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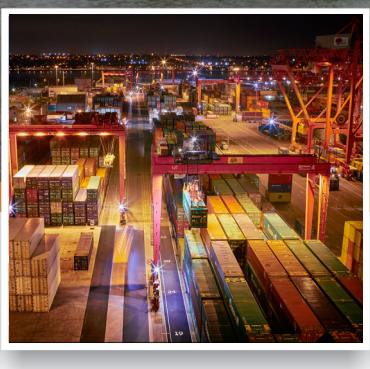
DUBLIN PORT COMPANY

2021 yearbook

- 530m of quay wall including a deep water berth.
- 24hr smooth efficient vessel and truck turnround time 7 days a week.
- North river location with close access to Port Tunnel.



Dublin Ferryport Terminals

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Contents

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Message From the **CEO**

2020 was a challenging year for Dublin Port but a year which demonstrated, yet again, the robustness of the Port's cargo business, with full year volumes of 36.9 million gross tonnes, only 3.4% behind 2019.

Notwithstanding the decline of 3.4%, 2020 was the third busiest year for cargo in the long history of Dublin Port, with higher volumes recorded in only 2018 (38 million gross tonnes) and 2019 (38.1 million gross tonnes).

Whereas the cargo side of the Port's business was resilient in a difficult year, the passenger side has been badly affected by the Covid 19 travel restrictions, with a 60% reduction in passenger numbers and tourist vehicles. However, with the roll-out of vaccines, we are hoping to see this business returning to normal levels later in the year. On the cruise side, however, the outlook is altogether bleaker, and it is unlikely we will see any cruise ships during 2021.

An important milestone

In November 2020, Dublin Port reached an important milestone in delivering Masterplan 2040 with the appointment of Grafton Architects to design the Liffey-Tolka Project, the most important Port-City integration project to date.

The Liffey-Tolka Project will create a new public realm along a 1.4km dedicated cycle and pedestrian route linking the River Liffey with the Tolka Estuary through Dublin Port lands on the east side of East Wall Road and along Bond Road. The new linear space ranges from twelve metres to nine metres wide and will be an extension of the campshires on North Wall Quay.

The Liffey-Tolka Project will bring cyclists and pedestrians from the Liffey to the start of a second Port-City integration project, the Tolka Estuary Greenway.

The Tolka Estuary Greenway is a 3.2km route along the northern perimeter of Dublin Port overlooking the Tolka Estuary. Construction of Phase 1 (1.9km) has begun and works will be completed by Spring 2022. Phase 2 (1.3km) will be constructed over the following five years as part of large port infrastructure projects to deliver additional Ro-Ro freight capacity at the eastern end of Dublin Port.

Dublin Port Company will apply to Dublin City Council for planning permission for Grafton Architects' design for the Liffey-Tolka Project by April 2021, with a target to commence construction by September 2021 and to complete the works by the third quarter of 2022. The new route will include a dedicated bridge for cyclists and pedestrians to safely cross over the busy Promenade Road, the key artery that links Dublin Port to the Dublin Port Tunnel and one of the most heavily trafficked roads in the country.

Construction of the new civic space will transcend the opening of the new T4 Ro-Ro freight terminal as part of the Alexandra Basin Redevelopment Project. As an indication of its scale, the T4 terminal will provide more Ro-Ro freight capacity than Rosslare Harbour. More importantly, the opening of T4 will allow Dublin Port Company to close one of the HGV entrances on East Wall Road and to redirect heavy goods traffic onto Dublin Port's internal road network, thereby greatly reducing heavy traffic along one of the city's most hostile stretches of urban road.

Critical national infrastructure

Dublin Port is critical national infrastructure and An Taoiseach emphasised the need to keep shops open and supply chains operating without interruption. Whereas the country can keep going with little activity, it cannot function without cargo continuing to move through Dublin Port.

These are unprecedented times but we are a small tight workforce who depend on and trust each other in equal measure. The commitment and professionalism which is the norm in Dublin Port will see us through these challenging times.

Eamonn O'Reilly
CEO,
Dublin Port Company

Year in Review: 2020

New Stena Line Ferry Completes Maiden Voyage on Irish Sea

After more than six years' in planning and construction, Stena Line's newest ferry Stena Estrid started service on Monday, January 13, on the Holyhead to Dublin route.

Setting sail from the Port of Holyhead and arriving in Dublin, Stena Estrid received a traditional maritime water cannon salute after braving the elements of Storm Brendan.

Described as one of the most modern ferries in the world, Estrid set sail again from Dublin Port to complete the first-round trip on her new Irish Sea home.

A crossing time of three hours and 15 minutes is barely enough time for passengers to check out the range of excellent facilities on board, including Estrid's spectacular Sky Bar, two Happy World children's play areas, a relaxing Hygge reclining lounge, Stena Plus lounge, two movie lounges, bigger Truckers lounge, Taste restaurant, and a bigger better shopping experience.

Ian Davies, Stena Line's Trade Director (Irish Sea South), described it as "a very significant day, not just for Stena Line but for the future of ferry travel on the Irish Sea, as we welcome Stena Estrid to her new home on the Irish Sea."

"The introduction of Stena Estrid on the Holyhead to Dublin route is the result of a very significant investment that reflects our commitment to this extremely important region – a commitment that will ultimately see three of the world's most modern ferries operating between Ireland and Britain," he continued.

Stena Estrid is the first of three new next generation ferries that will operate on the Irish Sea as part of a multi-million-euro investment by Stena Line in the region, with sister ships Stena Edda and Stena Embla to follow.

At 215 metres in length, Stena Estrid is one of the most advanced vessels in operation and larger than today's standard RoPax vessels, with space to carry 120 cars and 1,000 passengers, and a freight capacity of 3,100 lane meters, meaning a 50% increase in freight tonnage.


ESTRID
SAMSKIP

New Pilot Boat Christened

January 2020 saw Dublin Port Company officially christening its new Pilot Boat, DPC Tolka, in a short ceremony held at Poolbeg Yacht Club. The state-of-the art vessel arrived in Dublin Port in December 2019.

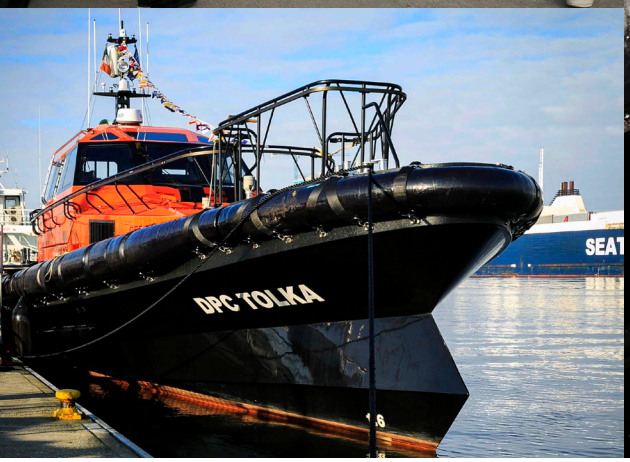
Father Ivan Tonge of Ringsend Parish and Reverend William Black, Port Chaplin from the Mission to Seafarers, blessed the 17.1 metre vessel before the boat's godmother, Eileen Murray, carried out the traditional smashing of a champagne bottle on its bow. Eileen, a local of Ringsend, is the Vice Commodore of Poolbeg Yacht Club and her father was one of its founding members.

DPC Tolka is the newest addition to the port's fleet of working vessels, which includes tug boats Shackleton and Beaufort, multi-purpose workboat the Rosbeg, and pilot boats Liffey and Camac. She replaces the Port's oldest pilot boat Dodder, which was retired from service after 23 years.

DPC Tolka represents a vital upgrade in the provision of pilotage services at the Port and allows Dublin Port's team of highly skilled marine pilots to reach and board large ships in all weather conditions from a greater distance out into Dublin Bay.

"The christening of a new vessel is a longstanding tradition and I cannot think of a more suitable godmother to the Tolka than Vice Commodore Murray, whose family are steeped in Poolbeg Yacht Club's history," noted Eamonn O'Reilly, Chief Executive, Dublin Port Company. "I thank Eileen and the Club for hosting this event and Dublin Port looks forward to continuing to work closely with both the local community and sailing organisations in the future."

Pictured at the Christening ceremony for DPC Tolka are Dublin Port CEO Eamonn O'Reilly, Eileen Murray, the boat's godmother, and Captain Michael McKenna, Dublin Port Harbourmaster.



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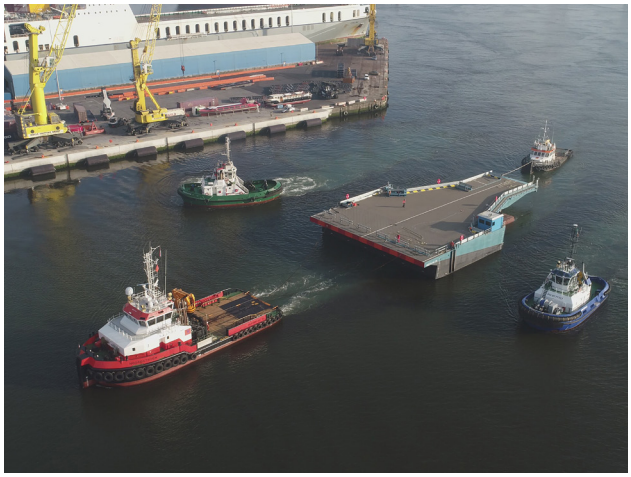
New Linkspan 7 Arrives in Dublin Port

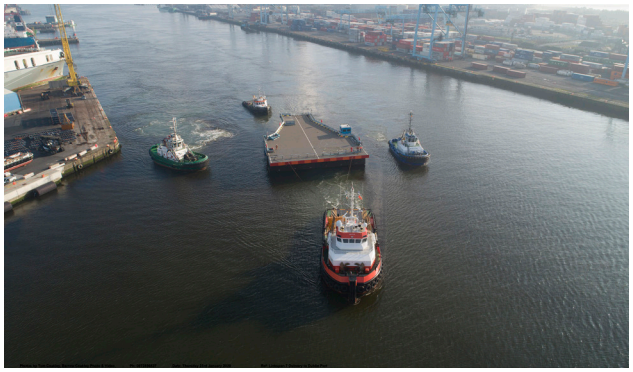
Thursday January 23, 2020, saw the arrival of the new Linkspan 7 into Dublin Port, as part of the ongoing works of the Alexandra Basin Redevelopment (ABR) Project, the first major capital development project from Dublin Port's Masterplan 2040.

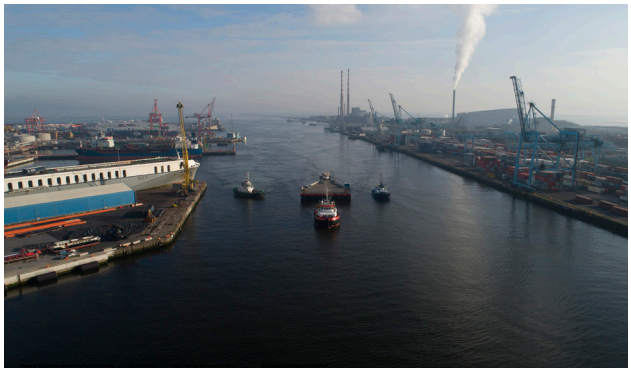
Since 2017, Dublin Port Company's Programme Management Office oversaw the procurement and supply of new Linkspan 7, which will be located at Berth 26. A linkspan is a device used to facilitate ro-ro traffic movement from a berthed vessel (via its bow or stern door ramps) to land or vice versa. For the case of new Linkspan 7, this is positioned at Cross Berth Quay, Berth 26 bankseat. Vessels that use this linkspan will berth on to the south side of the new Ro-Ro Jetty within the Alexandra Basin.

The transport (via Tug tow) duration of Linkspan 7 from the Ravestein BV yard, Deest, Netherlands, to the Port of Rotterdam, Netherlands, took c.11 hours to complete. Early Friday morning, January 17, 2020, the Noordstroom Tug, towing the Linkspan, departed the Port of Rotterdam and arrived as planned into Dublin Bay on Thursday, January 23, 2020.

From Dublin Bay to the Alexandra Basin the Linkspan was transported with assistance from the DPC Harbour Masters Office. The Linkspan was berthed on North Wall Quay, Berth 24, temporarily, with final positioning at Cross Berth Quay, Berth 26. The Linkspan was disassembled from its supporting sea going barge installed, tested, commissioned and certified on the bankseat at Berth 26.







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Significant Progress at Dublin Inland Port

In February 2020, just weeks before the first Covid-19 national lockdown, Dublin Port Company applied for planning permission for the balance of the 21-hectare Site A at Dublin Inland Port, at Coldwinters in North Dublin, close to Dublin Airport. The planning application included a comprehensive Environmental Impact Assessment Report (EIAR) on the whole site, which had been 18 months in the making.

Planning permission was granted in July 2020 for the seven remaining plots on the 21-hectare site, with two plots granted previously. Construction work commenced in mid-October 2020, and is due to take approximately one year to complete. This includes the development of Plot 2, the largest individual plot within Site A at close to five hectares, which will create a depot for empty shipping containers. Dublin Port Company are working with Dublin Ferryport Terminals, part of the ICG group, to create the modern facility.

The construction works also includes the enabling works for the entire site, including internal roads, landscaping, and supplying essential services, such as water, gas, electricity, to the entrance of each plot. The total development is approx. 8.5 hectares.

DPC will incorporate extensive landscaping into the site, including a swale surrounded with natural vegetation, to encourage pollination, along with a man-made hill to help disguise the containers from the N2. All buildings constructed at Dublin Inland Port will be NZEB (Near Zero Energy Building Standard) compliant.

“Having been working on Dublin Inland Port since 2017, it has been very gratifying to see the ground broken and witness the progress on site week by week ,” explains Sarah Horgan, Project Manager, Dublin Port Company.

“All the trees, plants and shrubs will be in line with the National Pollination Plan,” Sarah explains.

Extensive work has gone into water drainage on the site, including an attenuation pond, to ensure that rainwater slowly percolates out from the site.

Dublin Port Company is also planning the development of Site B, the second site, and has begun work on the preliminary design stages of the site, as well as engaging with potential tenants and stakeholders. Site B will ensure the company has the capacity at its Inland Port to deal with increased throughput over the coming years, in line with its Masterplan 2040.

Ships in Port Sound Horns to Support "Unsung Heroes of Global Trade"

All ships docked in Dublin Port at noon on May 1, 2020, sounded their horns to celebrate and acknowledge the contribution made by seafarers all across the world.

International Chamber of Shipping (ICS) and its global network of national member associations and the International Transport Workers' Federation (ITF) and its 215 seafarers' unions had called on seafarers across the world to sound their ships' horns when in port at 12.00 local time on International Workers' Day on May 1, 2020. International Workers' Day – or Workers' Day, May Day or Labour Day – is recognised in many countries to celebrate and acknowledge the contribution made by workers across the world.

ITF and ICS encouraged the gesture of solidarity to recognise over 1.6 million seafarers across the world, the unsung heroes of global trade, who are keeping countries supplied with food, fuel and important supplies such as vital medical equipment not only through the Covid-19 pandemic, but every day.

Guy Platten, Secretary General of the International Chamber of Shipping, said: "Our seafarers are the unsung heroes of global trade and we must not forget the contribution that they are making every day to keep our countries supplied with the goods that we need. The sounding of a ship's horn in ports on the day that the world recognises the contribution of workers is an ideal way to remind us all of their sacrifice. They are all Heroes at Sea."

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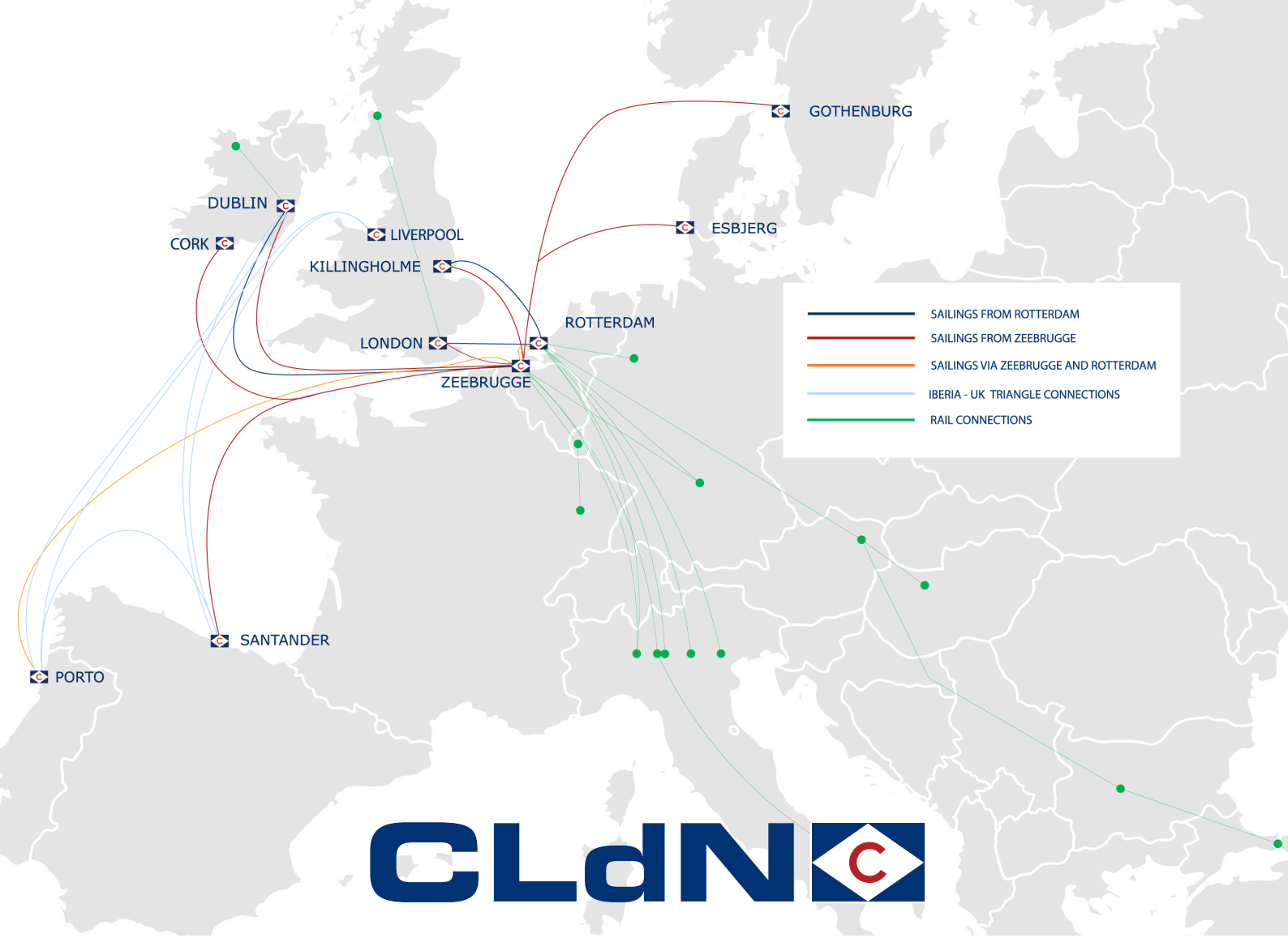
In Our Veins Goes Online

From Monday, June 8, members of the public were able to view In Our Veins, a play by Lee Coffey, online for the first time and for one week only on Dublin Port Company's YouTube channel (https://www.youtube.com/dublinportco).

Filmed on the Peacock Stage during a sold out run at the Abbey Theatre in April 2019, In Our Veins tells the story of life-long Dublin docker Patrick, who has passed away surrounded by his beloved wife Esther, his son and his grandchildren. As they remember his life, Esther recounts a tale they are yet to hear. The play follows their family through 100 years of Dublin, a Dublin City that no longer exists, where it came from and the people that helped build it.

