		1149	4.02
M	1726	1.10	Tu	1721	0.61
	2357	3.90		2354	4.30
6	0551	0.92	**21**	0551	0.32
	1219	3.70		1233	4.08
Tu	1756	0.99	W	1803	0.48
●			○		
7	0028	3.96	**22**	0036	4.37
	0620	0.82		0633	0.24
W	1249	3.75	Th	1315	4.08
	1823	0.90		1844	0.44
8	0057	4.00	**23**	0117	4.37
	0648	0.75		0714	0.27
Th	1318	3.80	F	1354	4.02
	1850	0.83		1924	0.48
9	0128	4.04	**24**	0158	4.29
	0716	0.69		0755	0.39
F	1351	3.84	Sa	1433	3.93
	1921	0.78		2006	0.59
10	0204	4.05	**25**	0241	4.16
	0750	0.66		0839	0.57
Sa	1430	3.86	Su	1515	3.82
	1957	0.77		2052	0.75
11	0244	4.03	**26**	0327	3.98
	0830	0.68		0924	0.80
Su	1511	3.85	M	1600	3.70
	2039	0.82		2142	0.95
12	0327	3.98	**27**	0417	3.77
	0915	0.74		1014	1.05
M	1556	3.80	Tu	1651	3.56
	2125	0.91		2237	1.16
13	0415	3.88	**28**	0515	3.54
	1004	0.87		1108	1.30
Tu	1645	3.71	W	1751	3.43
	2218	1.04	☾	2337	1.36
14	0508	3.75	**29**	0626	3.34
	1100	1.02		1208	1.52
W	1739	3.61	Th	1902	3.35
☽	2318	1.19			
15	0609	3.60	**30**	0044	1.51
	1206	1.18		0741	3.24
Th	1844	3.53	F	1317	1.64
				2012	3.37
			31	0203	1.52
				0850	3.26
			Sa	1440	1.62
				2115	3.48

Datum of Predictions = Chart Datum : 0.20 metres above Ordnance Datum (Dublin)

NATIONAL OCEANOGRAPHY CENTRE: COPYRIGHT RESERVED

TIDE TABLES

DUBLIN (NORTH WALL)

Time Zone: GMT/BST **Lat 53°21' N Long 6°13' W** **Year : 2013**

January

	Time	m		Time	m
1	0133	3.79	**16**	0226	3.86
	0702	1.01		0755	0.81
Tu	1351	4.00	W	1438	4.15
	1936	0.83		2031	0.66
2	0215	3.78	**17**	0315	3.72
	0742	1.05		0845	0.99
W	1434	3.96	Th	1527	3.97
	2020	0.84		2121	0.89
3	0300	3.73	**18**	0407	3.58
	0828	1.12		0940	1.19
Th	1520	3.91	F	1621	3.76
	2107	0.89	☽	2212	1.14
4	0350	3.67	**19**	0506	3.45
	0919	1.21		1038	1.37
F	1609	3.82	Sa	1723	3.56
	2200	0.98		2309	1.37
5	0444	3.60	**20**	0610	3.38
	1016	1.31		1142	1.52
Sa	1704	3.74	Su	1830	3.41
☾	2259	1.08			
6	0545	3.56	**21**	0015	1.54
	1122	1.37		0714	3.39
Su	1807	3.67	M	1254	1.58
				1936	3.34
7	0007	1.14	**22**	0133	1.59
	0653	3.59		0815	3.47
M	1236	1.36	Tu	1413	1.51
	1918	3.67		2039	3.37
8	0118	1.12	**23**	0245	1.52
	0801	3.70		0911	3.60
Tu	1348	1.23	W	1512	1.36
	2030	3.75		2133	3.45
9	0224	1.01	**24**	0333	1.38
	0903	3.89		0958	3.74
W	1454	1.00	Th	1556	1.20
	2134	3.89		2219	3.55
10	0323	0.85	**25**	0409	1.23
	0959	4.09		1039	3.85
Th	1551	0.74	F	1631	1.04
	2231	4.03		2257	3.64
11	0413	0.69	**26**	0440	1.09
	1049	4.26		1113	3.94
F	1641	0.51	Sa	1703	0.90
●	2322	4.12		2330	3.72
12	0459	0.58	**27**	0507	0.97
	1136	4.37		1144	3.99
Sa	1727	0.36	Su	1731	0.78
			○	2359	3.79
13	0009	4.14	**28**	0533	0.87
	0542	0.53		1213	4.04
Su	1221	4.41	M	1759	0.68
	1812	0.30			
14	0054	4.09	**29**	0030	3.85
	0624	0.56		0603	0.79
M	1305	4.38	Tu	1247	4.08
	1857	0.35		1831	0.61
15	0140	3.99	**30**	0106	3.89
	0709	0.66		0637	0.74
Tu	1351	4.29	W	1325	4.09
	1943	0.47		1909	0.57
			31	0145	3.91
				0716	0.75
			Th	1406	4.07
				1951	0.60

February

	Time	m		Time	m
1	0229	3.88	**16**	0316	3.59
	0800	0.81		0903	0.99
F	1451	4.01	Sa	1538	3.68
	2036	0.69		2128	1.10
2	0316	3.80	**17**	0406	3.44
	0849	0.92		0958	1.20
Sa	1540	3.90	Su	1633	3.45
	2127	0.84	☽	2221	1.36
3	0408	3.69	**18**	0509	3.30
	0945	1.08		1059	1.40
Su	1635	3.75	M	1742	3.25
☾	2225	1.03		2322	1.58
4	0508	3.58	**19**	0624	3.23
	1051	1.23		1207	1.53
M	1739	3.60	Tu	1857	3.15
	2335	1.20			
5	0620	3.52	**20**	0035	1.69
	1211	1.31		0734	3.27
Tu	1900	3.53	W	1328	1.52
				2005	3.18
6	0055	1.26	**21**	0206	1.63
	0739	3.58		0836	3.40
W	1335	1.23	Th	1442	1.36
	2020	3.58		2105	3.30
7	0212	1.17	**22**	0306	1.44
	0849	3.75		0928	3.56
Th	1447	1.00	F	1527	1.15
	2129	3.73		2154	3.45
8	0315	0.97	**23**	0344	1.23
	0949	3.96		1012	3.72
F	1545	0.72	Sa	1603	0.94
	2227	3.88		2233	3.60
9	0406	0.76	**24**	0414	1.02
	1041	4.15		1047	3.85
Sa	1634	0.48	Su	1633	0.75
	2316	3.98		2304	3.72
10	0450	0.59	**25**	0440	0.83
	1126	4.26		1118	3.95
Su	1718	0.32	M	1700	0.58
●	2359	4.02	○	2332	3.83
11	0530	0.49	**26**	0507	0.67
	1207	4.30		1147	4.04
M	1757	0.27	Tu	1730	0.45
12	0037	3.99	**27**	0002	3.93
	0608	0.47		0537	0.54
Tu	1245	4.28	W	1221	4.11
	1837	0.32		1804	0.37
13	0113	3.92	**28**	0037	3.99
	0647	0.52		0612	0.47
W	1325	4.19	Th	1259	4.13
	1917	0.44		1842	0.36
14	0151	3.83			
	0729	0.63			
Th	1406	4.06			
	1958	0.62			
15	0232	3.72			
	0814	0.79			
F	1451	3.89			
	2041	0.85			

