

NOTICE TO MARINERS



No. 02.1 B of 2019

STANDARD OPERATING PROCEDURES - DUNDALK PORT

This notice should be read by all vessels entering into, shifting within and departing from the Dundalk Port.

LIMITS OF PORT:

Limits extending to and including the river, port and harbour of Dundalk between the Bridge of Dundalk and an imaginary straight line drawn from the seaward end of Dunany Point to the seaward end of Cooley Point excepting the area within the limits of the harbour of Annagassan.

CONDUCT OF SHIPS WITHIN THE DUNDALK PORT 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. All communications between ships relating to movements, manoeuvring, berthing or un-berthing, shall take place on VHF Channel 14 only and shall be in the English language only.
2. Commercial shipping traffic flow is prohibited in circumstances where the visibility is reduced to less than 0.5 nautical miles anywhere within the buoyed channel.
3. All vessels shall navigate at a safe speed in accordance with Rule 6 of the International Regulations for Prevention of Collisions at Sea having due regard to the following as a minimum: other traffic, the vessels draft and handling characteristics, the effects of squat and under keel clearance, weather and tide.
4. Vessels intending to take the riverbed whilst at a berth may only do so after submitting the relevant classification society certificates to verify the vessel is of sufficient structure to do so.
5. All vessels shall maintain a minimum under keel clearance of 10% of the vessels draft whilst transiting inwards or outwards. Additionally, due allowance must be made for the impact of any sea and swell height upon the under keel clearance at the channel entrance.
6. Notwithstanding anything contained in the above, exceptions to these rules may be made by the Harbour Master.

PILOTAGE DISTRICT:

The limits of the Dundalk Pilotage District (hereinafter referred to as "the Pilotage District") shall be the limits consisting of the waters of the Harbour and Bay of Dundalk between the Bridge of Dundalk and an imaginary straight line drawn from Gyles Quay to a position 270 degrees (true) distant 3.22 kilometres from Dunany Point.

Harbour Master
Captain Michael McKenna
28th January 2019

Masters, Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Boaters should ensure that the contents of this Notice are made known to the Persons in Charge of their vessels or craft.
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BERTHING AND SHIFTING OF VESSELS:

The berth allocation, movement and securing of all vessels will be in accordance with the Harbour Masters instructions.

- a) The Harbour Master may direct a shipmaster, including the person responsible for a fishing vessel or pleasure craft, to shift a ship or boat to such other place or anchorage. If a shipmaster refuses or cannot be located to give such a direction the Harbour Master may carry out that direction and do all things necessary for or incidental to that purpose at the expense of the shipmaster, and the shipmaster commits an offense.
- b) To ensure sufficient manoeuvring space for commercial shipping when arriving or departing, no other vessel may moor in a position more than 75m southeast along the quay as measured from the north western end of the quay. This position is indicated by a prominently painted mooring bollard.
- c) To ensure compliance with (b) every owner of a fishing vessel or pleasure craft must make available their contact details and any such owner must be available to shift their vessel. The names and contact details of such vessels must be reported to the Harbour Master through the Port Operator: Sean O'Hanlon by telephone at +353 (0)87 284 7566 or email sohanlon71@gmail.com

PROCEDURE TO OBTAIN A PILOT:

A minimum of two (2) hours' notice is required for ships arriving, shifting or sailing and requiring a pilot. This notice should be given to the Port Operator: Sean O'Hanlon by telephone at +353 (0)87 284 7566 or email sohanlon71@gmail.com. Should a pilot be required at shorter notice and one is available, such a service can be provided.

An Estimated Time of Arrival (ETA) should be given at least 12 hours before arrival and any amendments may be made up 2 hours before.

The 12 hour message should contain the following information:-

- a) Name of vessel, Call Sign and Nationality
- b) Date and Time of arrival / departure
- c) Last port of call
- d) Cargo (use IMDG Code)
- e) Draught
- f) Any Defects
- g) Any additional "own company" or ship specific requirements as may be required.

The pilot cutter proceeds to the bay only when required to service arriving and departing vessels and therefore an accurate ETA is required to avoid delay.

A Dundalk pilot must if required produce his warrant to any person by whom he is employed or to whom he offers his services as pilot.