The full play was watched 1,350 times over the course of its seven days online, while DPC's social media campaign reached over 21,000 people on Facebook and Instagram, with a further 15,000 impressions on Twitter.

Produced by Bitter Like A Lemon and the Abbey Theatre, Dublin Port Company commissioned In Our Veins as part of the Port Perspectives programme, which allows artists to respond to the built environment, local areas, history and context of the city's port.



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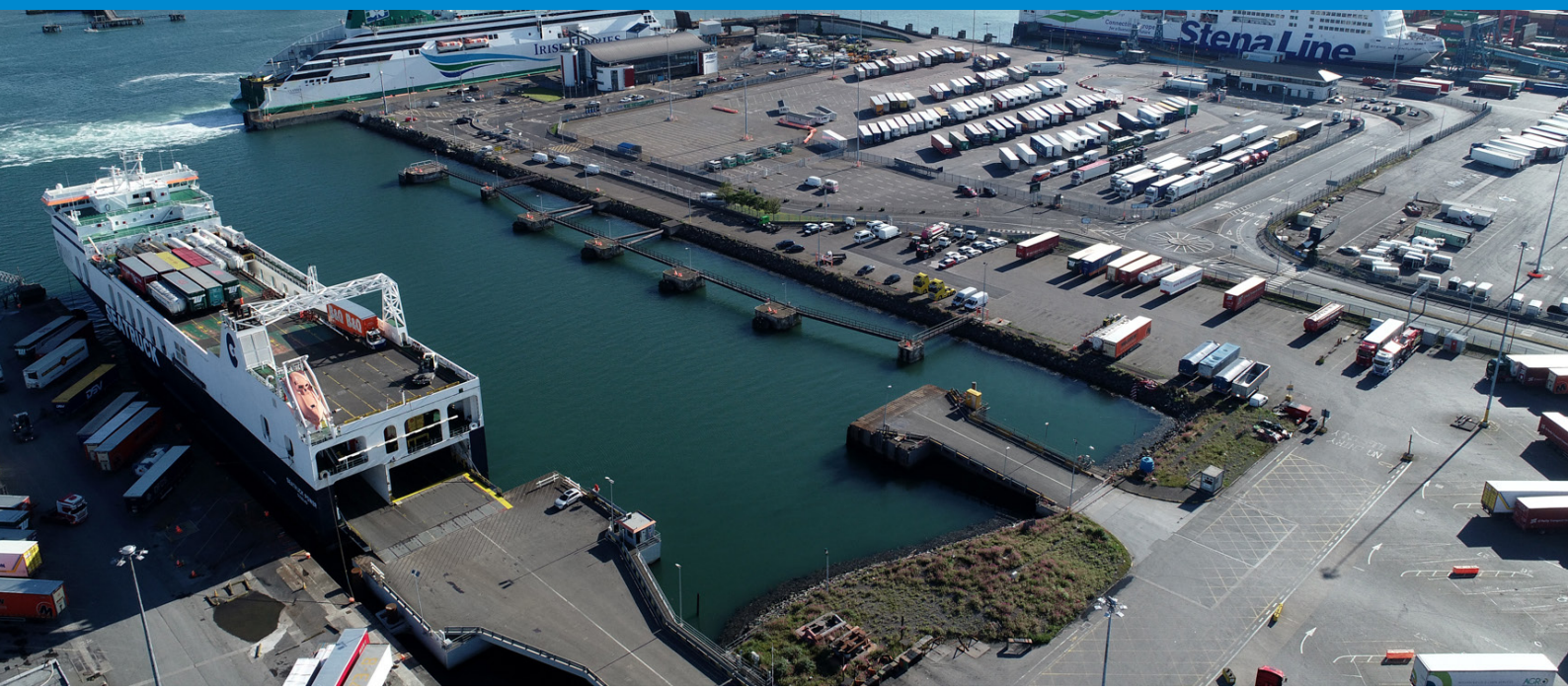


MP2 Project Receives Planning Permission

July 2020 saw Dublin Port Company receiving full planning permission from An Bord Pleanála for the MP2 Project, the second major Strategic Infrastructure Development project from its Masterplan 2040.

The project involves phased development works, with a 15-year permission, within existing port lands in the north-eastern part of the Port, so as to deliver a unified ferry terminal, upgraded Oil Berth, additional Ro-Ro (truck) and Lo-Lo (container) capacity.

The entire €320 million project was submitted in a comprehensive application to An Bord Pleanála in July 2019, following extensive consultation with stakeholders, including the local community, customers, State agencies, Dublin City Council, Government departments and other public bodies.

Dublin Port Company have subsequently applied for the other licences needed, including the Foreshore Licence and the Dumping at Sea Licence, both of which are currently going through the application process, including public consultation periods.

“We anticipate that the construction work will commence on MP2 Project in 2022,” explains Sarah Horgan, Project Manager, Dublin Port Company. “Despite the impact of Covid, we are still on track”

Dublin Port Hosts Online Seminars for Dublin History Festival

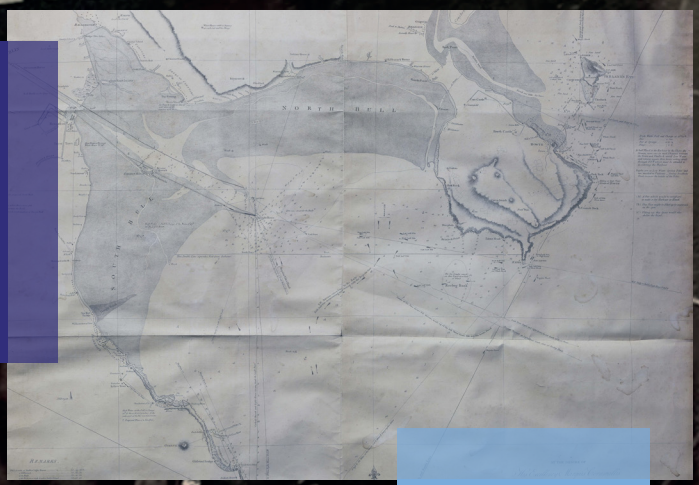
In September, Dublin Port Company hosted a number of exciting online events as part of the Dublin History Festival 2020.

These included talks on the effect of World War II, or The Emergency, on Ireland, including 'The Emergency: A Visual History of The Irish Defence Forces During WW2' and 'A Dangerous Stretch Of Water – World War II In The Irish Sea'.

Despite Ireland's neutrality, Irish ships sailing from Dublin were attacked and sunk, while the war raged in the skies above, and parts of Ireland were bombed from the air. Ireland's underequipped Defence Forces prepared to make a stand against an invader. Neutrality could not be taken for granted.

Dr Michael Kennedy and Dr Pat McCarthy explained how the Defence Forces planned to counter an invasion and the dangers Irish sailors faced on the seas around Ireland. 1940 and 1941 were the worst years for the sinking of Irish ships and other vessels trading with Irish ports. The names of the seamen killed on the Irish ships are remembered on the Memorial to the Irish merchant seamen on City Quay in Dublin.

As part of the Festival, October 1 saw Dublin Port Company CEO Eamonn O'Reilly discuss the shaping of Dublin Port in the 19th Century, including the decisive development of the North Bull Wall in the early 19th century, which provided an enduring solution to the problems of Dublin Port and, in doing this, gave the port the shape we know today. Eamonn focused, in particular, on the public consultation carried out by the Directors General of Inland Navigation, which was informed by the most eminent experts of the time, including Captain William Bligh of Mutiny on the Bounty fame.



Dublin Port takes part in Culture Night and Open House

Culture Night 2020 on September 18 and the Open House Festival in October were two events which saw Dublin Port Company offering tours of the harbour.

For Culture Night, Lar Joye, Heritage Director, Dublin Port Company, and Jimmy Murray, Director of the Irish Nautical Trust, brought visitors around the harbour and right into the Port itself on the historic Liffey Ferry. Covid-19 restrictions meant that only nine people at a time could take the tour, instead of the usual 18 that fit on the Liffey Ferry, but those who took the tour were amazed to see parts of the city they had never been in before.

Similarly, for the Open House Festival in October, Dublin Port Company brought visitors on board the Saint Brigid, with capacity down from 100 to 15 in order to comply with Covid-19 restrictions. The tour was covered by RTÉ's Nationwide on Wednesday, January 20, 2021, and can be seen at https://www.rte.ie/news/player/nationwide/.

"The tours went ahead and they proved hugely successful, even if the numbers had to be curtailed due to Covid," noted Lar Joye. "I think it was important that both events still went ahead, even though our plans had to be reined in and we had to go back to people who had booked with us and explain that we didn't have the capacity with the regulations to take as many people as we had planned to."

Dublin Port look forward to taking part in Culture Night / Open House again this year and hope more visitors will be able to enjoy a trip along the River Liffey and into Dublin Port.

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Port Landmarks Turn Red for Fire Safety Week

Two Dublin Port landmarks, Port Centre, which was designed by Scott Tallon Walker, and the Diving Bell on Sir John Rogerson's Quay, were illuminated in red in early October as more than 60 of the city's iconic buildings turned red for National Fire Safety Week 2020.

National Fire Safety Week is an awareness initiative of the Fire Service in Ireland, run jointly with the Northern Ireland Fire and Rescue Service, to help enhance fire safety, particularly in the home. This marked the first time that Dublin Port has been an active partner in the event.

"We have had to be a bit more creative this year with our campaign and I am delighted that so many landmark buildings are taking part by turning red to highlight the fire safety awareness message and provide a visual reminder and cue for Fire Safety Week," said Dennis Keeley, Chief Fire Officer, Dublin Fire Brigade.

John Fairley, Dublin Port's Land Operations Manager, said; "Dublin Port and Dublin Fire Brigade have enjoyed a close working relationship that goes back years, and it is an honour to stand side by side with our friends and colleagues in the Fire Service this October in support of Fire Safety Week. It's a brilliant initiative coming into the winter months that reminds us of the simple steps we can all take to help stop fire, and I hope the message reaches as many as possible in our home and work communities."

Visit: firesafetyweek.ie


DUBLIN
PORT Co

The Pumphouse Presents Brings Theatre to Life

Pumphouse Presents was a winter festival of plays, filmed and broadcast online from the Victorian Pumphouse Number One in Dublin Port, featuring work from axis Ballymun, ANU productions, and Fishamble New Play Company.

Five plays were filmed in the beautiful Pumphouse Building during the summer of 2020, which were premiered online over five Friday Nights, culminating in a week-long festival of theatre in December 2020. These shows were available free of charge as a gift from Dublin Port, although donations were accepted towards a new artist development fund to be managed by axis Ballymun, raising over €5,000 in the process. Pumphouse Presents is a continuation of Dublin Port Company's commitment to supporting the arts, and to integrate the Port with the City under DPC's Masterplan 2040. See feature on Page 68 for more details.

the PUMPHOUSE *presents*

Operating in a Pandemic

As an essential part of Ireland's infrastructure, Dublin Port had to continue to operate throughout the Covid-19 pandemic, but just what did that mean for the day-to-day operations within the Port? Harbour Master, Michael McKenna, and Security Manager, Thomas Kavanagh, reveal the effect of Covid-19 on sea and land.

The Covid-19 pandemic wreaked havoc throughout Irish society, with huge swathes of the population either out of work or forced to work at home, as the majority of industries' normal working practices ground to a shuddering halt. Essential services, however, had to remain operational, and Dublin Port is one of the most vital cogs in Ireland's infrastructure in terms of the movement of essential goods and services into and out of the country. So how did the pandemic affect life in the Port and what measures had to be put in place to ensure the continuous and safe operation of the Port throughout 2020?

Early in 2020, Dublin Port Company reacted quickly to the news reports about the rapidly spreading coronavirus, forming a Covid-19 Planning and Working Group, involving senior management and representatives from each of the port functions, including Maintenance, Land Operations, Harbour Operations, Capital Projects etc, to gather as much information as possible about Covid-19, disseminate that verifiable information to staff and put in place measures to comply with public health directives.

In the early days of the pandemic, the Working Group, chaired by John Fairley, Land Operations Manager, met twice weekly to organise and adjust the Port's procedures in response to new information about Covid-19, and almost a year later, they still convene on a weekly basis.

Michael McKenna, Harbour Master, Dublin Port.

Thomas Kavanagh, Security Manager, Dublin Port.

"Having that Working Group gave us great structure in our response to the virus," explains Michael McKenna, Harbour Master. "We were able to modify an existing emergency plan, which had been put together some years before in case there was an Ebola event in the port. We had a good plan in place for that scenario, which we were able to use as a template and a starting point, so we didn't have to start at ground zero.

"The expertise amongst our Covid Working Group is wide, varied and detailed," Michael adds. "A lot of people have significant port experience and experience in other industries. Things happened so fast with Covid-19 that to be able to keep up, to keep making rapid decisions was important."

Previous experience in dealing with the Foot & Mouth Disease outbreak in 2001 and the Swine Flu pandemic of 2009-10 had also prepared staff for dealing with disease control, albeit not to the same extent as Covid-19. "Anticipating something was always on the cards but not something of this magnitude," reveals Thomas Kavanagh, Security Manager, Dublin Port Company. "We had a flavour of what could happen from previous experience, where there were some restrictions in the terminal building and we had hand sanitiser readily available throughout areas where people were moving, but not to this scale."

"When Lockdown one came upon us, of course it was a big change," Michael admits. "There was a sudden move home for a lot of staff, and we had orders in place for personal computers, laptops etc so staff could work from home, but it took a little time for everybody to settle into that new regime. It was then, through the first lockdown, that we started to learn about and get Government approval for things like face-masks and added protections for our staff. As a nation, we really have come a long way in the last year in terms of our understanding of the virus and good hygiene practices."

Day-to-day operations

Covid had a very real effect on the practical day-to-day operations of the Port, both on land and at sea. On land, that meant that the Port's security operations had to adapt to the public health advice.

Dublin Port Company's security operations had to adapt to the public health advice.

"We had to balance operations with observing the pandemic safety precautions," Thomas notes. "For example, we have a morning briefing at 6am every day with the team that is going on duty and that normally took place in my office. But my office wouldn't be big enough to hold that amount of people while respecting social distancing guidelines, so that moved to a larger room, which was well stocked with hand sanitiser, gloves, PPE etc. Our subsequent de-brief for the outgoing team moved from a physical meeting to a virtual one, over the phone. That happens three times daily as the shift changes, and the method of those briefings changed immediately."

Another thing that changed immediately was the vehicle patrol: pre-Covid, there would have been two security staff in a patrol vehicle, but this was reduced to one person where possible, and when this wasn't possible, the first person was in the driver's seat and the second in the rear-left passenger seat, with face coverings and appropriate PPE. The security team also hired in extra vehicles to allow for single-person occupancy so they could maintain the same level of vehicles on the road at any given time. Other practical measures included staggered break-times and providing extra locations for staff to take their break, utilising a cabin adjacent to Port Operations.

There were also new security and access protocols put in place throughout the Port, including at Port Centre, where to insure minimal interaction with staff members, visitors now log-in via a touch-screen system and receive an electronic pass, while the person they are visiting receives an electronic notification to say their visitor has arrived. There is a one-way system all around the Port Centre building, as well as social distancing measures introduced throughout.

Covid had a very real effect on the practical day-to-day operations of the Port, both on land and at sea.

Dublin Port Company's security team hired in extra vehicles to allow for single-person occupancy during the pandemic.

2020 also saw the introduction of a new mandatory Health & Safety and security requirement, the Dublin Port Pass, for port workers, visitors and contractors who require access to common user areas on the north side of the Port accessible from Alexandra Road, including Alexandra Quay East, Ocean Pier and Alexandra Quay West, as well as two operational berths (berths 46-47) on the south side of the Port commonly referred to as Coal Quay.

Covid-19 at sea

For the Harbour Operations team, Covid-19 also had serious implications for daily operations, such as pilots going aboard vessels entering Dublin Port to help guide the ships safely to a berth. While ferry captains, who regularly enter and exit Dublin Port, have a Pilot Exemption Certificate, which means they can sail into and out of the port unaided, other vessels require the services of a pilot to dock safely.

"The pilot is brought out to the ship via our pilot boats; they climb aboard and assist the ship's Master to bring that ship safely into port. This is not a job that can be done virtually, as every ship is very different, and we have on average 10 pilot jobs per day," Michael reveals. "These ships could be coming from central Europe, the UK, Canada, so there was a concern amongst pilots and within the Port's management team about that frontline interaction and what we could do to keep the pilots safe. We worked hard to support our teams of pilots, marine operatives, VTS and tugs to ensure that they could work safely, especially given the restricted space on pilot boats and tugs. The teams adapted very well and have kept the services operating in good weather and in bad, night and day, throughout the pandemic."

The HSE, through their agencies, required all ships arriving in Dublin Port to submit a medical document, a Medical Declaration of Health (MDoH), which contains

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a series of questions for the ship's captain to answer and to declare that status of any illness or any isolating persons aboard the ship. "Ordinarily, an MDoH would only be required if there was a particular issue aboard a ship," Michael explains, "and it is a way of alerting the authorities to that issue so the ship can be risk-assessed medically before it is permitted entry to the country. In light of the pandemic, the HSE insisted that every ship submit an MDoH so that gave us good reassurance on ships entering the Port."

Over the course of 2020, some vessels entering Dublin Port had a declaration on the MDoH form, information that was then passed on to the HSE's Department of Port Health, where it was assessed, and a clinical risk assessment carried out on the entry of that ship to the Port.

"First and foremost, the attitude of both Public Health and Port Health is that if a person on board a ship needs medical attention, they need to get that attention as soon as possible. We didn't want to hold ships at anchor for fear of what may be aboard," Michael stresses. "We had cases where crew members had to be isolated and some of those turned out to be regular colds and flu's, but some were Covid-19. We have a rapid testing mechanism in place for seafarers, working with Public Health, whereby a public health official comes to the ship and tests as required."

If necessary, a public health official can board a ship via the pilot boat, but it is preferable for the ship involved to be brought into the port and isolated at a berth. "We want personnel to be able to get on board with ease, rather than having non-mariners having to climb pilot ladders," Michael notes.

Dublin Port had to ensure that when a pilot boarded a ship, they were protected with adequate PPE, that the ship's bridge area was well ventilated, with surfaces cleaned down, and that the crew would respect social distancing on board.

"If you have a crew of 12-14 people who have been travelling at sea, they generally don't get visitors, particularly during a pandemic, so they are effectively an isolating unit and consider themselves very safe. So they were concerned about our pilot coming on board," Michael notes. "There was an equal awareness on both sides, the ship and the Port, and both sides were able to work together, respect each other's space and go about the business of getting the ship to port safely. Those systems worked really well and saw us through 2020, through all the fluctuating states of lockdown."

Dublin Port Company issued a series of notices to mariners to make them aware of the safety protocols and procedures in place throughout Dublin Port and the current restrictions in the wider Dublin area. "We issued these notices to mariners regularly and updated them regularly, as needed, due to the changing status of the pandemic," Michael explains.

Crew changes

Many ports around the world banned crew changes during the pandemic, the Harbour Master explains, forbidding crews from transferring through the port to the airport to fly home, while also banning relieving crew members from entering the country. Ireland never adopted that position.

"Working with the Department of Transport, we endeavoured to support crew changes and to do it safely, in terms of declarations, in terms of testing, in terms of ensuring safe transit," Michael noted. "Unfortunately, because of what has happened around the world, there

are many seafarers stuck on ships many months over their contract, and thankfully we have been part of the solution."

Remaining open for business

Despite the impact of Covid, however, Dublin Port had to continue operating as efficiently as possible, as it is a vital hub for the transit of essential foods and other goods both into and out of the country.

"Within Dublin Port Company, we are all aware of how critical the port is and the node that we are in the supply chain," Michael says. "We made all our plans to ensure that goods could continue to move through the Port, that pilotage could continue and that work can continue as normal as possible. As the idea of an 'essential worker' became a familiar phrase, Dublin Port was of course right up there in terms of its criticality. We are all used to the Port being critical but Covid added a new challenge to that to push us to be even more agile and capable."