March

	Time	m		Time	m
1	0117	4.01	**16**	0156	3.74
	0652	0.47		0746	0.67
F	1342	4.11	Sa	1420	3.79
	1924	0.43		2005	0.85
2	0200	3.98	**17**	0236	3.64
	0737	0.55		0832	0.84
Sa	1428	4.03	Su	1503	3.60
	2011	0.58		2048	1.07
3	0248	3.89	**18**	0320	3.50
	0827	0.70		0924	1.05
Su	1518	3.89	M	1553	3.39
	2103	0.80		2136	1.31
4	0341	3.75	**19**	0412	3.33
	0926	0.90		1022	1.25
M	1615	3.70	Tu	1655	3.18
☾	2203	1.04	☽	2237	1.54
5	0442	3.59	**20**	0526	3.18
	1036	1.09		1127	1.40
Tu	1726	3.51	W	1815	3.05
	2315	1.25		2349	1.68
6	0557	3.49	**21**	0649	3.15
	1200	1.19		1239	1.43
W	1853	3.43	Th	1929	3.08
7	0039	1.33	**22**	0107	1.65
	0723	3.52		0757	3.24
Th	1325	1.12	F	1351	1.31
	2015	3.49		2031	3.21
8	0200	1.23	**23**	0219	1.48
	0837	3.67		0853	3.41
F	1438	0.91	Sa	1445	1.09
	2124	3.64		2121	3.39
9	0303	1.01	**24**	0305	1.23
	0940	3.87		0938	3.59
Sa	1534	0.66	Su	1524	0.85
	2221	3.78		2201	3.57
10	0354	0.78	**25**	0339	0.98
	1032	4.03		1015	3.76
Su	1621	0.46	M	1557	0.63
	2307	3.88		2233	3.74
11	0436	0.60	**26**	0409	0.74
	1116	4.12		1047	3.91
M	1701	0.35	Tu	1629	0.43
●	2345	3.90		2302	3.88
12	0514	0.48	**27**	0439	0.53
	1153	4.15		1120	4.04
Tu	1739	0.33	W	1702	0.29
			○	2333	4.00
13	0017	3.89	**28**	0512	0.37
	0550	0.44		1156	4.12
W	1227	4.11	Th	1738	0.23
	1815	0.38			
14	0046	3.85	**29**	0010	4.08
	0627	0.46		0551	0.29
Th	1301	4.04	F	1236	4.15
	1850	0.50		1818	0.26
15	0118	3.81	**30**	0051	4.10
	0705	0.54		0633	0.30
F	1339	3.93	Sa	1321	4.11
	1926	0.65		1902	0.38
			31	0237	4.06
				0821	0.40
			Su	1511	4.01
				2051	0.57

April

	Time	m		Time	m
1	0327	3.96	**16**	0348	3.59
	0915	0.57		0954	0.97
M	1606	3.85	Tu	1624	3.40
	2147	0.82		2159	1.26
2	0422	3.82	**17**	0436	3.43
	1018	0.77		1049	1.13
Tu	1708	3.66	W	1718	3.23
	2250	1.06		2255	1.45
3	0526	3.66	**18**	0533	3.28
	1130	0.94		1151	1.26
W	1824	3.49	Th	1827	3.10
☾			☽		
4	0001	1.26	**19**	0005	1.59
	0645	3.55		0650	3.18
Th	1250	1.03	F	1255	1.30
	1947	3.43		1943	3.09
5	0121	1.33	**20**	0116	1.60
	0807	3.56		0806	3.21
F	1410	0.99	Sa	1359	1.23
	2104	3.49		2047	3.20
6	0239	1.24	**21**	0221	1.48
	0921	3.68		0906	3.34
Sa	1519	0.84	Su	1454	1.05
	2210	3.62		2139	3.37
7	0342	1.06	**22**	0315	1.26
	1024	3.82		0955	3.53
Su	1615	0.67	M	1540	0.82
	2305	3.73		2221	3.57
8	0433	0.86	**23**	0357	1.00
	1117	3.93		1036	3.72
M	1700	0.55	Tu	1620	0.60
	2350	3.80		2257	3.76
9	0516	0.69	**24**	0434	0.73
	1201	3.99		1115	3.90
Tu	1741	0.49	W	1657	0.40
				2331	3.94
10	0027	3.82	**25**	0511	0.50
	0555	0.58		1154	4.05
W	1238	3.98	Th	1736	0.27
●	1818	0.49	○		
11	0057	3.82	**26**	0008	4.08
	0632	0.53		0550	0.33
Th	1308	3.94	F	1235	4.14
	1852	0.55		1815	0.23
12	0121	3.81	**27**	0048	4.16
	0708	0.53		0632	0.25
F	1340	3.88	Sa	1320	4.16
	1925	0.64		1858	0.28
13	0152	3.80	**28**	0132	4.19
	0745	0.58		0718	0.26
Sa	1415	3.80	Su	1409	4.11
	1959	0.76		1945	0.42
14	0227	3.77	**29**	0220	4.15
	0824	0.68		0810	0.35
Su	1455	3.70	M	1501	4.00
	2034	0.90		2036	0.61
15	0306	3.70	**30**	0312	4.06
	0907	0.81		0909	0.50
M	1537	3.56	Tu	1600	3.85
	2114	1.07		2134	0.84

Datum of Predictions = Chart Datum : 0.20 metres above Ordnance Datum (Dublin)

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TIDE TABLES

SOLDIERS POINT (DUNDALK)