The above services are offered and will be rendered on condition that neither the Dublin Port Company nor their servants or agents or pilots warranted by the Dublin Port shall be liable to any person for loss or damage of any kind howsoever caused or arising as a result of negligence or otherwise or as a result of non-availability of the services.

Harbour Master
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PROCEDURE TO OBTAIN A TUG:

There is no permanent tug service at Dundalk. Any vessel requiring the use of a tug should contact a tug operator at a nearby port.

PILOT TRANSFER AND SAFE ACCESS:

Masters, owners, operators and agents of all vessels calling to Dundalk are hereby notified of the requirement to provide a safe working environment for pilots while they are on board and during embarkation and disembarkation.

The Master of any vessel which requests the service of a pilot must ensure that their vessels comply with a safe means of access for pilots 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. Any pilot not boarding a vessel for such reasons will have the full support and backing from Dundalk Harbour 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;

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

www.ics-shipping.org/docs/default-source/resources/safety-security-and-operations/shipping-industry-guidance-on-pilot-transfer-arrangements.pdf

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SAFE ACCESS:

Masters, owners, operators and agents of all vessels calling at Dundalk are hereby notified of the requirement to provide a safe means of access between the ship and any quay to which the ship is secured. Further it is a requirement of any person boarding or leaving the ship to use the access equipment provided. Special attention should be paid by all pilots, agents, service providers and visitors to the requirement of using only a safe means of access.

The Master of all vessels shall ensure that:

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

Vessels not providing a safe means of access will be reported to the Marine Survey Office.

Further information is available in S.I. No. 108/1988 - Merchant Shipping (Means of Access) Regulations, 1988.

PROHIBITION ON THE DISCHARGE OF EXHAUST GAS SCRUBBER WASH WATER:

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 (NOx), 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 sensitive ecosystems, and the abundance of Natura 2000 sites designated in accordance with the requirements of the Habitats Directive (Directive 92/43/EEC) in Dundalk Bay and its environs, it is the policy of Dublin Port Company that wash water from exhaust gas scrubber systems shall not be discharged to surface waters within the jurisdiction of Dundalk. This is in keeping with the Precautionary Principle, as detailed in Article 191 of the Treaty on the Functioning of the European Union, aimed at ensuring a higher level of environmental protection through preventative decision-taking in the case of risk.

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FISHING VESSELS AND PLEASURE CRAFT:

Fishing vessels or leisure craft may only moor at a berth or anchor in the channel or jurisdiction if they have a valid insurance policy sufficient to indemnify Dublin Port against any loss or damage that may be caused by the presence, movement, actions or outcome of any incident of the vessel whatsoever. Owners of fishing vessels and leisure craft must be aware of the powers conferred on Harbour Authorities by Section 52 of the Merchant Shipping (Salvage and Wreck) Act, 1993 and the Harbours Act 1996 as amended

The Minister is charged with making regulations to ensure the safety of pleasure craft and their occupants. An authorised officer which includes a Harbour Master, is charged with monitoring the safety of pleasure crafts. If a harbour master has reasonable grounds to believe an offence is or has been committed in respect of pleasure crafts, he may decide to serve a payment notice.

Owners of pleasure crafts are directed to maintain and operate their craft in accordance with the Code of Practice: The Safe Operation of Recreational Craft. The Code is available to download from:

www.dttas.ie/maritime/english/code-practice-safe-operation-recreational-craft

ARTICLES ON QUAYS OF DUNDALK HARBOUR:

No person may bring any article to the Harbour which will likely endanger persons or property at the Harbour, without the permission of the Harbour Master. If such an article is brought within the Harbour the Harbour Master may remove it and place or store it elsewhere whether within or outside the Harbour or have the article destroyed at the expense of the person who brought the article within the Harbour, and that person commits an offence. The decision to prosecute a summary offence is for Dublin Port.

Any person requesting to lift a fishing vessel or leisure craft onto the quay wall for maintenance or inspection purposes must submit a request to the Harbour Master to do so. The request should contain information regarding:

- a) The area required
- b) The proposed timescale of use of the space
- c) Details of suitable fencing or protection to prevent members of the public or port users from coming into contact with the vessel.
- d) Relevant vessel insurance details

Persons wishing to make an application to the Harbour Master should do so by submitting the request to the Port Operator Sean O'Hanlon who will liaise with the Harbour Master.

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