"The operation still had to run," Thomas smiles. "As well as the challenges of dealing with the pandemic, we also had Brexit preparations to contend with, which threw up a lot of different challenges, so it meant that 2020 was a challenging year."

Preparing for the UK leaving the EU while EU-UK negotiations were still ongoing brought additional stresses. Michael reveals that December 2020 was particularly busy, as stockpiling took place ahead of Brexit Day on January 1, 2021. "We would expect the Irish Sea to become even more busy in the coming weeks and months as those stockpiles diminish and as hauliers get to grips with the new system," the Harbour Master notes.

Normally a busy cruise port, with over 100 cruise ships docking each season, the pandemic meant that only one cruise ship docked in Dublin during 2020 before the pandemic hit. "Once that ship left, all cruise liners were stopped coming to Dublin Port and we have none booked for this year," Thomas reveals, "so that eliminated a certain amount of traffic and human contact. But cargo still had to come in, both in terms of container traffic and also fuels entering the country via the oil jetties in the Port."

Ferry traffic continued to operate too, and while passenger numbers were a tiny fraction of what you would normally expect, there was still plenty of Roll-On Roll-Off (RoRo) business, and that traffic had to be guided through the Port with as little contact as possible.

All passengers entering Dublin Port now have to proceed through the Integrated Unified Passenger Terminal (IUPT), which houses both immigration and customs checks, before progressing onward to the other terminals within the Port.

Thomas and his security team still had the regular aspects of the job to contend with: "We also have to look after the normal everyday parts of the job, from RTAs (Road Traffic Accidents) to spillages, crime, all that stuff still goes on. There is lots of work that still goes on and is generally unnoticed by the majority of port users: collecting the bins, road sweeping, directing HGVs out of the Port etc. We have to expect the unexpected, really, and deal with that, as well as dealing with the challenges thrown up by the pandemic. To coin an army phrase, we have to constantly 'adapt and overcome' because we don't know what is going to come at us on any given day."

Thomas is extremely quick to point out that while 2020 was a challenging year, the support of the Security Operations team made it far easier: "I can't overstate how important a role the people in our team and our department have been during the pandemic. It has been a difficult year but not one that we couldn't handle and that is down to the team involved."

He insists that he'd "be lost" without Mark Nathan, Deputy Security Manager, and Simon Murphy, who manages the Manguard Plus contract security staff. Keith Halpenny, Environmental Health & Safety specialist, goes "far and beyond his title in keeping the show on the road", Thomas notes. He insists on giving special mention to the rest of his team, including Tom Keogh (road sweeping duties), Liam O'Brien (bin collections), general ops John Kinsella and Paul Rowe, and administrator Cindi Kearns, who he laughs "secretly runs us all".

Looking to the future

Both Thomas and Michael are confident that Dublin Port Company has the requisite expertise and the appropriate systems in place to approach the months and year ahead with cautious confidence.

"The systems we set up have been robustly tested over the months," Michael summarises. "We are all aware of public health advice. One of the big challenges is to keep the public health message fresh; we try to communicate it through different media, because the same old message delivered the same way can be a bit stale. It is refreshing to see that the public health measures seem to be working, with figures starting to reduce. Now we are starting to see different strains of the virus and while that is bad news, it serves to keep people's awareness high, which is where it needs to be."

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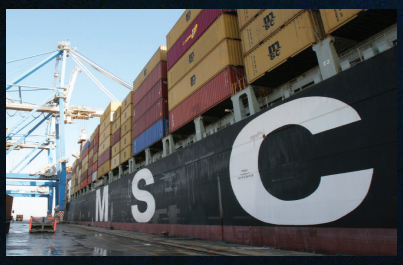

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Grafton Architects to Design Liffey-Tolka Project

Dublin Port Company recently appointed Grafton Architects to create a new cycle and pedestrian route to join the River Liffey to the Tolka Estuary.

Dublin Port Company recently appointed award-winning Grafton Architects to design the Liffey-Tolka Project, a new cycle and pedestrian route that will join the River Liffey with the Tolka Estuary. The appointment is an important milestone in delivering Masterplan 2040 as the Liffey-Tolka Project has been described as the most important Port-City integration project to date.

The Liffey-Tolka Project will create a new public realm along a 1.4km dedicated cycle and pedestrian route linking the River Liffey with the Tolka Estuary through Dublin Port lands on the east side of East Wall Road and along Bond Road.

The new linear space ranges from twelve metres to nine metres wide and will be an extension of the campshires on North Wall Quay.

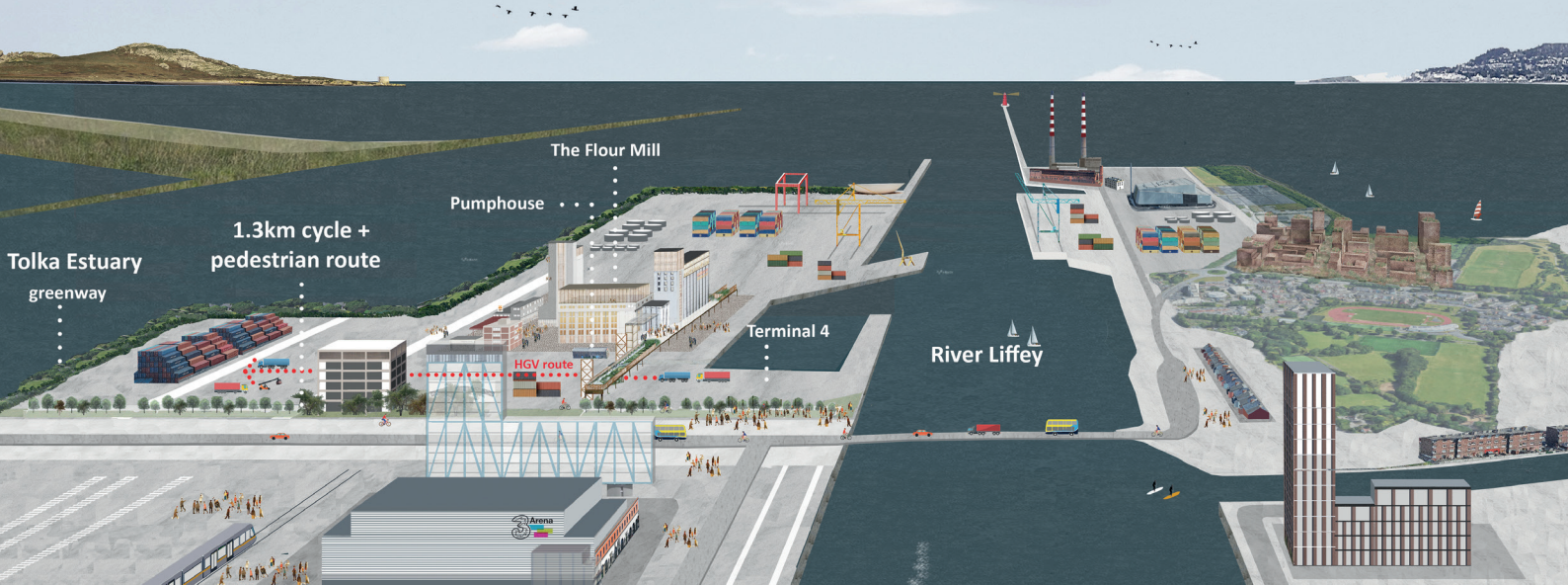
Creating a new public realm

The Liffey-Tolka Project will bring cyclists and pedestrians from the Liffey to the start of a second Port-City integration project, the Tolka Estuary Greenway.

The Tolka Estuary Greenway is a 3.2km route along the northern perimeter of Dublin Port overlooking the Tolka Estuary. Construction of Phase 1 (1.9km) began in late 2020 and works will be completed by spring 2022. Phase 2 (1.3km) will be constructed over the following five years as part of large port infrastructure projects to deliver additional Ro-Ro freight capacity at the eastern end of Dublin Port.

Dublin Port Company will apply to Dublin City Council for planning permission for Grafton Architects' design for the Liffey-Tolka Project by April 2021, with a target to commence construction by September 2021 and to complete the works by the third quarter of 2022. The new route will include a dedicated bridge for cyclists and pedestrians to safely cross over the busy Promenade Road, the key artery that links Dublin Port to the Dublin Port Tunnel and one of the most heavily trafficked roads in the country.

Construction of the new civic space will transcend the opening of the new T4 Ro-Ro freight terminal as part



of the Alexandra Basin Redevelopment Project. As an indication of its scale, the T4 terminal will provide more Ro-Ro freight capacity than Rosslare Harbour. More importantly, the opening of T4 will allow Dublin Port Company to close one of the HGV entrances on East Wall Road and to redirect heavy goods traffic onto Dublin Port's internal road network, thereby greatly reducing heavy traffic along one of the city's most hostile stretches of urban road.

Integrating the Port and City

"Delivering Masterplan 2040 is very complex and our focus to date has been on projects which deliver additional freight capacity," explained Eamonn O'Reilly, Chief Executive of Dublin Port Company. "However, an equally important, albeit smaller part, of our Masterplan is integrating Dublin Port with Dublin City."

The CEO explained that Dublin Port Company has been delivering projects such as the Diving Bell in 2015 and the Opening of Port Centre in 2017 as part of its integration strategy, but he described these as "isolated stepping stones". However, the appointment of Grafton Architects to design the scheme to link the Liffey with the Tolka means that Dublin Port Company has "cut the Gordian knot of the complex challenge to open up Dublin Port to Dubliners".

"Dublin Port is not going anywhere, and we are committed to developing nationally important port infrastructure in accordance with the principles of proper planning and sustainable development," Eamonn continued. "This requires us not only to cater for the needs of cargo and commerce; we must also create real gain for the citizens of Dublin.

"Within two years, we will have completed a dedicated cycle network throughout Dublin Port and along most of the Port's perimeter. Doing this in a small but extremely busy port requires great design and we are delighted to be working with Grafton Architects as we take on a unique challenge to integrate Dublin Port with Dublin City."

Dublin Port Company has been working with Grafton Architects for the past year to prepare the Flour Mill Masterplan as the blueprint for the redevelopment of the former Odlums Flour Mill on Alexandra Road, which is an integral part of DPC's plans to deliver the €1.6 billion of port infrastructure projects required to bring Dublin Port to its ultimate capacity by 2040.

"Developing masterplans is one thing; but turning great design into completed projects is the real challenge. We are delighted to have the empathy and expertise of

The Liffey-Tolka Project is part of a wider Dublin Port initiative to create a distributed museum, with various elements across the Port estate.

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Grafton Architects to help us realise our ambitions as we link the River Liffey to the Tolka Estuary," Eamonn concluded. "We couldn't be in better hands."

Transformative effect

Commenting on their appointment by Dublin Port Company, Shelley McNamara, Director, Grafton Architects, said: "An influential and important exhibition took place at The Museum of Modern Art in New York in 2010 with the title 'Small Scale: Big Change'. The architectural projects exhibited were transformative in their effect rather than their size and highlighted the capacity for incisive creative thinking to open-up new possibilities within communities and cities.

"The Liffey-Tolka Project to connect the River Liffey to the Tolka Estuary, along East Wall Road and Bond Road is not so small but, at the scale of the City, it might be considered to be. However, its transformative effect will be immense."

Connections across East Wall road allow for ease of access at key points with the City, enticing and welcoming the citizens of Dublin. Over 140 trees planted along the length of this new space will improve noise and air pollution and help to civilise the busy thoroughfare of East Wall Road.

Shelley explained how the "currently hostile" East Wall Road will become a linear civic space, which will form a new sense of entry to the City when travelling from the north and from the Dublin Port Tunnel.

Revealing the drama, scale and animation of the Port

"The drama, scale and animation of the Port will be revealed, joining up with the life of the City," Shelley noted. "The visual barrier which currently separates these two interdependent worlds will disappear. The pavement area will increase from a two-metre width to twelve metres, offering a safe pleasurable landscaped space for people to walk or cycle. This new ribbon of space, bridging over Promenade Road, will connect the East Coast Trail and Dublin Port's Tolka Estuary Greenway to the Liffey, terminating in a sunny public space on the water's edge. This will be a new Urban Amenity for day-to-day use and for enjoyment in times of leisure."

The historic Victorian Cross Berth sea wall will be uncovered and the former shoreline restored, while a new pedestrian and cycle bridge over Promenade Road will form a continuous safe walking and cycling route to the Port Greenway and the wider pedestrian/cycling network.

This new walk and cycle route would be an attraction in itself and would work at the practical level of connecting the City to the new Port Greenway and East Coast Trail, as well as providing a new amenity for the City.

Grafton Architects developed "a deep appreciation and understanding of Dublin Port" from their work on The Flour Mill Masterplan, Shelley noted, and the company are "very excited now to have been appointed to bring a project as important to the City as the Liffey-Tolka Project to the consenting phase and, hopefully, to construction next year."

Dublin Port's distributed museum

The Liffey-Tolka Project is part of a wider Dublin Port initiative to create a distributed museum, with various elements across the Port estate. Grafton Architects' design for the Liffey Tolka Project is the key to link the elements of this distributed museum together.

The distributed museum starts at the Diving Bell and, over the course of 6.3km, will give Dubliners a real sense of the City, the Port and the Bay. For visitors, it will be a unique eye-opening stroll and vista through and alongside one of Europe's busiest ports:

- Diving Bell along Sir John Rogerson's Quay over the Samuel Beckett Bridge, past the Scherzer Bridge and down the North Wall Quay campshire to Berth 18: 1.2km.
- Liffey Tolka Project – Tree-lined pedestrian and cycle route between the River Liffey and the Tolka Estuary: 1.4km with a 300-metre spur along Alexandra Road to The Pumphouse (to be completed by Q1 2021) and another 200 metres to The Flour Mill.
- Tolka Estuary Greenway: Construction of Phase 1 (1.9 km) starts in December 2020 and will be completed by Spring 2022. Phase 2 (1.3km) will be delivered within the following five years.

The Pumphouse is a heritage zone being created as part of the Alexandra Basin Redevelopment Project. The first phase of 1.6 acres will be completed in early 2021 and will include historical port equipment and buildings and a large open space for exhibitions and performances. It will be expanded in a subsequent phase to incorporate the Victorian Graving Dock No. 1, which will be excavated and revealed.

The largest component of the distributed museum will be The Flour Mill. This involves the redevelopment of the former Odlums Flour Mill on Alexandra Road, based on a Masterplan completed by Grafton Architects to provide a mix of port operational uses, a National Maritime Archive, two 300-seat performance venues, working and studio spaces for artists and exhibition spaces. The Flour Mill will be developed in stages over the remaining 20 years of Masterplan 2040 alongside major port infrastructure projects.

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On the Waterfront

Deputy Harbour Master Fergus Britton and VTS Operator Eddie Downes explain the various components that have to work in harmony to ensure the safe arrival and departure of every vessel at Dublin Port.

The Harbour Operations department in Dublin Port Company is responsible for all vessels moving into or out of the port, including ferries, tankers, container ships, pilot boats, tugs and all other traffic on the water in the port area.

Harbour Operations is a sizeable department, which includes the Harbour Masters office (Harbour Master, Deputy Harbour Master and two Assistant Harbour Masters), the Vessel Tracking System (VTS) operators, of which there are five, 12 pilots, 10 tug masters, 24 marine operatives, two office staff on the Shipping Desk, including Karen McLoughlin and Gerry McGurk, as well as Marine Supervisor Paul Clarke who oversees the Marine Ops and VTS, liaises with the tugs, and oversees any tasks on the water, planning the day-to-day work of the Harbour Operations team.

"It's like a machine with many different moving parts," laughs Fergus Britton, Deputy Harbour Master, who explains that the Harbour Operations team handle up to 50 ship movements per day, equating to 17,000 per year.

"Every day brings something different," Fergus reveals. "The only thing that is generally the same is the arrival and departure of the ferries, which varies slightly between weekdays and weekends. The ferries are plannable, our regular runners, and they are the only stable, predictable sailings. Aside from them, tankers, container ships, bulkers and all the other kind of vessels vary from day to day."

Fergus works hand-in-glove with Harbour Master Michael McKenna, Steven O'Mara, Deputy Harbour Master – Designate, and Assistant Harbour Master Tristan Murphy, who between them are on call 24/7 and are all former Ship's Masters.

"We deal with any queries or concerns, as they arise," Fergus states. "Everything has been planned and talked-out but occasionally things change and you might get a call from VTS to ask your opinion. But our VTS operators are very experienced and so it is rare to get a call in the middle of the night."

Eddie Downes, VTS operator.

State-of-the-art ship management system

All stakeholders, including Harbour Masters, VTS, shipping agents, management companies etc, share a digital management information system, called Klein, a state-of-the-art ship management system created by Saab, which is used by ports and shipping agents across the world. All stakeholders can input information to the system 24 hours a day, information which can then be monitored by the other users.

"All information captured by Klein is online and instantly accessible," Fergus explains. "At the Shipping Desk, we then use that information to create the road-map for the VTS, who then use that as their plan for each 12-hour shift. The VTS operator then micro-manages the arrival and departure of vessels over that shift."

Each vessel has a designated slot time, and while unforeseeable events and severe weather conditions can make things tricky, the Deputy Harbour Master stresses that a vessel with a designated slot time takes priority: "It is critical, particularly with ferries, that people and goods arrive at their destination at the designated time."

"The slot times are arranged so that a vessel swinging into a berth at the seaward end of the port doesn't block another vessel which is travelling further up the river into the city, for example," he explains. "That is all pre-thought out. With extreme weather conditions, things change, and it can get a little more stressful for the VTS operator, who has to make the decision on which ship gets precedence, but we generally know if there is bad weather on the way and so we work through our schedule and put a logical sequence on it."

Vessel Tracking System (VTS)

Of course, bad weather isn't the only thing that can affect ships at sea, and the VTS operator has to be able to handle any issues that may arise, including mechanical failure of ships' engines.

"Occasionally, a vessel may lose its power and that has to be managed, because we need to keep vessels moving. If something like that happens, the VTS will inform the on-duty or on-call Harbour Master, and we will then make a decision on what happens next: we have a tug on 15-minute stand-by to assist any vessel that needs help. If a vessel is just about to break away and the river is blocked, for whatever reason, we will call the captain and ask them to go back alongside and hold position until we clear the blockage. It's all done very calmly. Unlike the airport, our vessels don't fall out of the sky, so it's a little easier for us," Fergus laughs. "Thankfully, dramatic situations are few and far between."

His words are echoed by Eddie Downes, one of the five VTS operators within Dublin Port, who explains that "Air traffic control is 3D, what we do is 2D."

Eddie, who moved 'upstairs' from Marine Ops in June 2020, stresses that the VTS team have a lot more organisation on their hands than their counterparts in air traffic control: "We book the pilots, co-ordinate with the various shipping agents and management companies, liaise with the marine operatives, tugs and any other stakeholders. Our main focus is on managing the space within the Port area; if you're captain of a ship, you are worried about the safety of one ship, but we are focused on all ships operating in a safe environment within our space."

Pictured with the pilot boat DPC Tolka are (l-r) Fergus Britton, Deputy Harbour Master; Michael McKenna, Harbour Master; Alan Goodchild from Goodchild Marine Services; and Tristan Murphy, Assistant Harbour Master.

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Eddie Downes, VTS operator, pictured on board the DPC Tolka on its arrival into Dublin Port.

The VTS service is manned 24-hours per day, 365 days per year. Does the responsibility weigh heavily on their shoulders?

"It can," Eddie admits. "But we all have a lot of sea-going experience, so this is bread-and-butter to us."