Time Zone: GMT/BST **Lat 54°00' N** **Long 6°21' W** **Year : 2013**

January

	Time	m		Time	m
1 Tu	0124	4.71	**16** W	0217	4.79
	0738	0.99		0823	0.74
	1342	4.97		1429	5.16
	2007	0.76		2053	0.55
2 W	0206	4.68	**17** Th	0306	4.61
	0812	1.04		0905	0.96
	1425	4.93		1518	4.93
	2044	0.78		2135	0.84
3 Th	0251	4.63	**18** F ☽	0358	4.43
	0851	1.12		0951	1.21
	1511	4.85		1612	4.67
	2123	0.84		2219	1.15
4 F	0341	4.55	**19** Sa	0457	4.27
	0933	1.23		1042	1.44
	1600	4.75		1714	4.41
	2208	0.95		2311	1.44
5 Sa ☾	0435	4.46	**20** Su	0601	4.18
	1022	1.36		1142	1.63
	1655	4.63		1821	4.21
	2301	1.07			
6 Su	0536	4.41	**21** M	0015	1.65
	1123	1.44		0705	4.19
	1758	4.55		1258	1.70
				1927	4.13
7 M	0007	1.15	**22** Tu	0143	1.72
	0644	4.44		0806	4.29
	1238	1.42		1432	1.62
	1909	4.54		2030	4.16
8 Tu	0125	1.13	**23** W	0311	1.62
	0752	4.59		0902	4.46
	1401	1.26		1544	1.43
	2021	4.65		2124	4.26
9 W	0245	0.99	**24** Th	0409	1.45
	0854	4.83		0949	4.63
	1522	0.98		1636	1.22
	2125	4.83		2210	4.39
10 Th	0357	0.79	**25** F	0451	1.27
	0950	5.08		1030	4.78
	1630	0.65		1715	1.02
	2222	5.01		2248	4.51
11 F ●	0455	0.59	**26** Sa	0525	1.09
	1040	5.30		1104	4.89
	1726	0.37		1748	0.85
	2313	5.12		2321	4.61
12 Sa	0544	0.45	**27** Su ○	0552	0.94
	1127	5.45		1135	4.96
	1812	0.18		1815	0.71
				2350	4.70
13 Su	0000	5.15	**28** M	0617	0.81
	0626	0.39		1204	5.02
	1212	5.50		1842	0.58
	1854	0.11			
14 M	0045	5.09	**29** Tu	0021	4.78
	0705	0.43		0646	0.71
	1256	5.46		1238	5.07
	1934	0.16		1911	0.48
15 Tu	0131	4.96	**30** W	0057	4.84
	0744	0.55		0716	0.65
	1342	5.34		1316	5.09
	2013	0.32		1944	0.44
			31 Th	0136	4.85
				0750	0.66
				1357	5.07
				2020	0.47

February

	Time	m		Time	m
1 F	0220	4.81	**16** Sa	0307	4.45
	0828	0.73		0920	0.96
	1442	4.99		1529	4.56
	2057	0.59		2141	1.10
2 Sa	0307	4.72	**17** Su ☽	0357	4.26
	0908	0.88		1007	1.23
	1531	4.85		1624	4.26
	2140	0.78		2227	1.42
3 Su ☾	0359	4.58	**18** M	0500	4.08
	0956	1.07		1101	1.48
	1626	4.65		1733	4.00
	2230	1.01		2323	1.70
4 M	0459	4.43	**19** Tu	0615	3.98
	1054	1.27		1207	1.64
	1730	4.46		1848	3.87
	2335	1.23			
5 Tu	0611	4.35	**20** W	0036	1.84
	1211	1.36		0725	4.03
	1851	4.36		1337	1.62
				1956	3.91
6 W	0059	1.31	**21** Th	0223	1.76
	0730	4.43		0827	4.20
	1345	1.26		1507	1.42
	2011	4.44		2056	4.07
7 Th	0230	1.19	**22** F	0337	1.53
	0840	4.65		0919	4.41
	1513	0.97		1602	1.16
	2120	4.62		2145	4.26
8 F	0348	0.94	**23** Sa	0422	1.26
	0940	4.92		1003	4.61
	1623	0.63		1644	0.90
	2218	4.82		2224	4.45
9 Sa	0447	0.67	**24** Su	0456	1.00
	1032	5.16		1038	4.78
	1718	0.32		1717	0.66
	2307	4.95		2255	4.61
10 Su	0535	0.46	**25** M ○	0525	0.77
	1117	5.31		1109	4.91
	1803	0.13		1745	0.45
●	2350	4.99		2323	4.75
11 M	0614	0.33	**26** Tu	0552	0.56
	1158	5.36		1138	5.02
	1840	0.06		1814	0.29
				2353	4.88
12 Tu	0028	4.96	**27** W	0621	0.40
	0650	0.31		1212	5.11
	1236	5.33		1846	0.19
	1916	0.12			
13 W	0104	4.87	**28** Th	0028	4.96
	0725	0.37		0654	0.31
	1316	5.22		1250	5.14
	1951	0.28		1921	0.17
14 Th	0142	4.75			
	0801	0.51			
	1357	5.05			
	2026	0.51			
15 F	0223	4.61			
	0839	0.71			
	1442	4.83			
	2102	0.79			

March

	Time	m		Time	m
1 F	0108	4.99	**16** Sa	0147	4.64
	0730	0.31		0816	0.56
	1333	5.12		1411	4.70
	1957	0.27		2032	0.78
2 Sa	0151	4.94	**17** Su	0227	4.51
	0808	0.41		0854	0.78
	1419	5.01		1454	4.46
	2037	0.45		2107	1.06
3 Su	0239	4.83	**18** M	0311	4.33
	0850	0.60		0938	1.04
	1509	4.83		1544	4.18
	2120	0.72		2148	1.36
4 M ☾	0332	4.65	**19** Tu ☽	0403	4.11
	0939	0.85		1028	1.29
	1606	4.58		1646	3.92
	2211	1.03		2241	1.64
5 Tu	0433	4.44	**20** W	0517	3.92
	1040	1.09		1128	1.48
	1717	4.34		1806	3.76
	2316	1.29		2349	1.82
6 W	0548	4.31	**21** Th	0640	3.88
	1200	1.22		1241	1.51
	1844	4.23		1920	3.78
7 Th	0041	1.39	**22** F	0112	1.79
	0714	4.35		0748	4.00
	1333	1.13		1405	1.36
	2006	4.32		2022	3.96
8 F	0216	1.26	**23** Sa	0239	1.57
	0828	4.55		0844	4.21
	1502	0.86		1511	1.09
	2115	4.51		2112	4.19
9 Sa	0333	0.99	**24** Su	0336	1.26
	0931	4.80		0929	4.45
	1610	0.55		1559	0.79
	2212	4.69		2152	4.42
10 Su	0434	0.71	**25** M	0416	0.95
	1023	5.01		1006	4.67
	1704	0.30		1637	0.51
	2258	4.81		2224	4.63
11 M ●	0520	0.47	**26** Tu	0451	0.65
	1107	5.13		1038	4.86
	1746	0.16		1713	0.26
	2336	4.85		2253	4.82
12 Tu	0559	0.33	**27** W ○	0523	0.38
	1144	5.16		1111	5.02
	1823	0.13		1747	0.09
				2324	4.98
13 W	0008	4.82	**28** Th	0557	0.19
	0633	0.27		1147	5.13
	1218	5.12		1822	0.01
	1857	0.20			
14 Th	0037	4.78	**29** F	0001	5.08
	0707	0.30		0634	0.09
	1252	5.02		1227	5.16
	1928	0.35		1859	0.05
15 F	0109	4.72	**30** Sa	0042	5.10
	0741	0.39		0713	0.11
	1330	4.88		1312	5.11
	1959	0.54		1938	0.20
			31 Su	0228	5.05
				0855	0.23
				1502	4.98
				2120	0.44

