

DUBLIN PORT COMPANY

NOTICE TO MARINERS

No. 10 of 2016

Standard Operating Procedures For Vessels Entering into, Shifting within & Departing from The Port of Dublin

Vessel Traffic Services :

VTS operates as a “Traffic Organisation Service”, and its main role is to locally manage the scheduling of all sailings, arrivals and shifts. The “VTS” controls the movement of all ships within “Dublin Port Company” area of jurisdiction as set out in the *1996, Harbours Act*. The “VTS” is authorised to issue instructions to vessels. These instructions shall be result orientated only and shall not encroach upon the master’s responsibility for safe navigation, or interfere with the traditional relationship that exists between the master and pilot. The details of execution for any such instruction, such as courses to be steered and engine movements to be at the discretion of the master or pilot on board the vessel.

“VTS control the space – Ships masters control their ships”

Notification Requirements.

1. A minimum of two hours notice is required for all ships arriving at the Port of Dublin.
2. A minimum of two hours notice is required for ships sailing/shifting and requiring a pilot.
3. A minimum of 30 mins notice is required for “Pilot Exempted” ships and ships with a P.E.C. on board when sailing or shifting.
4. Should a pilot be required at less than 2 hours’ notice and one is available, such a service can be provided.

Criteria for Prioritizing ship movements

Priority 1 : Ro-Ro vessels when operating on their slot times shall have absolute priority

Priority 2 : Any ship arriving / departing on its allocated time.

Other Considerations :

- (a) tidal window / weather / work dependent
- (b) departing vessel if vessel awaiting that berth
- (c) inbound vessels over outbound

Exception : One exception only to these priorities. Maximum draft vessel arriving and needing to work on arrival, when at least 12 hours notice has been given to the effected Ro-Ro operators

Movements

All ships with or without a Pilot or PEC holder on board and port craft must first obtain permission from “VTS” prior to :-

1. Approaching the harbour entrance and/or channel from seawards
2. Letting go and departing from a berth
3. Shifting within the Port

General

To facilitate channel management and to create a common reporting procedure, it is necessary that all vessels give their “ETA” to the same location. All vessels are required to give their “ETA” at the Dublin Bay Buoy. The ETA’s must be given as a specific time, based on the “24 hour clock” The allocation of Channel “Slot-time” and the observance of “Priorities” as specified will be dependent upon the “ETA’s” received.

The term “slot-time” refers to the time span allocated to a ship to enable it to pass unhindered through that area of the approach channel delineated at the Eastern end by buoys No’s 7 & 8 and at the Western end by buoy No.12. The absolute priority referred to in this Notice to Mariners applies to that constrained section of the channel and not the entire fairway

Conduct of ships within the Dublin Port Company Limits

Navigational Safety shall be the overriding consideration governing the movement of all vessels. In addition to those regulations, set out in the International Regulations for the Prevention of Collisions at Sea, the following shall also apply:

- 1) Vessels are prohibited from meeting or overtaking within the constrained section of the channel between buoy No. 8 and buoy No. 12. This does not apply to harbour tugs, pilot boats, various workboats and leisure craft unless instructed to the contrary by “VTS”.
- 2) Where two or more vessels propose to agree a particular manoeuvre, then such a manoeuvre shall not be carried out until it has been reported to and is cleared by “VTS”.

- 3) No vessel shall enter the channel/fairway, unless it has been confirmed by “VTS” that it may do so and that the intended berth is clear or expected to be clear.
- 4) All communications between ships relating to movements, manoeuvring, berthing or unberthing, shall take place on VHF Channel 12 only and shall be in the English language only. Instructions received from “VTS”, in relation to any confusion, ambiguity or the procedure of such communications, shall be followed immediately.
- 5) Traffic contra-flow is prohibited in circumstances where the visibility is reduced to less than 0.5 nautical miles, anywhere within the buoyed channel.
- 6) All vessels including all port craft, must report in to “VTS” Radio at the designated reporting points.
- 7) Gas tankers when navigating in the fairway channel, which extends as far as the Dublin Bay buoy, shall not proceed against traffic moving in the opposite direction. At least a half-mile separation between vessels shall be maintained both ahead and astern of gas carriers when proceeding in the same direction.

Notwithstanding anything contained in the above, exceptions to these rules may be made by the Harbour Master.

All Notice to Mariners can be located on the Dublin Port Company Website by clicking on the following link. <http://www.dublinport.ie/information-centre/notice-to-mariners/>

Captain David T. Dignam
Harbour Master

1st January 2016