Eddie himself was a sub-lieutenant and a navigation officer in the Irish Navy, as well as having experience on oil tankers, while the other four VTS operators have vast experience at sea, from ferries to tankers. The majority of them also spent time as Marine Operatives within Dublin Port, so they are incredibly familiar with the workings of the Port. Still, they take on the responsibility for up to 40 vessel movements during each 12-hour shift, working a four-day rotation of two day-shifts and two night-shifts.

"Because the majority of us have come up to VTS from 'downstairs', we're familiar with Dublin Port and its weather," Eddie notes. "We know from certain sea states or when the wind is coming from certain directions that it is going to be tough, so we can add a few minutes to each job. Things change so rapidly in Dublin Port that having that knowledge of ship operations is vital.

"It is a very dynamic environment. Something could happen weather-wise, a ship could break down, another vessel might have to switch berths at the last moment, we could have a traffic situation – for example, if a ship 'goes dark' and loses its engines, we guide other traffic away from that. We have procedures in place to deal with any scenario and because we have experience of being on board ships, we know how long certain jobs will take and whether adverse weather will affect them."

While revealing that "there really isn't a typical day," Eddie feels that non-professional sea-farers are the biggest challenge in the job. "It would be like working in Air Traffic Control at Dublin Airport and suddenly having to deal with weekend flyers," he laughs. "We have to deal with a lot of people that don't understand the rules within the Port, as they don't come from a sea-faring background. I've had kayakers wanting to take photos of a cruise ship but not realising how close they came to real danger. You are dealing with people who aren't professionals. A ship's captain and officers are trained and you expect a certain level of competency but when it comes to pleasure craft, on a warm day in summer, it can be challenging."

The best-laid plans can come unstuck if the weather gods decide to be unreasonable. "If a fog comes in, for example, it is like a dual-carriageway going down to a single lane, which changes the whole plan and you have to re-organise everything, deciding which vessels get preference," Eddie explains. "Or if it is really windy and all the ferries are coming in and they all want a tug, you have to split them up to make sure everyone is safe."

Pilots: ensuring safe passage

One way the Harbour Operations team ensure the safe passage of ships into and out of the port is via its team of pilots. Pilotage accounts for 4,000 vessel movements every year, or 10-15 per day. The ferry captains and some other regular visitors traditionally have a Port Exemption Certificate (PEC), having completed an oral exam and a Certificate of Competency set by the Department of Transport, which means that they don't need a pilot to enter or exit the harbour. But all other vessels typically require the services of a pilot to guide them into and out of the port.

"The only way to get a pilot out to a ship is by boat," explains Fergus. "We have a minimum of two marine operatives in the pilot boat, as well as the pilot, just in case anything happens with a pilot ascending or descending a ship's ladder. As well as the coxswain of the pilot boat, we have a deckhand or 'bayman' as we call them; the bayman, who is always clipped on with a lanyard, goes

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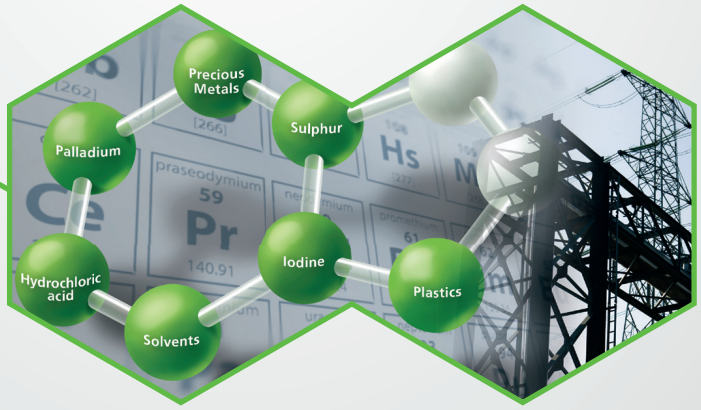

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on deck with the pilot, checks the ladder to make sure it is safe, and stands right beside the ladder to ensure the pilot gets safely on board the vessel, then gives a clear signal to the coxswain to take the boat away."

The marine operatives, including the coxswains and baymen on the pilot boats, are all experienced mariners, who are qualified to drive the pilot boat and some of whom are also V103 qualified, which allows them to operate the VTS. Most marine operatives can also operate as a Mate on the Port's tugs, and they also work on the Port's workboats, including the Rosbeg, the Poolbeg and Bradogue.

Dublin Port Company's risk management system means they train for every eventuality when it comes to the pilot boarding or disembarking ships. "We recognise that it is a risk – a ship's ladder could be faulty or it could be very slippy in bad weather," Fergus explains, "so we train for such eventualities, numerous times per week with live exercises; we have a recovery platform in every pilot boat and we exercise that up to seven times per week with a dummy."

If the incoming vessels is 160-metres or more, the pilot boards at the outer pilot boarding position, which is east of the Bailey Lighthouse at Howth, 6.5 nautical miles from the Port Operations Centre on Breakwater Road. If it is a smaller vessel or adverse weather makes boarding at the outer position dangerous, the inner pilot boarding position is 4.5-5 nautical miles from the Port Operations Centre.

The Burford Bank, a permanently water-covered sandbank, provides Dublin Bay with good shelter, and means that there are two access/egress points, one to the north and one to the south, so vessels can be directed to either the north or south channel, depending on weather and wind conditions. When the pilot boat crew come on duty, they check the conditions of the bay in terms of wind and swell and they will make a decision on how safe it is to board vessels in the bay. Ultimately, it is the pilot's decision on whether he/she feels it is safe to board the ship from the pilot boat and vice versa.

Forward planning

Ultimately, the key to the successful running of the Harbour Operations team is the amount of organisation that goes into it, as Fergus sums up: "We don't want too many vessel movements at the same time, and pilotage has to work around the slot times for the ferries, so it takes a lot of planning to organise the arrival and sailing times of non-ferry traffic, especially if they require a pilot. We have approximately 30 ferry movements per 24-hour period, so organising the safe movement of vessels takes up a lot of time and a lot of organisation."

Forward planning is vital for the Harbour Operations team, who begin working on a shipping schedule up to three years ahead of schedule. Cruise liners, in particular, need to know their schedule years ahead of setting sail and generally send a list of requirements to the Harbour Operations team, who then have to work through them to fit them into the schedule.

"If you work well in advance, it allows you time to plan properly and you can see the schedule evolve over time," Fergus maintains. "We plan as far out as we can. Once a ship is in the system, we know it is there and we will work other ships around it on a priority basis."

Dublin Port has a fleet of working vessels, including pilot boats and tugs.

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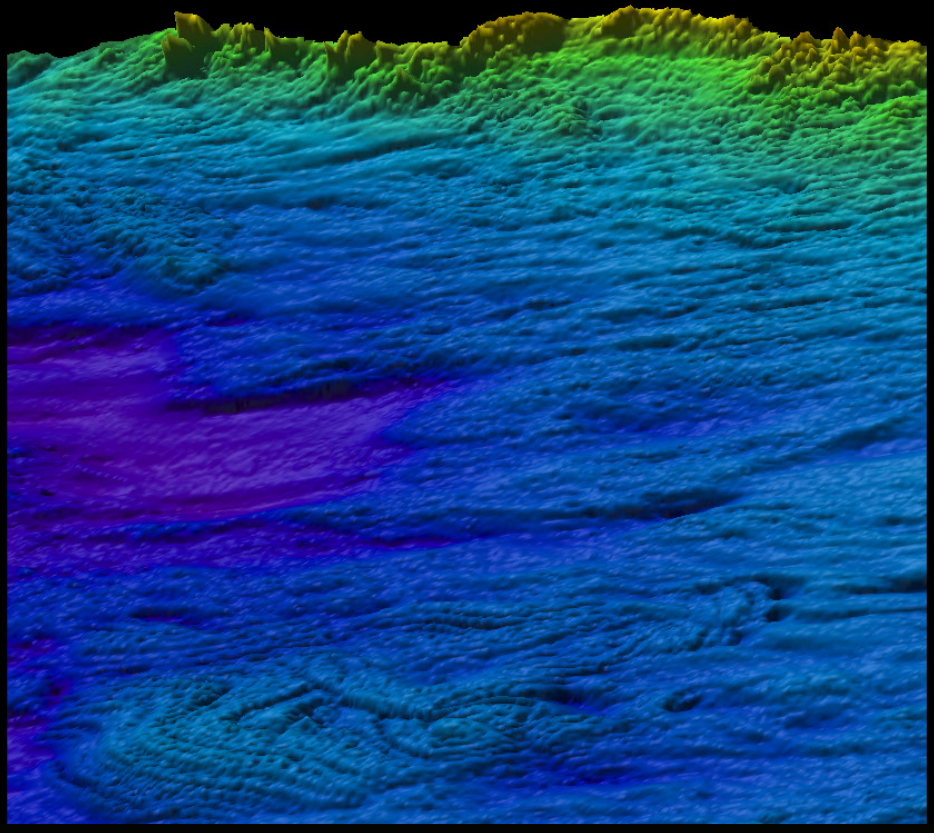

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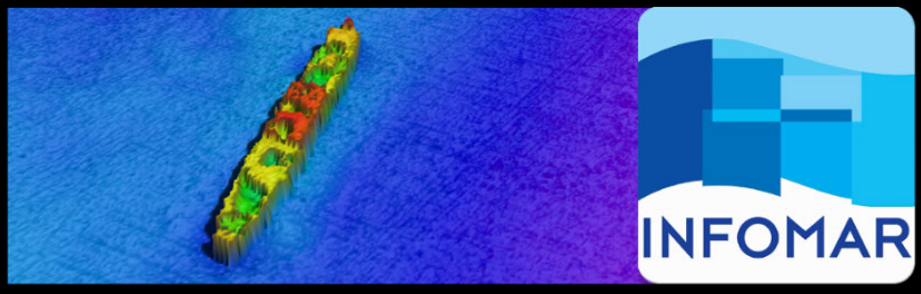

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Paving the Road to Success

Dublin Port Company is engaged in a three-year multi-million upgrade of the road system within the North Port estate.

Work on Dublin Port Company's €27 million Internal Roads Project will be completed in 2021, the culmination of a three-year capital project which involves the creation and upgrading of nearly four kilometres of road within the Port area.

"The driver of the project was to significantly improve the existing road network within the Port so as to provide the capacity to deliver Masterplan 2040 and the major predicted increases in cargo traffic," explains Brendan Considine, Capital Programme Director, Dublin Port Company.

The project involves:

- Upgrading and rebuild of large elements of the road network that had suffered deterioration due to very heavy volumes of HGVs.
- Re-design and rebuild of major junctions so as to increase handling capacity and so minimise traffic bottlenecks. This includes three new roundabouts.
- Creation of a major new road artery, plus connecting roads, on the north side of the Port along the Tolka Estuary. This will provide a more direct route from the Dublin Port Tunnel to the Ro-Ro terminals at the east of the Port, and will relieve pressure on Tolka Quay Road, which currently serves this area.
- Provision of a six-lane traffic stacking area at the east of the Port, upstream of a new combined series of check-in booths for all outbound Irish Ferries and Stena Line traffic.
- A Port-wide signage project involving 50 new or replacement signs.
- Introduction of improved pedestrian and cycle facilities, as well as Belisha beacon crossings.
- Diversion or relaying of major utility services routes, including one of the main underground ESB high voltage lines which serves the north of the City.

Live road network

"Perhaps the most challenging aspect of the project has been delivering these substantial improvements on what is a heavily trafficked live road network", says Brendan. "An additional complication was Brexit and the potential of new border control checks to create queues and disruption in the Port road network. Extensive traffic modelling exercises were undertaken by our roads consultant, Roughan & O'Donovan, to show impacts and projected traffic patterns. This led to modification of the Internal Roads Project ahead of the various Brexit deadlines. Changes included the creation of a new 200-metre relief road to relieve pressure on the main roundabout junction in the Port and also to provide access to one of the new State Services Yards."

Improving the pedestrian and cycle network

The Internal Roads Project also includes improvements to the pedestrian and cycle network within the Port estate. "We are improving pedestrian and cycle facilities within the Port, both as part of our Roads Project, and also through a Pedestrian and Cycle Network Improvement Project which will commence in 2021," notes Brendan. "This is in addition to the Tolka Estuary Greenway, which commenced construction in late 2020, and the Liffey-Tolka pedestrian & cycle project, which will be submitted for planning approval during 2021. Taken together, these projects will mark a sea-change in pedestrian and cycle access within and around the Port.

"The Internal Roads Project is a key part of the landside changes that are happening in parallel with marine-side investment in new and improved berthage in the North Port," Brendan concludes. "On completion in 2021, the project will have delivered the core improvements to the road network that are crucial to handling increasing cargo volumes."

Brendan Considine, Capital Programme Director, Dublin Port Company.

Testing the Water

Dublin Port Company's water management programme has saved millions of litres of water and millions of euro in water charges. Christy Foley, who headed up the programme until his retirement in December 2020, reflects on an extremely satisfying career.

Dublin Port Company (DPC) has a long history of caring for the environment and the wildlife around the Port. DPC's Environmental Management System (EMS) commenced in 2006, with a number of projects to ensure that activities within the company's operation are conducted in an environmental way. Sustainability and environmental obligations are an intrinsic part of how DPC approaches port development, including dealing with past legacy problems.

However, prior even to the commencement of the EMS, the company was cognisant of its environmental obligations. In 2003, the Board agreed that DPC should focus and invest more in good environmental practices and management. This process of environmental continuous and incremental improvement would first concentrate on the practical and visible environmental impacts before proceeding to develop documented management systems and applying for external validation through ISO 14001 and PERS (Ports Environmental Review System) certification from EcoPorts, a network of ports and port related stakeholders sharing environmental experiences. The reason for this approach was to show by example and evidential impact both internally and externally to the port community that DPC were environmentally responsible and proactive and so gain the port community validation before reaching out to external bodies such as EcoPorts.

Tackling water consumption levels

Following a critical review of the DPC environmental aspects and impacts, it was quickly recognised that water management was a significant area of concern and that DPC needed to prioritise tackling its consumption levels. A dedicated team was established, led by Christy Foley, to focus on leak detection and monitoring, together with investments in the watermain infrastructure and a combined approach with Dublin City Council (DCC) to identify all water users within the Port estate and fit/replace their water meters.

Christy Foley began working for Dublin Port Company in June 1989 in the engineering department, and when this programme commenced, the then Maintenance and Services Manager at Dublin Port Company, Ciarán Callan, knew that Christy was the right person to oversee the water management and conservation project.

“Initially, water conservation was only a small part of the job,” Christy recalls. “But over the years, it became the main part of my day-to-day role.”

At the time, Dublin Port’s minimum night flow of water was 37.2 litres per second, with 3,410 cubic metres of water unaccounted for every day. “The Port was like a sieve at that stage,” Christy smiles ruefully.

In order to reduce the amount of unaccounted for water, Dublin Port Company engaged with Dublin City Council to install water meters throughout the Port estate, via contractor GMC Utilities Group Ltd, based in Finglas. Christy liaised with GMC’s Paul Murray on the initial roll-out of water meters.

“Over the course of around 18 months, GMC installed water meters through the whole port, including meters for every customer. These meters then allowed us pinpoint where potential leaks were and to go looking for them,” he recalls.

Ultrasonic equipment and valve technology

At this point, Christy was working closely with Stephen Kelly of Larsen Water Management on leak detection. Christy and Noel Murphy from Dublin Port Company then trained in specialist leak detection, spending time in the UK to learn the latest techniques and how modern technology like ultrasonic equipment can help to detect leaks. Valve technology also helped Christy and his team to work out exactly which areas of the Port were losing water.

“When I started looking into water conservation, there were very few valves within the entire Port area,” Christy recalls, “which was the biggest problem we had when trying to identify leaks, so we had to install a lot of valves throughout the entire estate over the years. Once we had more valves, we were able to narrow down the particular

stretch of pipe where we had a problem and then repair or replace the pipe.”

In the early years, the work piled up. When one leak was repaired, it often led directly to another one straight away, as Christy explains: “If we repaired a leak in Ocean Pier, within two or three days we would have another leak within half a kilometre of that, because once one leak was repaired, the pressure would build up in the pipe further down the line, and that went on for a long time.”

Much of the pipe-work within the Port at that time was old cast-iron piping, which had been in situ for over 50 years. “When we identified a leak and dug down to the pipe, you would think somebody was after cutting through it with a saw, the break was so clean, with no jagged edge, as the pipe had just split,” Christy reveals.

Cold weather had a big effect on the old pipe-work, with Christy recalling being particularly busy during the big freeze of 2010, when he spent much of St Stephen’s Day looking for leaks. Christy and Noel also pulled many ‘all-nighters’ as “the best time to find the leaks was at night”.

Huge savings

By 2010, the majority of leaks within the Port’s water system had been repaired, and the benefits were evident. Average daily demand had reduced from 3,810 cubic metres of water in 2004 to 689 cubic metres, while the minimum night flow of 5.5 litres per second was a fraction of the 37.2 recorded six years earlier. Unaccounted water per day had fallen to 289 cubic metres, a 91.5% reduction, which also saved millions of euro in water charges in the intervening years.

From 2010 on, it was a case of monitoring and slowly improving the water system within the Port. “It is much harder to find small leaks,” Christy admits. More difficult it may be, but Christy, along with his colleague Sean ‘Jack’ O’Farrell and the rest of their team managed to reduce water usage even further.

Around 2014, Christy and his team started relining the mains pipes throughout the entire Port, and by the end of 2020, at the time of Christy’s retirement, 80-90% of the Port’s pipes had been relined. At that point, average daily demand was down to 402 cubic metres, minimum night flow was 1.5 litres per second, and unaccounted water per day had been reduced to just 28 cubic metres, a 99% reduction from when the project began.

Incredibly successful project

The success of the water management programme was one of the reasons why DPC received and maintained certification to both the ISO 14001 Environmental Standard and the EcoPort PERS standard, and the company’s water conservation project received many plaudits and much praise from the independent auditors. Indeed, DPC was used as an example of good practice in the European Sea Ports Organisation’s (ESPO) Green Guide of 2012.

Any new development in the Port estate in recent years has utilised the most modern polyethylene piping, and as the Port’s roads have been updated and relayed, new pipework infrastructure has been installed.

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The Flour Mill

Recent years have also seen Dublin Port Company upgrade the technology at their disposal, with Leixlip-based Cully Automation installing a new smart water management solution, whereby the team would receive a text alert if there was a sudden loss of water anywhere in the Port area and could log-in remotely to see if there was a problem and identify where any potential leak had occurred. This system is regularly upgraded, as Dublin Port Company continues to commit to effective water conservation.

26 years of water conservation

Christy is quick to praise the Irish companies and the managers he worked with over the course of his 26 years in water conservation, including Brian Martin in EMR Integrated Solutions, who supplied DPC with top-of-the-line leak detection equipment, Enda Cully of Cully Automation, Paul Murray in GMC, and Stephen Kelly from Larsen Water Management, who took over from Christy upon his retirement from Dublin Port Company. He also engaged with a host of contractors, who he is equally quick to praise, including JP Downes, Clonmel Enterprises and Carty Group. He insists that no article on water conservation would be complete without mentioning Ciarán Callan, his old manager, who started the whole process, and Noel Murphy, who worked with Christy at the coalface over many years.

While reflecting that retirement hasn't really hit him yet, Christy is quick to assert that he doesn't miss getting up on cold, icy mornings.

"But it was rewarding, particularly when you look at how much water we managed to save over my time there," he insists. "I enjoyed every bit of it."

Having worked in the Port for 31 and a half years, Christy has seen huge changes: "It has changed enormously and all for the better. Eamonn and the team have done great things in the Port and they're not finished yet."

Sitting on the Dock of Dublin Bay...

Dublin Port Company's Graving Dock project will create a new public realm, a future part of a distributed port museum and a location for the arts within the Port. James Kelleher, Head of Special Projects, and Lar Joye, Heritage Director, explain why the project has become a labour of love.

Dublin Port Company has unveiled an ambitious plan to see the area around its two graving docks, including the Victorian-era Pumphouse, reborn as a public space.