April

	Time	m		Time	m
1 M	0318	4.92	**16** Tu	0339	4.44
	0940	0.44		1012	0.94
	1557	4.78		1615	4.20
	2207	0.75		2217	1.30
2 Tu	0413	4.73	**17** W	0427	4.24
	1033	0.69		1059	1.14
	1659	4.53		1709	3.98
	2300	1.05		2304	1.54
3 W ☾	0517	4.53	**18** Th ☽	0524	4.04
	1135	0.90		1154	1.30
	1815	4.32		1818	3.81
4 Th	0003	1.30	**19** F	0007	1.71
	0636	4.39		0641	3.92
	1250	1.01		1255	1.35
	1938	4.24		1934	3.80
5 F	0122	1.39	**20** Sa	0116	1.73
	0758	4.41		0757	3.96
	1416	0.96		1403	1.26
	2055	4.32		2038	3.94
6 Sa	0250	1.28	**21** Su	0229	1.57
	0912	4.56		0857	4.13
	1539	0.77		1508	1.04
	2201	4.48		2130	4.17
7 Su	0407	1.05	**22** M	0334	1.30
	1015	4.74		0946	4.37
	1648	0.56		1605	0.75
	2256	4.63		2212	4.42
8 M	0509	0.80	**23** Tu	0426	0.97
	1108	4.89		1027	4.62
	1741	0.41		1654	0.47
	2341	4.72		2248	4.67
9 Tu	0559	0.59	**24** W	0510	0.64
	1152	4.95		1106	4.85
	1826	0.33		1737	0.23
				2322	4.89
10 W	0018	4.74	**25** Th	0553	0.35
	0640	0.45		1145	5.03
	1229	4.95		1820	0.06
●	1903	0.34	○	2359	5.07
11 Th	0048	4.74	**26** F	0635	0.14
	0716	0.39		1226	5.15
	1259	4.89		1900	0.01
	1935	0.41			
12 F	0112	4.73	**27** Sa	0039	5.18
	0750	0.39		0716	0.04
	1331	4.82		1311	5.17
	2006	0.52		1941	0.07
13 Sa	0143	4.72	**28** Su	0123	5.21
	0823	0.46		0759	0.05
	1406	4.72		1400	5.11
	2036	0.67		2023	0.24
14 Su	0218	4.68	**29** M	0211	5.16
	0857	0.57		0845	0.17
	1446	4.58		1452	4.97
	2106	0.85		2107	0.49
15 M	0257	4.59	**30** Tu	0303	5.05
	0933	0.74		0935	0.35
	1528	4.41		1551	4.78
	2139	1.06		2156	0.77

Datum of Predictions = Chart Datum : 0.30 metres below Ordnance Datum (Dublin)

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TIDE TABLES

SOLDIERS POINT (DUNDALK)

Time Zone: GMT/BST **Lat 54°00' N Long 6°21' W** **Year : 2013**

May

	Time	m		Time	m
1	0402	4.88	**16**	0400	4.44
W	1028	0.55	Th	1030	1.03
	1656	4.57		1636	4.15
	2249	1.04		2232	1.39
2	0507	4.71	**17**	0451	4.28
Th	1128	0.72	F	1117	1.14
☾	1808	4.40		1731	4.02
	2348	1.24		2322	1.53
3	0622	4.58	**18**	0548	4.16
F	1233	0.84	Sa	1211	1.19
	1921	4.34	☽	1833	3.97
4	0057	1.34	**19**	0022	1.59
Sa	0738	4.56	Su	0653	4.12
	1349	0.87		1309	1.15
	2033	4.37		1939	4.03
5	0215	1.31	**20**	0127	1.52
Su	0848	4.61	M	0758	4.21
	1506	0.82		1410	1.01
	2136	4.47		2036	4.21
6	0333	1.16	**21**	0231	1.33
M	0951	4.69	Tu	0856	4.39
	1615	0.73		1512	0.81
	2231	4.58		2127	4.44
7	0439	0.98	**22**	0333	1.05
Tu	1045	4.76	W	0948	4.62
	1713	0.66		1611	0.57
	2318	4.65		2212	4.70
8	0534	0.82	**23**	0429	0.74
W	1131	4.78	Th	1036	4.85
	1801	0.63		1705	0.36
	2356	4.69		2255	4.94
9	0620	0.69	**24**	0525	0.45
Th	1209	4.76	F	1123	5.04
	1841	0.64		1755	0.20
				2339	5.13
10	0025	4.70	**25**	0616	0.22
F	0659	0.63	Sa	1210	5.15
●	1240	4.71	○	1842	0.14
	1914	0.69			
11	0051	4.72	**26**	0023	5.27
Sa	0734	0.61	Su	0703	0.09
	1312	4.66		1259	5.18
	1946	0.75		1927	0.18
12	0121	4.74	**27**	0109	5.32
Su	0807	0.64	M	0751	0.07
	1346	4.60		1350	5.13
	2015	0.84		2011	0.31
13	0156	4.73	**28**	0159	5.30
M	0841	0.70	Tu	0838	0.14
	1424	4.53		1444	5.01
	2044	0.94		2056	0.51
14	0233	4.68	**29**	0252	5.21
Tu	0915	0.80	W	0928	0.27
	1504	4.42		1542	4.84
	2115	1.07		2143	0.74
15	0315	4.58	**30**	0350	5.07
W	0950	0.91	Th	1018	0.44
	1548	4.29		1643	4.66
	2150	1.22		2233	0.97
			31	0453	4.91
				1112	0.62
			F	1748	4.50
			☾	2327	1.17