A graving dock or dry dock is an enclosed basin, into which a ship was taken for cleaning or repair, with graduated sides almost like a Roman amphitheatre. Dublin Port has two of these graving docks, Graving Dock One dating from the Victorian era and its beautiful Pumphouse, as well as Graving Dock Two, a more modern affair which was unveiled in the 1950s. When it was constructed, Graving Dock Two was "possibly the biggest infrastructural project in the country at the time," according to James Kelleher, Head of Special Projects, Dublin Port Company, and its official opening was attended by luminaries like Irish President Sean T. O'Kelly and Archbishop Charles McQuaid. It was the largest working dry dock in the country and the last one to officially close, after repairs to the Jeanie Johnston were carried out in 2017.

The Graving Dock project comes under the umbrella of the Alexandra Basin Redevelopment (ABR) Project, the first major capital investment project from Dublin Port Company's Masterplan 2040, which began back in 2015.

"The ABR Project will be coming to an end in 2022 with the opening of Terminal Four and the Graving Dock Project is meeting the commitment that we made back in 2015 to An Bord Pleanála," explains Lar Joye, Heritage

Director, Dublin Port Company. “In fact, what was initially proposed in 2015 was a lot smaller than what is happening now. Our commitment to this project and to the arts in general has got stronger and stronger over the years, and that is reflected in the size and scope of this project.”

“The original plan involved enclosing a small area within a massive operational yard around Pumphouse Number One”, reveals James, “but we felt that we should be allowing the public access to a more meaningful example of not only 19th century port heritage but also late 20th century heritage as well, in the shape of Pumphouse Number Two. Essentially, this area is the conjunction between the 19th and 20th centuries, while the space in between the two Graving Docks allows the flexibility to do other things into the future.”

The work will take place in a series of phases, with Phase One involving the in-filling of Graving Dock Two, creating a large public plaza between the two pumphouses, which will house one of the old cranes that spent its entire working life at the graving dock. Stage two will involve opening up Pumphouse Two as part of the Port’s distributed museum. Phase three will see the unearthing and restoration of Graving Dock One, and the final phase will see architectural intervention to that graving dock as always envisaged under the ABR.

Recognising the potential of the site

James and Lar recognised the potential in the site, sketched out how they saw it being configured and brought it to Dublin Port Company CEO Eamonn O’Reilly, whose support gave them the confidence to have the design developed architecturally in a short period to a stage where it could be tendered and then take the project to the Board.

The project received Board approval in July 2020, and work began on the site the following month. The impact of the Covid-19 pandemic has delayed things, as the various lockdowns meant that construction work had to be paused. “We had an original completion date of February but due to the Covid restrictions, that is now more likely to be May,” James reveals.

Darmody Architects were chosen for the project, working with the existing engineering consultants DBFL and coordinated by Oliver Lynch, the project manager from Dublin Port Company’s PMO office, in a very collaborative manner. “The firm have a lot of experience of working for me, having been the main architects on the opening up of Port Centre,” reveals James. “They are eminently familiar with what we are trying to achieve in terms of integrating the Port with the City.”

Re-opening the Pumphouse

One of the buildings on-site, the Victorian Pumphouse Number One, has already been utilised, housing the Pumphouse Presents theatre festival, where five plays were filmed inside its atmospheric walls.

“It is a fantastic space,” agrees James. “We are reinforcing with our wider design team the concept of a minimalist intervention in this historic building. The character, the earthy grittiness of it is what makes it special, an intangible quality. We always felt that there was great potential there and the theatre companies spotted that immediately and showcased it for the Pumphouse Presents series.”

Pumphouse Number One was originally earmarked for a special play, written and performed by ANU Productions, in 2020, called The Book of Names, based on a book in the Dublin Port Archive which lists all the staff in the Port,

and looking at the history from a century ago, particularly the War of Independence and the Civil War. While that project didn't go ahead due to the pandemic, the theatre group will work with Dublin Port Company on a very special production for its official re-opening.

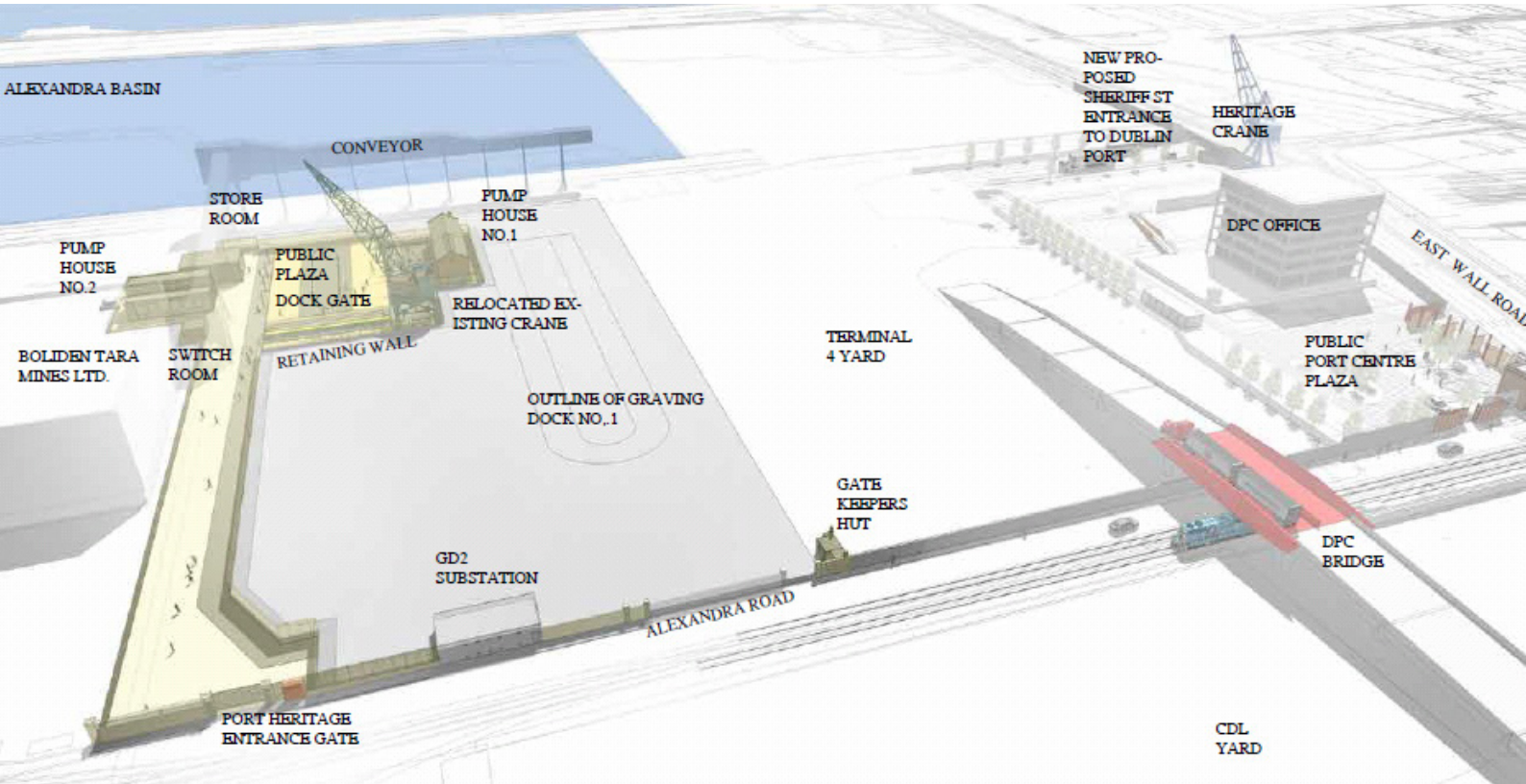
"ANU Productions will be the first theatre group to use the site when it opens," Lar states. "The idea is that we will still hand-over the site to them, and that ANU will spend a couple of months on the site to really see what space they have to work with and will come up with a new a site-specific play. It will be quite a big production, where there will be two shows a night. After that, we will book a programme of events for the space."

Capacity for the Pumphouse space has not been finally established as yet, but initial studies suggests that the space could comfortably hold 177 people in socially-distanced pods, with the post-Covid capacity being a multiple of that figure. As mentioned elsewhere in our report on the Pumphouse Presents festival, theatre companies are absolutely enthralled with the opportunities presented by the new performing space, and it should prove a real draw for the entire arts community, as Lar explains: "I think all kinds of artists will want to use the space."

The importance of built heritage

James describes Pumphouse Number Two as "a different animal entirely". Built in the 1950s, it is "like walking into the set of a James Bond movie from that era", he smiles. "We want to bring that pumphouse into the whole idea of the distributed museum at some point in the future. It won't be delivered under these works, but we are looking to create a lobby which would allow people to view into Pumphouse Number Two. But there is much more to that building, a whole subterranean element; what you see above ground is just the tip of the iceberg. It is a unique building and in time, we would like to be able to bring people into it and tell the story of how the Graving Dock worked, its relevance to the Port at that time and how ports changed since that time and are still evolving.

"What is becoming more and more apparent is the importance of late 20th Century industrial built heritage, and we are lucky to have some fine examples of this in Dublin Port. To our kids, this is like ancient history," James grins, "but the importance of our industrial heritage and our built heritage from the 1950s onwards is growing."



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A Sweeping Success!

As the MV Liffey Sweeper begins cleaning up our capital's main river system, Jimmy Murray, Director of the Irish Nautical Trust, explains the importance of the River Liffey Cleaning Project.

Dublin recently got a new addition to its nautical fleet as the Liffey Sweeper made her maiden voyage along the River Liffey as part of a pilot project which is setting out to clean the capital's main natural waterway.

The Liffey Sweeper is part of the River Liffey Cleaning Project, the brainchild of Jimmy Murray, Director of the Irish Nautical Trust, who has ambitious plans to remove all debris from the Liffey, the Dodder and the Tolka estuary.

"This is the first project of its kind to tackle environmental waste," explains Jimmy. "It's an ecological and environmental development research project, which has been designed over the last two years to help prevent the accumulation of all non-natural debris and to stop it getting into the sea and the biosphere, where it affects marine wildlife.

Jimmy Murray, Director, Irish Nautical Trust.

"Essentially, we want to remove all the floating debris that is in the River Liffey, the River Dodder and the River Tolka, and around the Port area, which is generally carried by nature, via a combination of the flowing tides and the wind," Jimmy explains. "Wind direction will dictate where the debris goes, the tide will dictate where the debris flows, and if debris misses the tide going out, it subsequently gets lodged in rocks, marinas, behind boats etc.

"The tide never stops," Jimmy smiles. "We call it the river that never sleeps. So every six hours, the tide changes and even while we are asleep, whatever is coming down the Liffey will float down and out to sea or else get caught up around port berths, slipways, steps and other areas where it can get trapped."

This debris is a combination of natural materials (trees, branches, leaves etc.) and man-made (plastic bottles, cans, boxes, plastic bags, neutral buoyancy plastic etc), and some of the larger materials can create huge problems for shipping traffic. "Large debris in the water can be very dangerous and often cannot be seen. We are hopefully going to prevent that from occurring," Jimmy explains.

MV Liffey Sweeper

The first step in the project was the purchase of the Liffey Sweeper, following a successful application to the Dublin Waste to Energy Community Gain Projects Grant Scheme, which saw the Trust granted €180,000 to purchase the former environmental vessel from the UK.

The MV Liffey Sweeper's role will be to sweep from the upper part of the River Liffey at Butt Bridge to the mouth of the River and Clontarf area, including the basins and all the shipping berths within Dublin Port. Using its large front cage and additional side cages, it will collect both floating and neutral buoyancy debris.

"The Liffey Sweeper has a deep cage and she will be able to catch a whole range of material from the water, including plastic on the surface and plastic just below the surface," explains Jimmy.

A number of improvements and design infrastructural changes were made and installed on board the vessel to make it more adaptable to work on the River Liffey in removing floating debris from the water using its newly installed front-loading cage.

Once the materials are lifted from the water, they will be separated and sorted into designated recycling bins and the balance of the assorted materials will be disposed of into a large skip, which will then be removed by a licenced contractor to be sent for treatment before disposal at Covanta Waste to Energy Treatment Plant.

Pilot Project

Initially, the Liffey Sweeper will operate for four days every week as part of its pilot project, which will clean the Liffey, the Dodder, the Clontarf seafront and the Tolka Estuary. "During this pilot project, we will identify the type and quantity of debris that is accumulating, and then we will develop a programme to clean up the river and port areas of debris going forward, which may involve other vessels as well as the Liffey Sweeper, depending on how much debris is in the water," Jimmy reveals.

"Our pilot project is about gathering enough data on the debris in the water to put together a programme to prevent any debris entering the Dublin Bay Biosphere. We will expand the pilot progamme as needed and put the mechanisms in place to do that."

The River Liffey Cleaning Project also proposes to install a network of environmental debris booms, specifically designed to suit the tidal range, height and speed in the locations where they will be installed along the Liffey and around the Dublin Bay area. These booms will collect debris during ebbing and flooding tides 24 hours a day seven days a week, all year-round, preventing debris heading out to sea.

"We are planning to install a series of booms along the Liffey as a delayed collection mechanism," Jimmy explains. "Essentially, the boom will hold debris there until it can be collected by the Liffey Sweeper or any other vessels employed to clean up the waterways."

Achieving the project's environmental goals will involve collaboration between the Irish Nautical Trust, Dublin Port Company, Dublin Waste to Energy/Covanta, and Dublin City Council, who are responsible for the Dublin Bay Biosphere.

Creating local employment

Eventually, it is hoped the river cleaning will employ a number of people from the areas adjacent to the port to clean up the waterways. This ties in perfectly with The Irish Nautical Trust's mission to create a marine training apprenticeship platform using marine craft and

professional providers to train and certify young people in maritime skills so they can reach the level of competency required to operate marine craft in this particular environment for long-term sustainable employment. The recent rebirth of the Liffey Ferry was the first marine training vessel managed by the Irish Nautical Trust.

Jimmy explains that this goal is hugely important in terms of "creating local employment, education, training and certification for young people who will be the future custodians to maintain and protect our river environment and structures along the River Liffey".

There is still a lot of work to be done over the coming months to achieve the ideal control measures needed to prevent aquatic debris entering the Biosphere, according to Jimmy.

"This project is badly needed," Jimmy concludes. "The Liffey is an extension of the streets; a lot of the waste that is on the city's streets ends up in the river, whether it is thrown in or blown in by nature, and being carried out to sea. This project is a win for the environment, the beaches, the wildlife and the local communities, in terms of cleaning them up and hopefully creating employment."

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Dublin Port Company Caring for Seafarers

Dublin Port Company distributed 500 care packs to seafarers in 2020 as a way to thank them for their service during the Covid-19 pandemic.

Mid-2020 saw Dublin Port Company begin to deliver the first of 500 care packs to international seafarers as a thank you for their frontline service during the coronavirus crisis.

Due to the pandemic, many members of ships' crews had lengthy enforced extensions to their time onboard cargo vessels. Crews can typically spend up to six months at sea at a time, away from family and home.

300 care packs were distributed amongst the crews of more than 27 individual vessels which arrived into Dublin Port. The packs contained essential toiletries, including disposable razors, soap, deodorant, toothbrushes, toothpaste, hand cream, hand soap, lip balm and a nail brush.

The first care packs were given to the crew members of the Victorine, which docked in Dublin Port in June, having completed a voyage between Rotterdam and Dublin as part of a service operated by CLdN.

Dublin Port Seafarers' Centre

The remaining 200 care packs were held by the Dublin Port Seafarers' Centre and given to the sailors who availed of its services during the summer and autumn.

The Seafarers' Centre was opened in 2016 following a €500,000 investment from Dublin Port Company as a vital resource for ships' crews. It provides amenities such as access to free Wi-Fi, a vital commodity so that seafarers can easily contact family and loved ones while ashore. The Centre supports over 7,500 visiting seafarers a year,

Pictured delivering the care packs to seafarers are Rose Kearney, Manager of the Seafarers' Centre (left); Harbour Master, Michael McKenna (in car), and Reverend William Black, Port Chaplin from the Mission to Seafarers (right).

The first care packs were given to the crew members of the Victorine, which docked in Dublin Port in June, having completed a voyage between Rotterdam and Dublin as part of a service operated by CLdN.

arriving from all over the world, typically from countries such as India, China, Ukraine, Russia, and the Philippines.

The Centre also brings together two long-standing traditions in caring for seafarers in Dublin, the Anglican Mission to Seafarers (The Flying Angel) and the Catholic Apostleship of the Sea (Stella Maris). Both organisations operate together under one roof at the Seafarers' Centre, providing spiritual guidance and friendship to seafarers of all faiths, and those of none.

Providing an essential service

Speaking as the first care packs were distributed in June, Harbour Master Michael McKenna said, "We at Dublin Port felt like these crew members needed to be acknowledged. They have gone above and beyond in recent months, working during this public health emergency and being confined to their vessels, and these packs are a token of our appreciation for the essential service they provide. It's because of them that we have food on our table and other essentials at this time."

Reverend William Black, Port Chaplin from the Mission to Seafarers, explained how "Looking after seafarers and their basic needs is a huge part of what we do at the Centre and we are blessed to be given the opportunity to assist them. They are the essential workers that we all rely on, but not everyone gets the opportunity to see. We wish them well on their homeward journeys and thank them for their service after what has been a difficult time for so many."

Distributing the care packs was the most recent in a long line of initiatives that "shows that we are caring for the seafarers, and we always have done, in good and bad times", Reverend Black noted.

The Covid-19 pandemic meant that the Seafarers' Centre had to close its doors for the first time since opening in 2016, but its volunteers are still available to help seafarers in need, as Reverend Black explained: "In normal times we are open to offer them help, and we are always available on our mobile phones. Sometimes we have to deal with sad events, such as fatalities in their families, but that is what we are there for, to try to help and make a difference in good and bad times. A lot of these people might get phone calls saying that something bad has happened at home, perhaps somebody died, and that could be thousands of miles away, so we try to help them to keep in touch with their families."

A tough world for seafarers

Rose Kearney, Manager of the Seafarers' Centre, said, "It is our pleasure to look after these crew members in any way we can. It is a tough world for seafarers, and they have now been away from their families and loved ones for even longer than expected because of the coronavirus. Anything we can do to make their lives a little easier is no problem at all, we are very grateful to them. We hope the packs can give them a bit of comfort before they make their way home."

The restrictions on movement meant that incoming seafarers couldn't avail of the city's amenities like they may have been used to, and they were particularly happy to receive the care packs: "They were delighted with the care packs, the quality of the goods in them and the fact that thought had gone into the necessary and useful products that were in the care packs," Rose revealed.

Both the Mission to Seafarers and Stella Maris have a long history in Dublin Port, helping to care for seafarers. The Port has been a part of Rose's life for decades.

"I love the busyness of the Port," Rose revealed. "The people who work here are wonderful, from Dublin Port Company to the hauliers driving the trucks; it really feels like a family. Dublin Port has always loved its seafarers, appreciated them and treated them with respect. And the seafarers in return are very appreciative of what we do for them."

Reverend Black agreed: "People often ask me why I spend so much time the Port and I always answer that I spend time here because the seafarers give so much of their time for our benefit. Being an island country, as we are, we depend on seafarers and couldn't survive without them and their work. From your television to your cornflakes, the bus or tram you travel on, all of those are brought into the country by seafarers."

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Springboard to Success

With the Olympic Games having been postponed until 2021 due to the Covid-19 pandemic, Ollie Dingley is itching to get back to competitive diving.

Covid-19 had a massive effect on all aspects of our lives in 2020 as the global pandemic wrought havoc across the globe. Sporting organisations were not immune to its effects, with major events like Euro 2020 and the Tokyo Olympic Games postponed by 12 months as the coronavirus ravaged modern life as we know it.

For Irish diver Ollie Dingley, that meant putting on hold his dream of representing Ireland in his second Olympic Games, having made the final in Rio in 2016. While acknowledging that 2020 was a tough year for most people, the always smiling, optimistic athlete is adept at looking on the bright side. "I was very fortunate in that I was allowed to carry on training throughout most of the year," he admits. "I know a lot of people had to stop working but I was lucky enough to be able to carry on. I have family members who have had to stop working and have struggled with jobs; I've had family members

who have tested positive for Covid, so I've been fairly lucky in that I've had a bit of normality in my life through being able to carry on training and to keep safe at the same time."

During much of 2019, Ollie was troubled by a recurring back injury, which hampered his performance at the World Championships in Korea that year. In early 2020, he told us that "My back injury is still there, but I'm working around it, keeping my body as supple as possible while not letting it get too stiff or sore... It's a high level, impact sport so it can get a bit sore, but I'm getting there."

One positive the 28-year-old can take from 2020 is that the extra year's training has helped his recovery. "It has given my back a nice rest. I've been able to do that while staying quite healthy," he states. "The fact that I haven't been diving as much has meant that the impact on the body has been lessened so the rest has been welcome. But now I'm looking forward to getting back competing. It will be really good to get back competing again, back into normal competition."

Eager to compete again

At the time of our conversation, the only competitive diving meeting on the agenda is the big one, the Olympic Trials, which are due to take place in Japan in April. Will it be strange going into competition, having spent so long training on his own?

"I think it will be OK," he grins. "Everyone will be in the same boat. We have all been dealt the same cards."

Ollie has been in regular contact with some of his friends from the diving world, who are located all across the globe: "Everyone is negotiating their way through things. It's been a tough year for athletes but I've been lucky that there has been some sense of normality as I can still train."

His training has been going "reasonably well", Ollie acknowledges. Much of 2020 was spent "modifying things" when it comes to training. "Especially now that I'm a little older in my diving career, it has been a good time to adjust things. We have been able to take a lot of positives from the year."

"One of the hardest things for me has always been keeping my mobility fresh," Ollie admits. "I have never been the most flexible of divers, so a lot of my time is spent keeping supple through exercises, which I will carry on doing once I finish diving. I feel it is important to be able to keep supple and it has really helped my

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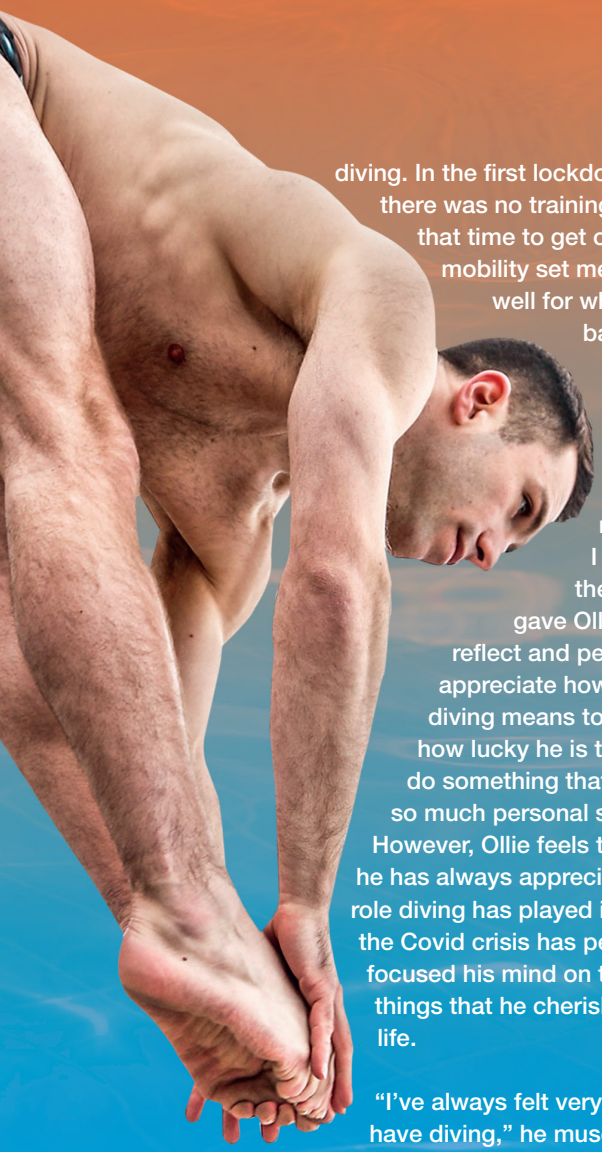

diving. In the first lockdown, when there was no training, using that time to get on top of my mobility set me up really well for when I got back training and for the rest of the year."

Time to reflect

I wondered if the pandemic gave Ollie time to reflect and perhaps to appreciate how much diving means to him and how lucky he is to be able to do something that gives him so much personal satisfaction. However, Ollie feels that while he has always appreciated the role diving has played in his life, the Covid crisis has perhaps focused his mind on the other things that he cherishes in his life.

"I've always felt very lucky that I have diving," he muses. "It has been a part of my life for over 20 years now. If anything, this period has made me appreciate things on a much wider scale, like family, living in Dublin, which is a great place to live, and the fact that Ireland is such a great country to live in. The last year has made me appreciate what is around me, more than anything."

Most of the Yorkshire-born diver's family are based in the UK, which made 2020 particularly hard, as travel restrictions meant he couldn't see them for most of the year.

"It has been very tricky," he admits. "I went home for Christmas for compassionate reasons. Until then, I hadn't been home since the previous Christmas, which is the longest time that I had ever gone without seeing my family; I hadn't seen my siblings in a year and my grandparents for maybe a year and a half. I have one Nan who lives in a nursing home with very progressive Alzheimer's; she's 86 years old, she's overcome coronavirus and pneumonia in the last year and the closest my Mum has been able to get to her is waving through a window at her once. So that really puts things into perspective."

In the final year in a degree in film and broadcasting at TU Dublin, Ollie believes that his college work has helped him to get through 2020: "It's been nice to have that distraction during the pandemic, especially during the lockdowns. Our classes moved online, so I do miss seeing people but at the same time I'm very lucky that I can carry on with that."

Support from Dublin Port Company

As ever, Ollie acknowledges the support of Dublin Port Company, particularly the availability of a car, which has made his life a lot easier over the last few years. "I think that's why my diving has improved, because it has given me the extra flexibility to just get away from diving, away from the stressful places," he told us last year.

When he reached the final in Rio in 2016, 388,000 Irish people tuned in to the 3m Springboard final, RTE's highest viewing figures for the entire event. He's hoping to give the nation another reason to be proud this year and is fully focused on the journey to Tokyo and qualifying for the Olympic Games. "It's full steam ahead now; I'm very excited at what's coming over the next year. I have to put myself in the best possible situation for when those Olympic trials take place. I'll be fighting fit and on top form."

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The Pumphouse Presents

The Pumphouse Presents was a winter festival of plays presented by Dublin Port Company, featuring work from axis Ballymun, ANU Productions, and Fishamble: The New Play Company

The Pumphouse Presents was a superb festival of plays presented by Dublin Port Company in a winter theatre festival that ran over five nights in December 2020.

Five plays were filmed in the beautiful Pumphouse Building in Dublin Port during the summer of 2020, and were subsequently premiered online over five Friday nights, culminating in a week-long festival of theatre in December 2020.

These shows were available free of charge as a gift from Dublin Port in these strange times, but donations were accepted towards a new artist development fund to be managed by axis Ballymun, which raised more than €5,000.

The five theatre pieces, new and previously staged, were all recorded in the Victorian-era Pumphouse which serviced the old graving dock. The plays were initially presented over five weeks as the days darkened and as the country continued to endure the Covid-19 pandemic. Irish theatre lovers then had a second chance to catch the five plays from December 18-23, in a 'Winter Festival of Plays'.

"The five pieces are offered as a reminder of some of what we have temporarily had to forego and what we hope to be able to enjoy again once the days begin to lengthen," explains Lar Joye, Heritage Director, Dublin Port Company. "The pieces are also a statement of our intent to programme events in the new heritage zone based on Dublin and its port's rich heritage."

The Pumphouse Presents is a continuation of Dublin Port Company's commitment to integrate Dublin Port with Dublin City in a manner that will transform all of our experiences.

The five plays include:

Canaries by Louise Lowe, presented by ANU Productions

Canaries tells a much overlooked story of how more than 4,000 Irish female workers in state-run munitions factories, including at Dublin Port, risked life and limb to supply ammunition to the frontline during World War 1. They faced daily peril by handling explosive chemicals that carried the risk of them contracting potentially fatal diseases, amputation and even death. The effects of their work were immediately visible; a lurid shade of yellow that stained their skin and hair, earning them the nickname Canaries. Canaries is a celebration of friendship and solidarity, remembering these women and playing homage to their experiences. Written and directed by Louise Lowe, music is by the emerging Irish composer Sinéad Diskin, with Lír Academy graduates Eavan Gaffney playing the role of Florence and Aggi O'Casey cast as Mae.

Embargo by Deirdre Kinahan presented by Fishamble: The New Play Company

In September 1920, during the War of Independence, dockers and railwaymen refused to transport any armed troops or to handle any weapons arriving from Britain. Embargo is a muddy, complicated, poetic, bloody, and heroic tale of a politically motivated industrial action, in which three characters deal with a pivotal moment during the Irish war of independence.

Slice, The Thief by Lee Coffey, presented by axis Ballymun

Slice, The Thief is a dark comedy from the mind of Lee Coffey, which brings viewers on a whirlwind through the suburbs of Dublin at the speed of light as we follow Slice, a funny, charming, everyday bike thief who does what he wants but today, he's taken the wrong bike.

Leper + Chip by Lee Coffey, presented by axis Ballymun

Two young Dubliners, Leper and Chip, meet at a house party where a fight breaks out. The play is fast paced, set in contemporary inner-city Dublin and consists of a series of interwoven monologues and dialogues between the two protagonists.

Charlie's a Clepto by Clare Monnelly, presented by axis Ballymun

This one-woman show tells the story of Charlie, a reformed, or at least reforming, character, who has just

one day to go before a crucial interview with social services, one that may decide if she can be reunited with her young son.

Fantastic response

"The response to the plays has been fantastic," noted Lar Joye. "We are delighted that so many people are engaging with the performances and getting to see inside the Pumphouse for the very first time. We decided to run all five productions again as a Winter Festival to give audiences at home a chance to connect with theatre and the arts at a time when so many venues or productions remain out of reach."

Pumphouse Presents is a continuation of Dublin Port Company's commitment to supporting the arts, and to integrate the Port with the City under its Masterplan 2040.

The support of Dublin Port Company was hugely appreciated by the theatre companies involved.

"I don't think I could over-emphasise how important the support of companies like Dublin Port Company is, especially when it comes to making theatre," reveals playwright Lee Coffey. "Theatre is a tough profession at the best of times and money is very scarce, so when you are trusted by a huge company like Dublin Port to create work, it helps to validate your work as an artist as well as giving you freedom to explore and time to develop an idea. It's great for the artist to have paid work and to have time to properly research their ideas, and for Dublin Port, they get to work with amazing artists, preserve their legacy and tell their stories. Without them, a lot of amazing theatre and amazing art just wouldn't happen."

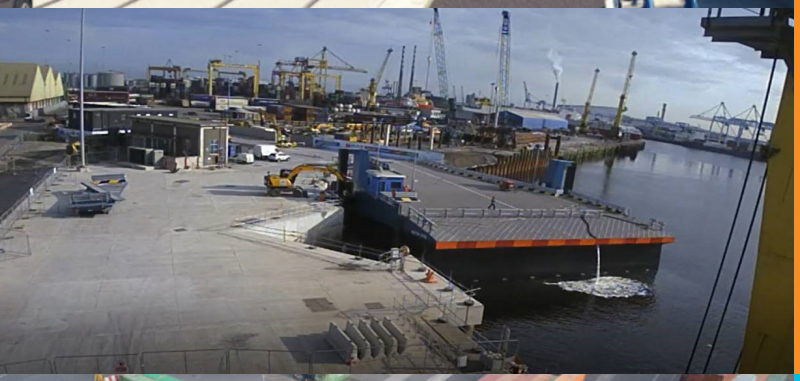
Mark O'Brien, Director of Axis Ballymun, who produced three plays in the festival, two by Lee Coffey and one by Clare Monnelly, said, "What Dublin Port put together for the Pumphouse presents series was a real gift to everyone involved. Their belief in the value of the arts in and their belief in the value of the artist shone through everything they did. Working with them on producing these three new pieces of work was a real highlight in a dark year for many."

Lynnette Moran, Producer at ANU Productions, noted how "the support of Dublin Port Company for ANU Productions in the development of new work continues to enable an exploration of site and context that otherwise would remain hidden and undiscovered." Lynnette noted ANU Productions' "strong working collaboration with Lar Joye and the Heritage & Cultural team at Dublin Port Company. The intersection between their work and ours will continue to bring new live performance to our city," she revealed, "with an exploration of people and place across time, starting in the early 1900s to today, whose stories and perspectives remain otherwise untold."

Their words are echoed by Jim Culleton, Artistic Director of Fishamble: the New Play Company: "At Fishamble, we are always seeking ways of creating work, employing artists, and reaching audiences, so it is wonderful when a forward-thinking and innovative organisation like Dublin Port Company supports arts organisations, and looks at imaginative ways to generate theatre that is inspired by its own heritage and history."

A bright light of hope in a dark year

The support of Dublin Port Company was doubly welcome, given the fact that the majority of theatre, along with other live performances, was cancelled or postponed in 2020 due to the pandemic.



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"2020 was such a challenging year obviously, with so many performances cancelled, postponed, or reimagined to be shared digitally. The Pumphouse Presents series was such a welcome and generous end to the year, creating work for the artists and companies involved, and sharing this with audiences," Jim Culleton stresses. "When we presented Embargo as part of the Dublin Theatre Festival in October, the country was moving from one Covid level to another, and live performances had to be cancelled, but everyone at Dublin Port Company was so determined to work with us in a safe way, to film the production at the highest possible quality with Mediacoop, so that all the work would not be in vain, and could still reach an audience, even if in a different format to what we had originally envisaged."

"In a normal year, we would have welcomed Pumphouse Presents with open arms because it is such a rare project but the fact that our industry has been decimated by the pandemic made it even more welcome," Lee Coffey avows. "It really made my year as an artist."

Lee reveals that he and production company Mediacoop approached the Pumphouse Presents series in a new way, as a "film-theatre hybrid, to create a language between film and theatre". The results were astounding, as the audience were brought right into the heart of the performance. "It showed what online theatre can be, when you have that blend of artists, production team and the complete support a company who trust the people who they have employed," Lee stresses.

"The Pumphouse Presents series confirmed Dublin Port Company's ambition, innovation and commitment to engaging with artists and arts organisations to explore its heritage, invigorate the area around the beautiful Pumphouse itself, and connect the port to the lives of people living in Dublin, through culture, art, and imagination," Jim Culleton sums up the experience. "It was a pleasure to work with everyone and to be a part of it."

Lee believes that the Pumphouse Presents festival is just the start of what can be a wonderful journey. "Dublin Port have such an amazing venue on their hands now for theatre, for arts performance, for live gigs, poetry readings, exhibitions etc and I think that is vitally needed in the ecosystem of Irish arts because there are so many theatres and venues closing down. After the pandemic, we don't know what venues are going to remain open. The fact that in this year, we have found a new venue which can be the home of theatre, and that it is a rare and unique space, with such character, is really exciting for the future. It's a new vibrant space for Dublin City."

Dublin Port Heritage Director, Lar Joye concurs and reveals that the company has big plans for the Pumphouse in the years ahead: "When the world returns to old normal, the Pumphouse will feature prominently, as works to restore the venue at the heart of a new heritage zone for exhibitions, museum and performances are realised over the coming years."

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Memorial: Niall Dardis

It was with great sadness that Dublin Port Company learned of the death of Niall Dardis on August 27, 2020.

Niall worked as a senior draughtsman in the engineering department of Dublin Port for many decades before his retirement in July 1992, having begun his career as a temporary draughtsman in June 1963. On his retirement, there was a huge turnout for the official Dublin Port Company presentation, so many in fact that they could not all fit into the room to pay their respects to him.

Niall's involvement with Dublin Port didn't end when he retired, however. When archivist, Gerry Daly, was retiring, he couldn't think of anyone better suited to the stewardship of the Dublin Port archive than Niall and approached the former draughtsman with his suggestion. Niall couldn't resist, and threw himself into the task of honorary archivist with enthusiasm and great skill, managing the extensive archive and helping to ensure its preservation for future generations.

"Archives rely on generations of staff and in the case of our collections, in particular, on Niall Dardis, in protecting and preserving their collections for future generations," explains Lar Joye, Heritage Director, Dublin Port Company. "Due to Niall, we now have a nationally important collection of 78,000 photographs, 30,000 engineer drawings and 10,000 files telling the 300-year history of Dublin Port."

Colette Roche was Niall's friend and colleague within Dublin Port Company for much of his time there. "He was very well known around Dublin Port and very well liked," she remembers. "Niall was directly involved with so many people in various departments within the Port, who called on his expertise and his great knowledge of the Port. He was meticulous about his work, developing his own unique code for filing, so he could respond to any queries and put his hand on the required document or drawing at speed. Niall was a great storyteller, a great historian and he will be sorely missed for his great knowledge and passion for Dublin Port. He was a mine of information on Dublin Port, its history, and the history of the city."

Indeed, he regularly gave lectures and talks on the history of Dublin Port, its relationship to our capital city, and the historical characters who helped to shape it, from Captain William Bligh to Bindon Blood Stoney.

Outside of his work and his passion for Dublin Port, Niall was a very caring man, dedicated to his family and friends and his community. He volunteered at Ballyfermot Credit Union for many years and was heavily involved with the Active Retired community in Palmerstown, along with his late wife, June.

Our deepest condolences to Niall's children, Paul, Colin, Grace, Christine and Christopher, his grandchildren and extended family and friends.

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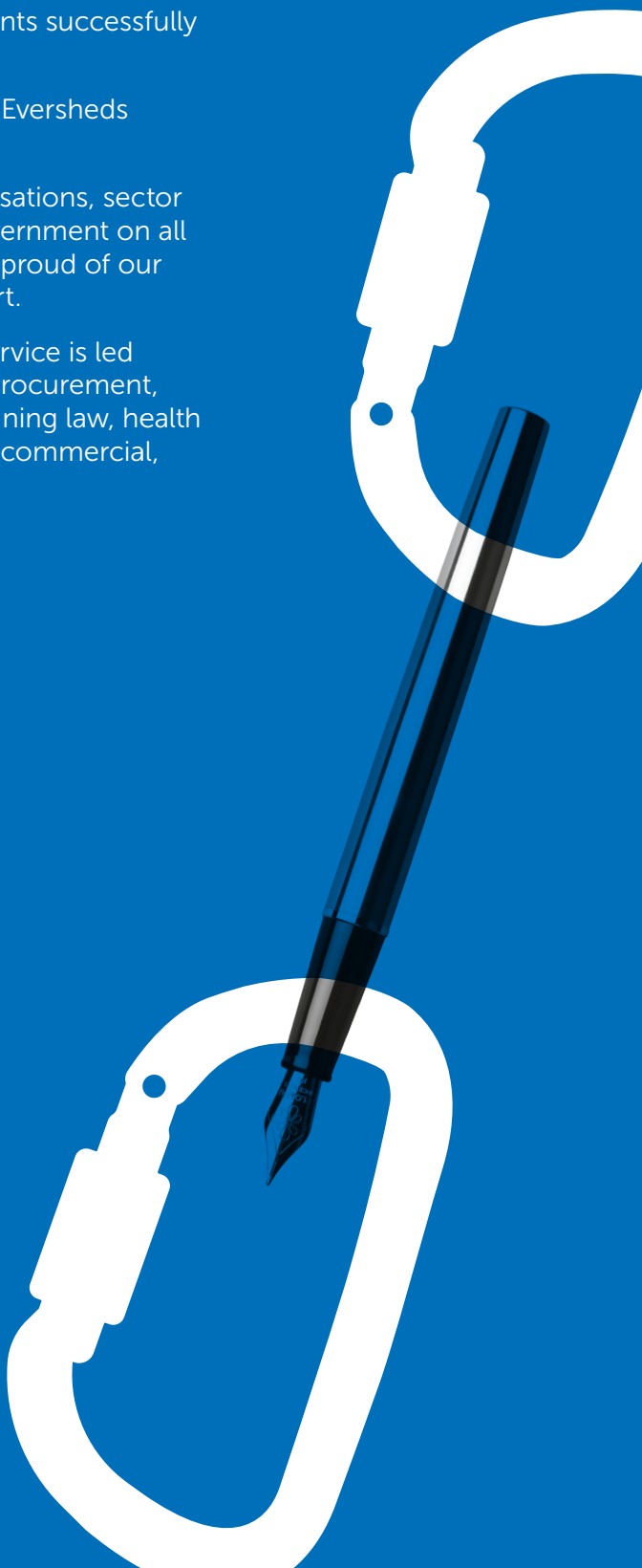


Pandemic Affects Throughput Figures but Port Business is Resilient

Dublin Port's throughput increased by 76% in the fourth quarter of 2020, but the pandemic had an effect on the year as a whole, with total cargo volumes down by -3.4% for 2020.