June

	Time	m		Time	m
1	0601	4.76	**16**	0510	4.46
Sa	1211	0.79	Su	1125	1.02
	1855	4.41		1746	4.22
			☽	2332	1.39
2	0027	1.31	**17**	0606	4.38
Su	0710	4.66	M	1219	1.05
	1315	0.92		1845	4.21
	2000	4.38			
3	0134	1.36	**18**	0031	1.41
M	0817	4.61	Tu	0707	4.37
	1426	1.00		1318	1.03
	2103	4.42		1946	4.28
4	0251	1.33	**19**	0135	1.33
Tu	0920	4.60	W	0812	4.45
	1539	1.01		1425	0.93
	2200	4.50		2047	4.45
5	0405	1.22	**20**	0246	1.15
W	1017	4.61	Th	0915	4.61
	1643	1.00		1533	0.77
	2248	4.59		2142	4.69
6	0507	1.09	**21**	0356	0.89
Th	1106	4.61	F	1013	4.80
	1735	0.97		1637	0.59
	2329	4.66		2234	4.94
7	0559	0.97	**22**	0502	0.60
F	1145	4.60	Sa	1107	4.99
	1818	0.95		1737	0.42
				2323	5.16
8	0002	4.71	**23**	0602	0.34
Sa	0641	0.88	Su	1158	5.13
	1220	4.59		1829	0.30
●	1854	0.94	○		
9	0031	4.75	**24**	0009	5.33
Su	0717	0.83	M	0654	0.15
	1252	4.57		1248	5.18
	1926	0.94		1914	0.27
10	0102	4.79	**25**	0057	5.42
M	0751	0.81	Tu	0742	0.07
	1326	4.56		1338	5.15
	1954	0.95		1958	0.33
11	0135	4.80	**26**	0145	5.42
Tu	0823	0.82	W	0828	0.09
	1401	4.54		1430	5.05
	2022	0.98		2042	0.46
12	0211	4.78	**27**	0236	5.35
W	0853	0.84	Th	0914	0.21
	1439	4.50		1523	4.89
	2052	1.03		2125	0.65
13	0251	4.73	**28**	0330	5.21
Th	0925	0.87	F	1000	0.38
	1521	4.45		1618	4.72
	2125	1.10		2211	0.87
14	0333	4.66	**29**	0428	5.02
F	1000	0.92	Sa	1048	0.61
	1605	4.37		1717	4.54
	2202	1.20		2300	1.08
15	0420	4.56	**30**	0530	4.82
Sa	1040	0.97	Su	1139	0.85
	1653	4.29		1818	4.40
	2244	1.30	☾	2353	1.28

July

	Time	m		Time	m
1	0635	4.63	**16**	0529	4.57
M	1236	1.08	Tu	1138	0.99
	1921	4.32	☽	1803	4.36
				2350	1.29
2	0054	1.43	**17**	0629	4.47
Tu	0741	4.49	W	1236	1.09
	1342	1.25		1906	4.34
	2023	4.33			
3	0208	1.49	**18**	0055	1.34
W	0845	4.42	Th	0739	4.43
	1457	1.34		1347	1.11
	2122	4.40		2015	4.43
4	0329	1.43	**19**	0215	1.25
Th	0945	4.41	F	0852	4.52
	1611	1.32		1505	1.01
	2215	4.51		2120	4.64
5	0442	1.31	**20**	0336	1.02
F	1038	4.44	Sa	0958	4.70
	1709	1.26		1618	0.83
	2300	4.63		2218	4.90
6	0538	1.16	**21**	0451	0.71
Sa	1121	4.48	Su	1056	4.91
	1756	1.17		1723	0.61
	2337	4.73		2310	5.16
7	0622	1.03	**22**	0554	0.39
Su	1158	4.51	M	1148	5.07
	1833	1.08	○	1817	0.42
				2357	5.36
8	0011	4.81	**23**	0645	0.15
M	0659	0.93	Tu	1236	5.14
	1232	4.55		1903	0.31
●	1905	1.00			
9	0042	4.86	**24**	0043	5.47
Tu	0731	0.86	W	0731	0.03
	1304	4.58		1323	5.13
	1933	0.95		1944	0.30
10	0112	4.89	**25**	0128	5.48
W	0759	0.81	Th	0813	0.05
	1336	4.60		1409	5.04
	1958	0.91		2023	0.38
11	0146	4.90	**26**	0214	5.40
Th	0826	0.77	F	0855	0.17
	1412	4.62		1456	4.89
	2027	0.90		2104	0.54
12	0224	4.89	**27**	0302	5.24
F	0856	0.75	Sa	0937	0.39
	1451	4.62		1544	4.72
	2100	0.92		2146	0.75
13	0305	4.86	**28**	0354	5.02
Sa	0930	0.75	Su	1019	0.66
	1533	4.59		1635	4.54
	2135	0.97		2230	1.00
14	0349	4.79	**29**	0449	4.76
Su	1007	0.80	M	1104	0.95
	1618	4.53	☾	1731	4.37
	2214	1.06		2319	1.24
15	0436	4.69	**30**	0551	4.50
M	1050	0.88	Tu	1154	1.25
	1708	4.44		1833	4.24
	2258	1.18			
			31	0015	1.46
				0700	4.29
			W	1252	1.49
				1939	4.20