2020 was a challenging year for Dublin Port but a year which demonstrated, yet again, the robustness of the Port's cargo business, with full year volumes of 36.9 million gross tonnes, only -3.4% behind 2019.

Notwithstanding the decline of -3.4%, 2020 was the third busiest year for cargo in the long history of Dublin Port, with higher volumes recorded in only 2018 (38 million gross tonnes) and 2019 (38.1 million gross tonnes).

Imports for the year fell by -5.0% to 21.7 million gross tonnes and exports declined by -0.9% to 15.2 million gross tonnes.

2020 by quarter:

- The first quarter of 2020 was slow (-4.9%) by comparison to a strong first quarter in 2019, which had been driven by Brexit stockpiling in advance of the original Brexit date of March 31, 2019;
- The second quarter of 2020 was very difficult (-17.0%) because of the pandemic, with very large reductions in volumes in April (-26.2%) and May (-20.5%);
- However, volumes recovered in the third quarter with growth of +1.1%;
- The year ended with a very strong fourth quarter (+7.6%) driven by the second and final round of Brexit stockpiling. Within the fourth quarter, volumes in December alone were ahead by +21.7%.

'000 gross tonnes	2020	2019	Change
Q1	9,219	9,689	-4.9%
Q2	7,955	9,587	-17.0%
Q3	9,598	9,489	1.1%
Q4	10,092	9,380	7.6%
Total	36,864	38,145	-3.4%

Trade figures explained

Unitised trade for the full year (trailers and containers combined) fell marginally by -0.5% to 1,485,000 units, with Ro-Ro growing by +0.2% to 1,061,000 units and Lo-Lo declining by -2.1% to 758,000 TEU.

In contrast to the unitised cargo modes, imports of new trade vehicles declined substantially by -29.3% to 53,000 units.

Due to much reduced transport demand in the economy, Bulk Liquid imports of petroleum products were back by -17.0% to 3.9 million tonnes.

Bulk Solids (including agri-feed products, ore concentrates and cement products) finished the year +7.6% ahead at 2 million tonnes.

In contrast to the cargo side of Dublin Port's business, the pandemic drove passenger and tourism volumes down significantly. Passenger numbers on ferries (including HGV drivers) declined by -57.3% to 833,000. Tourist vehicles declined by -61.6% to 215,000.

On the cruise side, there was a single small cruise ship early in the year compared to 158 in 2019.

Strong second half to 2020

Commenting on the 2020 figures, Dublin Port's Chief Executive, Eamonn O'Reilly, said: "In the first half of 2020, Dublin Port's cargo volumes were weak and were hit particularly badly in April and May because of the pandemic. However, in the second half of the year, volumes strengthened from month to month and we finished the year with extraordinary Brexit-driven growth of 21.7% in December. This is normally a quiet month, but December 2020 ended up being the fifth busiest month ever.

"Against the background of so much Brexit stock-piling, both on the import side and on the export side, the slow start we are seeing in 2021 was inevitable. The gradual return to more normal volumes gives an opportunity for cargo owners to adapt to the re-introduction of non-tariff barriers to trade with Great Britain 28 years after the Single Market did away with them."

Whereas the cargo side of the Port's business was resilient in a difficult year, the passenger side has been badly affected by the Covid-19 travel restrictions, with a 60% reduction in passenger numbers and tourist vehicles, the CEO noted. "However, with the roll-out of vaccines, we are hoping to see this business returning to normal levels later in the year," he said. "On the cruise side, however, the outlook is altogether bleaker, and it is unlikely we will see any cruise ships during 2021.

"Dublin Port ended the year in a financially strong position and, although there was some slowdown in our capital investment programme last year, we will be progressing with €400 million of capital works over the next five years, with investment of €84 million in 2021 alone," Eamonn concluded. "We will complete construction of the new T4 Ro-Ro terminal this year to bring an additional annual capacity of 400,000 Ro-Ro units on-line. Outside the port estate, construction of a new empty container depot facility will be completed at Dublin Inland Port. Notwithstanding the challenges of Covid-19 and Brexit, we remain focused on our plans to deliver additional capacity for long-term growth."

Gross Tonnage by Import/Export

'000 Gross Tonnes	2020 YTD	2019 YTD	% Var
Imports	21,714	22,862	-5.0%
Exports	15,150	15,283	-0.9%
Total	36,864	38,145	-3.4%

Gross Tonnage by Cargo Mode

'000 Gross Tonnes	2020 YTD	2019 YTD	% Var
Ro-Ro	23,877	24,351	-1.9%
Lo-Lo	7,126	7,291	-2.3%
Bulk Liquid	3,871	4,666	-17.0%
Bulk Solid	1,957	1,820	7.6%
Break Bulk	33	17	91.3%
Total	36,864	38,145	-3.4%
Unitised	31,003	31,642	-2.0%
Non-Unitised	5,861	6,503	-9.9%
Total	36,864	38,145	-3.4%

Ro-Ro Freight (Units)

Units	2020 YTD	2019 YTD	% Var
Ro-Ro Freight	1,060,979	1,059,103	0.2%

Lo-Lo Freight

TEUs	2020 YTD	2019 YTD	% Var
Lo-Lo TEU	758,013	774,197	-2.1%

Trade Vehicles

Units	2020 YTD	2019 YTD	% Var
Trade Vehicles	74,373	98,897	-24.8%

Tourism

Units	2020 YTD	2019 YTD	% Var
Passengers	832,816	1,949,353	-57.3%
Vehicles	214,700	559,540	-61.6%

Cruise Liners

	2020 YTD	2019 YTD	% Var
Cruise Visits	1	158	-99.4%
Visiting Passengers	544	208,149	-99.7%
Disembarking Passengers	-	20,969	-100.0%
Embarking Passengers	-	20,883	-100.0%
Crew	412	94,202	-99.6%
Total	956	323,234	-99.7%

+0.2%
RO-RO GROWTH

+76%
DUBLIN PORT'S THROUGHPUT INCREASE

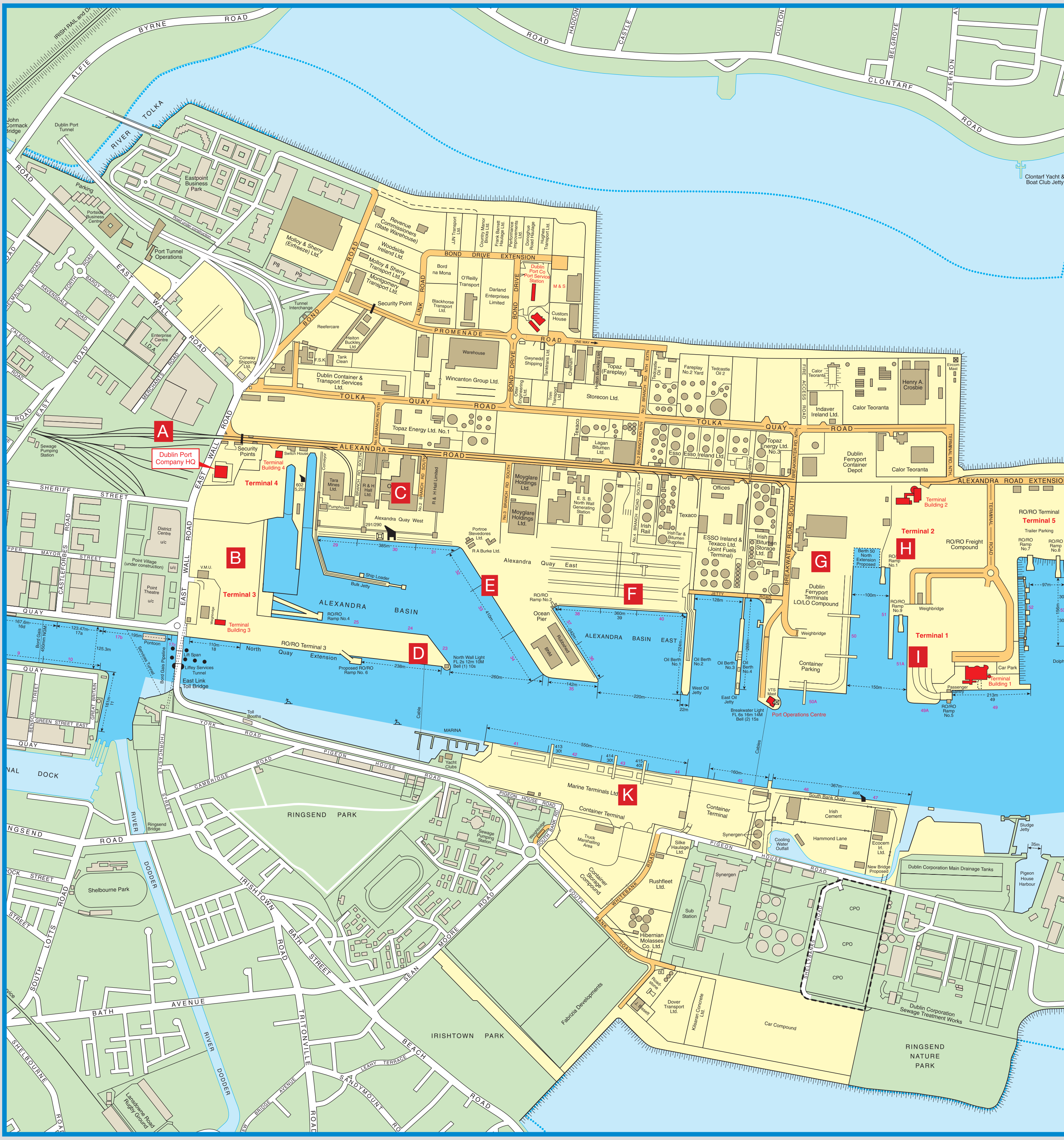
36.9 Million
CARGO BUSINESS (GROSS TONNES)

+21.7%
BREXIT GROWTH

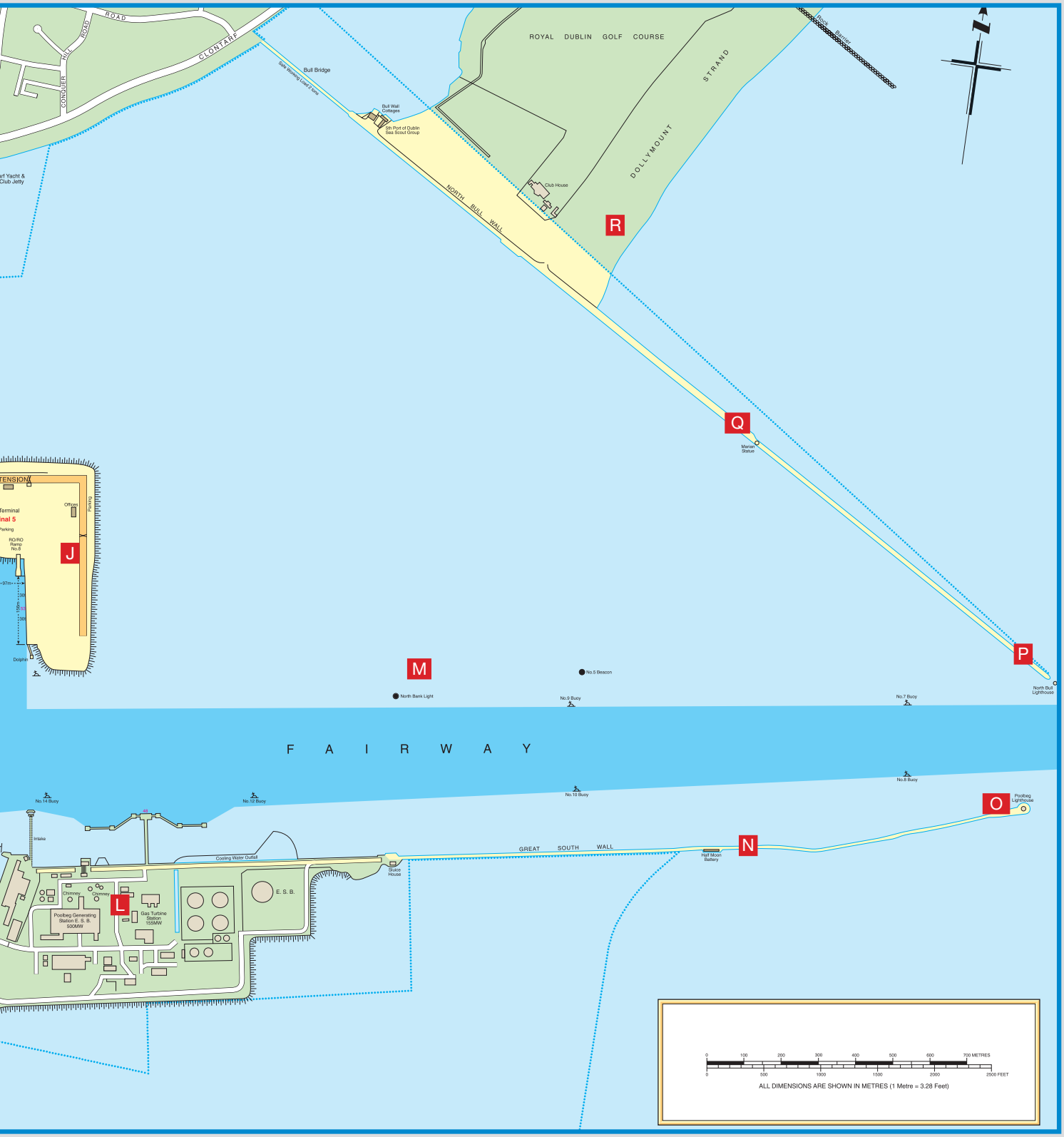
+7.6%
BULK SOLIDS

Map of Dublin Port

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



- A Dublin Port Company HQ
- B Terminal 3: RoRo - P&O
- C Dry Bulk Area
- D North Wall Lighthouse
- E Ocean Pier West
- F Alexandra Quay West: LoLo
- G DFT
- H Terminal 2: RoRo - Stena Line
- I Terminal 1: RoRo - Irish Ferries
- J Terminal 5: RoRo - Seatruck
- K LoLo Marine Terminals
- L ESB Chimneys
- M North Bank Lighthouse
- N Great South Wall
- O Poolbeg Lighthouse
- P North Bull Lighthouse
- Q North Bull Wall
- R Bull Island



Port Facilities & **Services**

Dublin Port Company (under the Harbours Act, 1996) vested on the 3rd March 1997.

Limits of Dublin Port

Under the 1996 Harbours Act, the limits of Dublin Port consist of the waters of the River Liffey commencing from Matt Talbot Memorial Bridge and extending to an imaginary straight line drawn from the Baily Lighthouse on the north in the County of Dublin and extending through the North Burford Buoy and thence through the South Burford Buoy and thence to Sorrento Point on the south, including all bays, creeks, harbours and all tidal docks within such area.

Anchorage

For information on anchoring positions please refer to the admiralty chart No. 1415.

Anchorage is position 53°n 21, 6°w 12, sand over stiff marl. This anchorage is very exposed and a vessel should be prepared to leave at the first sign of a shift of Wind E.

Approach and berthage

The approach to the harbour of Dublin is well lit and of easy access. There is a buoyed channel marking the entrance to the port which is currently at least 7.8 metres Chart Datum inside the breakwaters, whilst the fairway outside the breakwaters is being dredged down to 10.0metres Chart Datum. should proceed via the Traffic Separation Scheme. This Scheme comprises of two elements, an inward and outward lane at the North Burford and similar at the South Burford. All craft required to follow a Traffic Separation Scheme to stay within the lanes.

Vessels proceeding to the Dublin Bay Buoy, which is a Roundabout Buoy to be passed on the vessel's port side, should proceed through the Traffic Separation Scheme, which was introduced during 1997. The scheme comprises of two elements, an inward lane and outward lane at North Burford and South Burford. For larger craft, this is the only access to Dublin Port.

Tides

Mean H.W. Springs Dublin Bar 4.1m. Mean H.W. Neaps, 3.4m. Prevailing winds are S.W.

All depths refer to chart datum. This datum is referred to as C.D. and is 2.51m below Ordnance Datum Malin Head.

Verification of depths

The latest declared depths on each berth and in the channel are listed in the Notices to Mariners in the Dublin Port Company website.

Pilotage

Dublin Port Company is the pilotage authority for the Dublin Pilotage District. The limits of the compulsory Pilotage District are the waters of the River Liffey below Matt Talbot Memorial Bridge and so much of the sea westward of the sixth meridian West longitude as lies between the parallels of latitude passing through the Baily Lighthouse on the North and through Sorrento Point on the South, including all bays, creeks and harbours and all tidal and enclosed docks within such area and this includes Dun Laoghaire Harbour. The pilotage service is based in the Port Operations building, situated on the Eastern Breakwater Road, and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. Dublin Port V.T.S. operates VHF channel 12.

To request a Pilot, the Ship's Agent/Representative should submit the request for a pilot to the Shipping Desk via the Port Management Shipping Information System.

Towage

Dublin Port Company operates two tugs with twin Voith propellers and are 50 tonne bollard pull. The tugs also have a fire fighting capacity.

To request towage, the Ship's Agent/Representative should submit the request for a tug to the Shipping Desk via the Port Management Shipping Information System.

Towage is also offered by Purple Water Towing Ltd who have a LR Escort Fi Fi 1 Azimuth tug, the Giano. For more information, visit www.purpletowing.com, or call +353 (0) 83 1191137 (0:800-20:00) or Master of the Giano Tug +353 (0) 83 0110056 (24 hours).

Stevedoring

Eight private companies are licensed by Dublin Port Company to provide stevedoring services in the port.