August

	Time	m		Time	m
1	0123	1.59	**16**	0032	1.34
Th	0809	4.19	F	0718	4.35
	1408	1.61		1322	1.29
	2042	4.27		1951	4.40
2	0251	1.57	**17**	0158	1.30
F	0913	4.20	Sa	0839	4.41
	1535	1.58		1446	1.21
	2140	4.41		2104	4.60
3	0416	1.42	**18**	0327	1.05
Sa	1010	4.28	Su	0950	4.60
	1643	1.44		1606	0.99
	2230	4.58		2206	4.88
4	0516	1.22	**19**	0445	0.71
Su	1057	4.39	M	1049	4.83
	1732	1.27		1713	0.72
	2312	4.73		2259	5.15
5	0601	1.03	**20**	0546	0.37
M	1136	4.50	Tu	1140	5.00
	1810	1.10		1804	0.49
	2348	4.85		2345	5.35
6	0636	0.87	**21**	0636	0.13
Tu	1210	4.58	W	1224	5.08
	1841	0.96		1848	0.33
●			○		
7	0019	4.92	**22**	0027	5.45
W	0705	0.75	Th	0717	0.03
	1240	4.65		1306	5.07
	1908	0.85		1928	0.28
8	0048	4.98	**23**	0108	5.44
Th	0732	0.66	F	0756	0.06
	1309	4.71		1345	5.00
	1933	0.76		2005	0.32
9	0119	5.02	**24**	0149	5.35
F	0757	0.59	Sa	0832	0.21
	1342	4.76		1424	4.88
	2002	0.70		2042	0.46
10	0155	5.03	**25**	0232	5.18
Sa	0828	0.55	Su	0910	0.44
	1421	4.79		1506	4.74
	2034	0.69		2121	0.66
11	0235	5.01	**26**	0318	4.95
Su	0902	0.57	M	0948	0.73
	1502	4.78		1551	4.58
	2110	0.75		2202	0.91
12	0318	4.94	**27**	0408	4.67
M	0940	0.66	Tu	1029	1.04
	1547	4.71		1642	4.40
	2148	0.86		2249	1.18
13	0406	4.82	**28**	0506	4.38
Tu	1021	0.81	W	1115	1.36
	1636	4.60		1742	4.23
	2233	1.03	☾	2341	1.43
14	0459	4.65	**29**	0617	4.12
W	1108	1.00	Th	1210	1.62
☽	1730	4.47		1853	4.13
	2324	1.22			
15	0600	4.46	**30**	0044	1.61
Th	1208	1.19	F	0732	3.99
	1835	4.37		1317	1.78
				2003	4.16
			31	0208	1.63
				0841	4.02
			Sa	1451	1.75
				2106	4.31

Datum of Predictions = Chart Datum : 0.30 metres below Ordnance Datum (Dublin)

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TIDE TABLES

SOLDIERS POINT (DUNDALK)

Time Zone: GMT/BST **Lat 54°00' N Long 6°21' W** **Year : 2013**

September

	Time	m		Time	m
1	0343	1.46	**16**	0319	1.00
Su	0942	4.17		0944	4.58
	1609	1.56	M	1551	1.10
	2200	4.51		2154	4.89
2	0445	1.21	**17**	0434	0.67
	1032	4.35		1042	4.80
M	1701	1.32	Tu	1656	0.82
	2245	4.70		2248	5.13
3	0530	0.97	**18**	0534	0.37
	1112	4.52		1130	4.96
Tu	1741	1.09	W	1750	0.57
	2322	4.85		2334	5.29
4	0604	0.76	**19**	0620	0.19
	1145	4.66		1212	5.03
W	1813	0.89	Th	1833	0.41
	2353	4.97	○		
5	0634	0.59	**20**	0013	5.35
	1214	4.76		0700	0.13
Th	1840	0.72	F	1248	5.03
●				1912	0.34
6	0021	5.05	**21**	0049	5.32
	0701	0.46		0736	0.19
F	1242	4.85	Sa	1321	4.97
	1907	0.59		1946	0.36
7	0051	5.12	**22**	0126	5.23
	0729	0.38		0810	0.34
Sa	1314	4.93	Su	1356	4.90
	1937	0.51		2023	0.47
8	0127	5.14	**23**	0206	5.07
	0802	0.36		0843	0.56
Su	1351	4.96	M	1434	4.81
	2011	0.50		2059	0.64
9	0207	5.12	**24**	0248	4.86
	0837	0.43		0919	0.82
M	1433	4.94	Tu	1516	4.68
	2048	0.57		2138	0.86
10	0252	5.02	**25**	0335	4.61
	0916	0.59		0957	1.11
Tu	1519	4.87	W	1602	4.52
	2128	0.73		2223	1.12
11	0342	4.86	**26**	0427	4.32
	0958	0.82		1042	1.41
W	1609	4.73	Th	1656	4.33
	2214	0.94		2312	1.37
12	0437	4.64	**27**	0534	4.06
	1048	1.08		1134	1.68
Th	1706	4.57	F	1806	4.16
☽	2310	1.17	☾		
13	0544	4.41	**28**	0011	1.56
	1149	1.32		0654	3.91
F	1813	4.44	Sa	1236	1.85
				1921	4.12
14	0022	1.30	**29**	0122	1.61
	0709	4.29		0806	3.94
Sa	1305	1.42	Su	1355	1.85
	1934	4.45		2029	4.22
15	0149	1.25	**30**	0250	1.47
	0833	4.38		0909	4.11
Su	1431	1.34	M	1519	1.66
	2050	4.63		2126	4.41

October

	Time	m		Time	m
1	0359	1.22	**16**	0412	0.71
	1000	4.34		1027	4.82
Tu	1618	1.40	W	1634	0.96
	2213	4.62		2234	5.08
2	0448	0.96	**17**	0513	0.50
	1042	4.55		1115	4.95
W	1702	1.14	Th	1729	0.74
	2251	4.81		2321	5.18
3	0526	0.71	**18**	0601	0.39
	1116	4.73		1157	5.01
Th	1737	0.89	F	1816	0.59
	2324	4.97	○		
4	0559	0.50	**19**	0000	5.20
	1145	4.88		0642	0.37
F	1810	0.67	Sa	1232	5.01
	2353	5.09		1856	0.52
5	0630	0.34	**20**	0034	5.15
	1214	5.01		0717	0.44
Sa	1842	0.49	Su	1301	4.98
●				1932	0.52
6	0026	5.19	**21**	0108	5.06
	0703	0.26		0749	0.57
Su	1247	5.10	M	1333	4.95
	1915	0.39		2007	0.58
7	0103	5.22	**22**	0145	4.94
	0738	0.27		0821	0.74
M	1325	5.14	Tu	1409	4.89
	1952	0.38		2042	0.70
8	0145	5.18	**23**	0225	4.78
	0815	0.39		0854	0.94
Tu	1409	5.12	W	1448	4.80
	2031	0.46		2119	0.87
9	0233	5.06	**24**	0309	4.58
	0856	0.60		0929	1.17
W	1457	5.03	Th	1531	4.66
	2115	0.64		2200	1.07
10	0325	4.87	**25**	0357	4.36
	0942	0.88		1010	1.43
Th	1549	4.89	F	1619	4.49
	2205	0.86		2245	1.29
11	0425	4.64	**26**	0455	4.13
	1034	1.16		1100	1.67
F	1648	4.73	Sa	1717	4.30
☽	2303	1.07	☾	2338	1.46
12	0538	4.44	**27**	0508	3.97
	1137	1.39		1059	1.85
Sa	1759	4.61	Su	1730	4.17
				2338	1.54
13	0013	1.18	**28**	0623	3.96
	0702	4.36		1205	1.89
Su	1249	1.48	M	1841	4.18
	1918	4.60			
14	0134	1.14	**29**	0046	1.48
	0821	4.45		0727	4.09
M	1410	1.41	Tu	1317	1.77
	2033	4.72		1942	4.31
15	0300	0.95	**30**	0155	1.29
	0930	4.63		0821	4.31
Tu	1528	1.20	W	1422	1.55
	2139	4.91		2032	4.50
			31	0253	1.04
				0905	4.55
			Th	1513	1.27
				2114	4.72

November

	Time	m		Time	m
1	0340	0.78	**16**	0440	0.71
	0941	4.77		1038	4.98
F	1557	0.99	Sa	1658	0.85
	2151	4.92		2247	4.99
2	0421	0.54	**17**	0523	0.70
	1014	4.97		1115	5.01
Sa	1637	0.72	Su	1741	0.76
	2227	5.09	○	2321	4.95
3	0501	0.37	**18**	0600	0.74
	1047	5.14		1145	5.01
Su	1717	0.50	M	1818	0.72
●	2304	5.22		2354	4.89
4	0540	0.27	**19**	0632	0.81
	1124	5.26		1214	5.00
M	1757	0.35	Tu	1854	0.74
	2345	5.26			
5	0619	0.29	**20**	0028	4.81
	1205	5.32		0702	0.91
Tu	1838	0.32	W	1248	4.97
				1928	0.80
6	0030	5.22	**21**	0106	4.72
	0659	0.41		0733	1.03
W	1250	5.31	Th	1325	4.91
	1922	0.38		2002	0.89
7	0121	5.11	**22**	0146	4.60
	0743	0.63		0805	1.19
Th	1340	5.23	F	1406	4.81
	2007	0.53		2038	1.02
8	0216	4.93	**23**	0230	4.45
	0830	0.89		0840	1.37
F	1435	5.11	Sa	1449	4.66
	2058	0.71		2117	1.17
9	0319	4.73	**24**	0319	4.29
	0922	1.16		0921	1.56
Sa	1536	4.96	Su	1537	4.50
	2155	0.89		2201	1.31
10	0430	4.56	**25**	0415	4.15
	1021	1.37		1011	1.74
Su	1645	4.83	M	1631	4.34
☽	2259	1.02	☾	2251	1.42
11	0547	4.49	**26**	0521	4.07
	1127	1.48		1112	1.84
M	1758	4.77	Tu	1733	4.25
				2349	1.44
12	0011	1.06	**27**	0629	4.11
	0700	4.54		1215	1.82
Tu	1240	1.46	W	1839	4.27
	1910	4.79			
13	0129	1.00	**28**	0051	1.35
	0806	4.66		0728	4.26
W	1357	1.34	Th	1318	1.67
	2015	4.87		1939	4.40
14	0243	0.89	**29**	0154	1.17
	0904	4.80		0818	4.49
Th	1507	1.16	F	1419	1.43
	2114	4.95		2030	4.60
15	0347	0.78	**30**	0251	0.94
	0954	4.92		0903	4.73
F	1607	0.99	Sa	1515	1.13
	2204	5.00		2118	4.82

December

	Time	m		Time	m
1	0344	0.71	**16**	0504	1.01
	0944	4.98		1055	4.97
Su	1607	0.82	M	1728	0.96
	2203	5.03		2308	4.74
2	0434	0.50	**17**	0543	0.98
	1024	5.20		1127	5.00
M	1658	0.55	Tu	1806	0.88
	2248	5.19	○	2340	4.73
3	0520	0.37	**18**	0616	0.98
	1106	5.37		1158	5.02
Tu	1743	0.35	W	1840	0.84
●	2333	5.27			
4	0604	0.34	**19**	0012	4.70
	1150	5.46		0646	0.99
W	1829	0.24	Th	1230	5.01
				1913	0.84
5	0021	5.26	**20**	0046	4.68
	0647	0.41		0714	1.03
Th	1236	5.48	F	1303	4.98
	1914	0.24		1943	0.86
6	0112	5.17	**21**	0122	4.63
	0731	0.57		0742	1.10
F	1327	5.43	Sa	1339	4.91
	2000	0.34		2012	0.92
7	0207	5.03	**22**	0201	4.57
	0817	0.78		0812	1.19
Sa	1421	5.32	Su	1419	4.82
	2048	0.50		2044	0.99
8	0307	4.86	**23**	0244	4.48
	0906	1.02		0846	1.32
Su	1521	5.17	M	1503	4.69
	2139	0.69		2119	1.08
9	0412	4.69	**24**	0330	4.37
	0959	1.24		0925	1.46
M	1624	5.01	Tu	1549	4.55
☽	2235	0.88		2200	1.19
10	0520	4.58	**25**	0422	4.27
	1058	1.40		1010	1.60
Tu	1732	4.86	W	1640	4.42
	2338	1.05	☾	2248	1.28
11	0629	4.55	**26**	0521	4.21
	1205	1.49		1106	1.68
W	1840	4.76	Th	1738	4.34
				2348	1.33
12	0051	1.15	**27**	0625	4.24
	0734	4.60		1213	1.66
Th	1320	1.47	F	1843	4.35
	1947	4.72			
13	0208	1.16	**28**	0055	1.28
	0835	4.69		0728	4.39
F	1438	1.37	Sa	1325	1.51
	2049	4.73		1949	4.47
14	0318	1.12	**29**	0206	1.13
	0930	4.81		0826	4.62
Sa	1545	1.23	Su	1436	1.24
	2144	4.75		2049	4.67
15	0418	1.06	**30**	0312	0.91
	1016	4.90		0918	4.89
Su	1642	1.08	M	1542	0.91
	2230	4.75		2144	4.90
			31	0413	0.67
				1006	5.16
			Tu	1641	0.57
				2234	5.10

Datum of Predictions = Chart Datum : 0.30 metres below Ordnance Datum (Dublin)

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FloodResilienCity

Dublin City
Baile Átha Cliath

ABOUT FRC

FRC stands for 'FloodResilienCity'.

It is an EU- funded project which enables responsible public authorities in eight cities in North West Europe to better cope with floods in urban areas. This will be done through a combination of transnational cooperation and regional investments.

AIM OF THE PROJECT

The FloodResilienCity project aims at integrating the increasing demand for more houses and other buildings in urban areas with the increasing need for more and better flood risk management measures in North West European cities along rivers.

REGIONAL PROJECTS

The floodResilienCity regional projects are located in eight cities along rivers in North West Europe: **Bradford (UK), Brussels (BE), Dublin (IR), Leuven (BE), Mainz (DE), Nijmegen (NL), Orléans (FR) and Paris (FR).**
Technical support is provided by the Universities of Sheffield & Paris.









This project has received European Regional Development funding through INTERREG IVB

Flood Resilien City Project Office,
Dublin City Council, Civic Offices,
Block 1 Floor5, Fishamble Street, Dublin 8

Tel: 01 222 4270 I Email: frc@dublincity.ie I www.floodresiliencity.eu



MAP OF DUBLIN PORT

Dublin Port is a 260 hectare area spanning both North and South banks of the River Liffey.

1. Dublin Port Company HQ
2. Graving Dock
3. Terminal 3: RoRo - P&O
4. Dry Bulk Area
5. North Wall Lighthouse
6. Ocean Pier West: Cruise Ships
7. Alexandra Quay West: LoLo
8. DFT
9. Terminal 2: RoRo - Stena Line
10. Terminal 1: RoRo - Irish Ferries
11. Terminal 5: RoRo - Seatruck
12. LoLo Marine Terminals
13. ESB Chimneys
14. North Bank Lighthouse
15. Great South Wall
16. Poolbeg Lighthouse
17. North Bull Lighthouse
18. North Bull Wall
19. Bull Island




520,000
TEUs of LoLo trade took place at Dublin Port in 2011
The Stena Adventurer is
211m
long, making it the longest ferry ever on the Dublin - Holyhead route
Home to
1,000s
of birds of different species and over
300
species of plants
Ulysses weighs
50,938
tonnes, which, in 2001 was the world's largest cruise ferry
9
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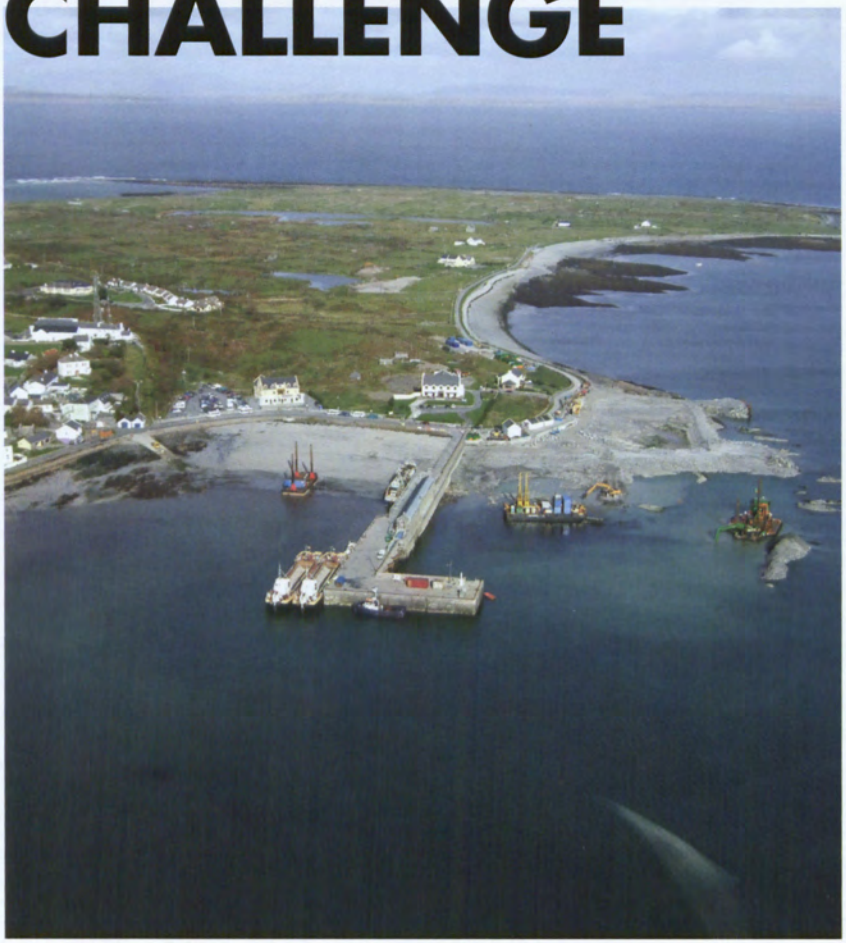




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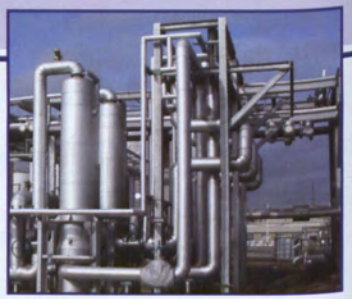
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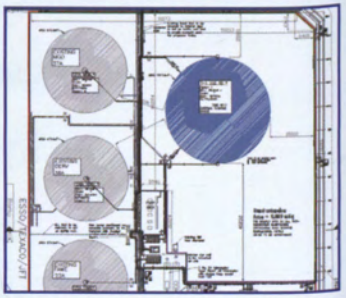
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	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED
JAN			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEB						1	2	3	4	5	6	7	8	9	10	11	12	13
MAR						1	2	3	4	5	6	7	8	9	10	11	12	13
APR		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
MAY				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
JUN							1	2	3	4	5	6	7	8	9	10	11	12
JUL		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
AUG					1	2	3	4	5	6	7	8	9	10	11	12	13	14
SEP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OCT			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NOV						1	2	3	4	5	6	7	8	9	10	11	12	13
DEC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

New Year's Day 1st Jan
St Patrick's Day 17th Mar
Good Friday 29th Mar
Easter Sunday 31st Mar
Easter Monday 1st Apr
May Bank Holiday 6th May

THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28				
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
18	19	20	21	22	23	24	25	26	27	28	29	30						
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
18	19	20	21	22	23	24	25	26	27	28	29	30	31					
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
19	20	21	22	23	24	25	26	27	28	29	30							
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
19	20	21	22	23	24	25	26	27	28	29	30	31						

June Bank Holiday	3rd June	**October Bank Holiday**	28th Oct	**St. Stephen's Day**	26th Dec
August Bank Holiday	5th Aug	**Christmas Day**	25th Dec	**New Year's Eve**	31st Dec

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