Seatruck Ferries	Dublin Ferry Terminal
Irish Ferries	Marine Terminals Limited (MTL)
P&O Ferries	Dublin Stevedores
Stena Line	Doyle Shipping Group (DSG)

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Anthony (Warehouse Manager)
087 242 8680

Email: Bondroad@bondfreeze.ie

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- Pick to Zero capability
- Order case picking capability
- Daily and weekly movement reports direct from WMS to the customer
- BRC "AA" and Department of Agriculture accredited facility

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 Steam Packet Company	Details as above	Details as above	00 44 8722 992992* 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 1 907 5555 www.stenaline.ie
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

** Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.*

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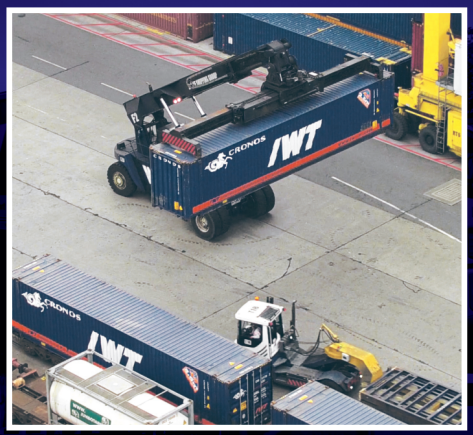
Ro-Ro Terminals

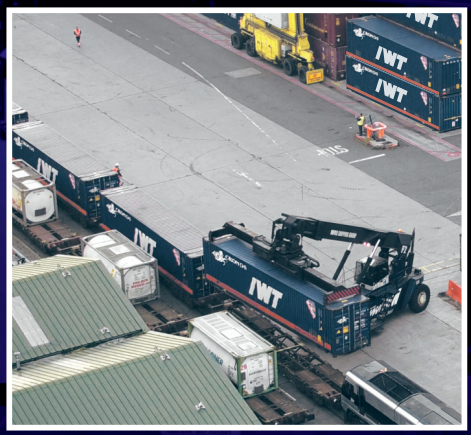
Terminal	Operator	Berth Details	Facility Details	Contact Details
T5	Seatruck Ferries	Berth No. 52 Length 200m Depth at L.A.T. 8m Standard Depth	Ramp No. 7 Single Tier Ramp Length of Shore Ramp 35m Width of Shore Ramp 20m at ship end Maximum Vehicle Load 180 tonnes	+353 1 823 0492 www.seatruckferries.com
T5	Seatruck Ferries	Berth No. 53 Length 156m Depth at L.A.T. 5.9m Standard Depth	Ramp No. 8 Single Tier Ramp Length of Shore Ramp 60m Width of Shore Ramp 30m at ship end Maximum Vehicle Load 220 tonnes	+353 1 823 0492 www.seatruckferries.com
Ocean Pier	CLdN ro ro SA	Berth No. 36/37 Length 200m Depth at L.A.T. 10.3m Standard Depth	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.cldn.com

Actual depths for all berths will be less than standard depths and these latest sounded depths are available from the Harbour Masters office

IWT

International Warehousing & Transport





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International Warehousing & Transport Ltd.
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3194 AA Hoogvliet-Rotterdam, Holland

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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 STS gantry cranes Secondary Handling equipment 10 x 40 tonnes RTG cranes 1x 45 tonnes Reachstacker 4 x 18 tonne Empty Container Handlers 250 Reefer points	+353 1 607 5713 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 270 3 x Empty Container Handler 1 x Full Container Mobile Handler 6 Shunts & Trailers	+353 1 618 5417 www.peelports.com
Ocean Pier	Doyle Shipping Group (DSG)	Berth No.'s 32,33,38,39,40 Total Berth Length 900m Depth at L.A.T. 10m	Cranes 1 x STS 45 Ton Panamax Capacity 2 X 400 mobile (104 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 11 x RTG's Second-handling equipment 4 reachstackers 40 Terminal Tractors 18 Novatech Flexmasters Reefer points 336 Warehousing 300,000sq feet	+353 1 819 2600 www.doyleshipping.ie

Bulk

Terminal	Operator	Berth Details	Facility Details	Contact Details
Ocean Pier Dry Bulk/ Break Bulk	Common User	Berth No's 28,29,30,31,32,33,34	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
South Bank Quay	Common User	Berth 46 & 47	Cranes 1 x 250 mobile (65 tonnes SWL) 1 x 280 mobile (84 tonnes SWL)	+353 1 887 6000 www.dublinport.ie
Liquid Bulk	Common User	Berths Oil No's 1, 2, 3 & 4	30 Hectare oil zone storage capacity 330,000 tonnes facilities for handling oil products, bitumen and liquid petroleum gases linked to a common user pipe line system.	+353 1 887 6000 www.dublinport.ie
Alexandra Basin East	Common User	Berths 38, 39, 40	Cranes 2 x 400 mobile (104 tonnes SWL) 1 x 420 mobile (120 tonnes SWL) 2 x 250 mobile (65 tonnes SWL) 1 x Container Gantry (40 tonne SWL)	+353 1 887 6000 www.dublinport.ie

Cruise

Terminal	Operator	Berth Details	Facility Details	Contact Details
Cruise Tourism	Various	Berths 18 & 33. Smaller vessels can berth West of Tom Clarke Bridge 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
Ulysses (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
Swift (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
W.B. Yeats (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
	Cherbourg	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 (0)818 22 15 60	Holyhead	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1
	Cherbourg	TBC	Visit www. irishferriesfreight.com	Visit www. irishferriesfreight.com	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passengers & Freight) **Tel:** +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
Stena Adventurer (Passengers & Freight) **Tel:** +353 1 907 5555		2	05.30 18.00	08.15 20.30	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	4	05.15 11.00 17.30 23.30	09.15 15.00 21.30 03.00	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.

Ro-Ro Schedule

Isle of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fast Craft **Tel:** 00 44 8722 992992* ***(* Calls to this number are charged at 11 pence per minute, plus your telephone company's access charge.)***	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	Up to 4 Daily	03.00 (Tue - Sat) 05.30 (Daily) 12.30 (Tue - Fri) 17.00 (Tue - Sat)	06.00 (Tue - Fri) 09.30 (Tue - Sat) 15.30 (Tue - Thu) 18.00 (Fri-Sat) 21.00 (Daily)	Terminal 5
	Heysham		10.30 (Tue - Sun)	13.30 (Mon - Sat)	Terminal 5

CLdN ro ro SA

Ferry	Port	Sailings Per Week	Arrival Times Dublin	Departure Times Dublin	Terminal
ConRo Ferry	Zeebrugge	2 sailings per week	08.00 (Sunday) 16.00 (Thursday)	20.00 (Sunday) 13.00 (Friday)	Ocean Pier
	Rotterdam	4 sailings per week	10.00 (Monday) 12.00 (Monday) 08.00 (Thursday) 14.00 (Saturday)	16.00 (Monday) 20.00 (Tuesday)* 14.00 (Thursday) 20.00 (Saturday)	Ocean Pier

**** Donates Container Vessel***

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.

Lo-Lo Schedule

European

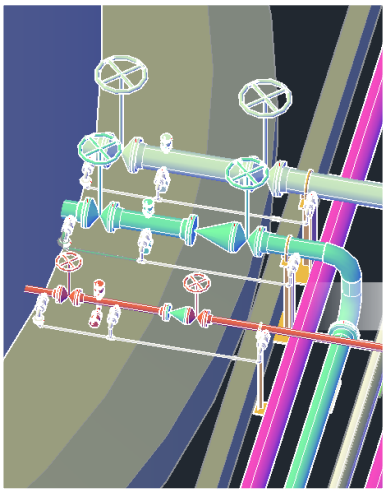
Country	Port	Frequency	Agent	Line	Contact Details
Belgium	Antwerp	2 sailings weekly		BG Freight Line	+353 1 803 8700
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly		MSC	+353 1 294 8704
		1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
	Zeebrugge	1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
Cyprus	Limassol	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
France	Le Havre	1 sailing weekly	DSG	X-Press	+353 1 819 2600
Italy	Genoa (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Salerno	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
Netherlands	Amsterdam	1 sailing weekly		Samskip	+353 1 631 0900
	Rotterdam	4 sailings weekly	DFDS	DFDS	+353 1 812 9400
		3 sailings weekly		Eucon	+353 1 607 5555
		1 sailing weekly	DSG	X-Press	+353 1 819 2600
		4 sailings weekly		Samskip	+353 1 631 0900
		4 sailings weekly		BG Freight Line	+353 1 803 8700
		1 sailing weekly	Seabridge Liner Agencies	Cosco Shipping Lines	+353 1 678 7398
Portugal	Leixoes	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
		1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Setubal	1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
Spain	Barcelona (Exports Only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
	Bilbao	1 sailing weekly	DFDS	DFDS	+353 1 812 9400
		1 sailing weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+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

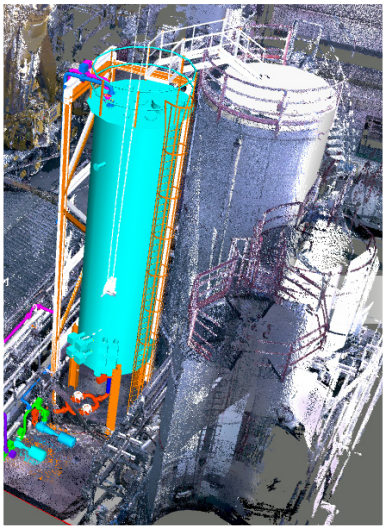
Irish Sea

Country	Port	Frequency	Agent	Line	Contact Details
UK	Liverpool	1 sailing weekly	DFDS	DFDS	+353 1 812 9400
		2 sailings weekly		BG Freight Line	+353 1 803 8700
		2 sailings weekly	Containerships - CMA CGM Gmbh	Containerships – CMA CGM Gmbh	+353 1 855 2644
	(exports only)	1 sailing weekly	Jenkinson Agencies	Borchard Lines	+353 1 816 3500
UK	Southampton	1 sailing weekly	DSG	X-Press	+353 1 819 2600
		1 sailing weekly		BG Freight Line	+353 1 803 8700

Non-European

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





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Passenger Schedule

Irish Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Ulysses (Passenger & Freight) **Tel:** +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Dublin Swift (Passengers) **Tel:** +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
Epsilon (Passenger & Freight) **Tel:** +353 818 300 400	Cherbourg	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
W.B. Yeats (Passenger & Freight) **Tel:** +353 818 300 400	Cherbourg	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1
W.B. Yeats (Passenger & Freight) **Tel:** +353 818 300 400	Holyhead	TBC	Visit www.irishferries.com	Visit www.irishferries.com	Terminal 1

Stena Line

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Stena Estrid (Passenger & Freight) **Tel:** +353 1 907 5555	Holyhead	2	12.15 23.45	14.45 02.15	Terminal 2
Stena Adventurer (Passenger & Freight) **Tel:** +353 1 907 5555		2	05.30 18.00	08.15 20.30	Terminal 2

P&O Ferries

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Cruise Ferry (Passenger & Freight) **Tel:** +353 1 407 3434	Liverpool	3	05.15 11.00 17.30	09.15 15.00 21.30	Terminal 3

P&O Ferries do not carry passengers on the 21.30 hrs sailing ex Dublin on Sunday evenings.

Isle of Man Steam Packet Company

Ferry	Port	Sailings Per Day	Arrival Times Dublin	Departure Times Dublin	Terminal
Fastcraft Manannan **Tel:** 0044 8722 992 992**	Douglas		Seasonal	Seasonal	Terminal 1

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

Dublin (North Wall)

JANUARY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	F	00:36	3.81	06:06	1.01	08:40	16:17	
		12:51	4.02	18:38	0.84			
2	Sa	01:18	3.82	06:46	1.02	08:39	16:18	
		13:34	4.03	19:21	0.80			
3	Su	02:03	3.80	07:30	1.06	08:39	16:19	
		14:20	4.02	20:09	0.79			
4	M	02:51	3.77	08:20	1.13	08:39	16:20	
		15:09	3.99	21:03	0.81			
5	Tu	03:45	3.71	09:15	1.21	08:39	16:21	
		16:01	3.93	21:59	0.86			
6	W	04:41	3.65	10:15	1.29	08:38	16:23	◑
		16:57	3.87	23:01	0.94			
7	Th	05:44	3.61	11:21	1.35	08:38	16:24	
		18:00	3.81					
8	F	06:50	3.62	00:08	0.99	08:37	16:25	
		19:09	3.78	12:30	1.35			
9	Sa	07:57	3.69	01:16	1.01	08:37	16:27	
		20:18	3.81	13:40	1.28			
10	Su	08:58	3.81	02:21	0.97	08:36	16:28	
		21:25	3.87	14:45	1.13			
11	M	09:54	3.95	03:19	0.89	08:35	16:30	
		22:24	3.95	15:43	0.95			
12	Tu	10:45	4.07	04:11	0.81	08:34	16:31	
		23:17	3.99	16:35	0.78			
13	W	11:31	4.16	04:57	0.76	08:34	16:33	●
				17:21	0.65			
14	Th	00:03	3.99	05:38	0.75	08:33	16:35	
		12:13	4.20	18:06	0.58			
15	F	00:47	3.93	06:18	0.79	08:32	16:36	
		12:54	4.19	18:48	0.58			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Sa	01:28	3.83	06:57	0.86	08:31	16:38	
		13:35	4.13	19:31	0.64			
17	Su	02:10	3.72	07:39	0.97	08:30	16:40	
		14:18	4.04	20:15	0.76			
18	M	02:54	3.59	08:25	1.10	08:29	16:41	
		15:02	3.91	21:01	0.91			
19	Tu	03:41	3.46	09:14	1.25	08:28	16:43	
		15:50	3.75	21:49	1.09			
20	W	04:33	3.35	10:08	1.40	08:26	16:45	◑
		16:42	3.58	22:41	1.28			
21	Th	05:33	3.26	11:06	1.54	08:25	16:47	
		17:42	3.42	23:38	1.45			
22	F	06:36	3.24	12:09	1.63	08:24	16:49	
		18:49	3.32					
23	Sa	07:39	3.29	00:40	1.55	08:23	16:50	
		19:54	3.30	13:15	1.63			
24	Su	08:35	3.40	01:47	1.56	08:21	16:52	
		20:51	3.36	14:21	1.55			
25	M	09:24	3.54	02:47	1.48	08:20	16:54	
		21:42	3.46	15:14	1.39			
26	Tu	10:08	3.69	03:32	1.35	08:19	16:56	
		22:27	3.58	15:56	1.21			
27	W	10:45	3.82	04:08	1.20	08:17	16:58	
		23:05	3.70	16:32	1.01			
28	Th	11:20	3.94	04:40	1.04	08:16	17:00	○
		23:41	3.80	17:06	0.82			
29	F	11:54	4.04	05:13	0.90	08:14	17:02	
				17:40	0.65			
30	Sa	00:18	3.88	05:48	0.79	08:12	17:04	
		12:31	4.12	18:18	0.52			
31	Su	00:57	3.93	06:27	0.73	08:11	17:06	
		13:12	4.17	19:00	0.46			

FEBRUARY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	01:39	3.94	07:09	0.73	08:09	17:08	
		13:56	4.18	19:46	0.46			
2	Tu	02:24	3.90	07:56	0.78	08:07	17:10	
		14:43	4.14	20:36	0.54			
3	W	03:14	3.83	08:47	0.89	08:06	17:11	
		15:33	4.04	21:29	0.69			
4	Th	04:06	3.72	09:43	1.03	08:04	17:13	◑
		16:28	3.90	22:27	0.88			
5	F	05:06	3.60	10:47	1.20	08:02	17:15	
		17:32	3.74	23:33	1.08			
6	Sa	06:16	3.51	12:01	1.32	08:00	17:17	
		18:48	3.61					
7	Su	07:33	3.52	00:49	1.22	07:59	17:19	
		20:09	3.58	13:22	1.33			
8	M	08:43	3.63	02:06	1.23	07:57	17:21	
		21:23	3.65	14:39	1.20			
9	Tu	09:46	3.79	03:13	1.13	07:55	17:23	
		22:25	3.75	15:42	0.99			
10	W	10:39	3.94	04:06	0.98	07:53	17:25	
		23:16	3.82	16:32	0.78			
11	Th	11:24	4.05	04:49	0.85	07:51	17:27	●
		23:59	3.83	17:15	0.62			
12	F	12:03	4.10	05:27	0.77	07:49	17:29	
				17:54	0.54			
13	Sa	00:34	3.80	06:03	0.72	07:47	17:31	
		12:36	4.10	18:30	0.53			
14	Su	01:04	3.74	06:37	0.73	07:45	17:33	
		13:09	4.06	19:06	0.58			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
15	M	01:36	3.68	07:12	0.77	07:43	17:35	
		13:46	3.99	19:42	0.68			
16	Tu	02:11	3.61	07:51	0.86	07:41	17:37	
		14:24	3.88	20:20	0.82			
17	W	02:48	3.52	08:32	1.00	07:39	17:39	
		15:05	3.73	20:59	1.00			
18	Th	03:30	3.41	09:17	1.17	07:37	17:41	
		15:49	3.55	21:41	1.21			
19	F	04:17	3.28	10:09	1.36	07:35	17:43	◑
		16:40	3.35	22:31	1.43			
20	Sa	05:17	3.16	11:13	1.54	07:32	17:45	
		17:46	3.17	23:37	1.62			
21	Su	06:39	3.10	12:24	1.63	07:30	17:47	
		19:09	3.10					
22	M	07:52	3.17	00:52	1.70	07:28	17:49	
		20:20	3.16	13:38	1.57			
23	Tu	08:51	3.33	02:08	1.61	07:26	17:51	
		21:18	3.32	14:43	1.38			
24	W	09:40	3.53	03:06	1.41	07:24	17:53	
		22:04	3.51	15:30	1.11			
25	Th	10:21	3.74	03:46	1.17	07:21	17:55	
		22:44	3.70	16:08	0.82			
26	F	10:57	3.93	04:20	0.92	07:19	17:56	
		23:19	3.85	16:42	0.55			
27	Sa	11:31	4.09	04:53	0.69	07:17	17:58	○
		23:54	3.97	17:18	0.33			
28	Su	12:08	4.21	05:28	0.52	07:15	18:00	
				17:56	0.19			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

MARCH 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	00:32	4.04	06:06	0.41	07:12	18:02	
		12:48	4.27	18:37	0.16			
2	Tu	01:12	4.05	06:47	0.40	07:10	18:04	
		13:31	4.26	19:21	0.23			
3	W	01:55	4.00	07:32	0.48	07:08	18:06	
		14:18	4.19	20:09	0.39			
4	Th	02:43	3.90	08:22	0.64	07:05	18:08	
		15:09	4.04	21:01	0.64			
5	F	03:35	3.75	09:19	0.85	07:03	18:10	
		16:06	3.82	21:59	0.93			
6	Sa	04:34	3.57	10:25	1.08	07:01	18:12	◑
		17:14	3.59	23:06	1.22			
7	Su	05:49	3.43	11:43	1.26	06:58	18:14	
		18:42	3.43					
8	M	07:14	3.41	00:27	1.40	06:56	18:15	
		20:07	3.42	13:12	1.29			
9	Tu	08:31	3.52	01:56	1.40	06:54	18:17	
		21:22	3.52	14:34	1.14			
10	W	09:37	3.69	03:04	1.24	06:51	18:19	
		22:21	3.64	15:34	0.92			
11	Th	10:31	3.86	03:54	1.05	06:49	18:21	
		23:09	3.72	16:20	0.72			
12	F	11:14	3.96	04:34	0.87	06:47	18:23	
		23:46	3.74	16:59	0.58			
13	Sa	11:48	3.99	05:10	0.74	06:44	18:25	●
				17:34	0.52			
14	Su	00:15	3.71	05:43	0.66	06:42	18:27	
		12:15	3.98	18:06	0.53			
15	M	00:36	3.68	06:14	0.63	06:39	18:28	
		12:44	3.95	18:37	0.58			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Tu	01:02	3.67	06:46	0.65	06:37	18:30	
		13:16	3.89	19:07	0.67			
17	W	01:33	3.65	07:18	0.72	06:35	18:32	
		13:52	3.81	19:39	0.79			
18	Th	02:07	3.60	07:54	0.84	06:32	18:34	
		14:30	3.69	20:12	0.95			
19	F	02:45	3.51	08:33	1.00	06:30	18:36	
		15:12	3.52	20:49	1.14			
20	Sa	03:29	3.37	09:18	1.20	06:28	18:37	
		16:00	3.32	21:33	1.37			
21	Su	04:20	3.20	10:17	1.40	06:26	18:39	◐
		16:58	3.12	22:33	1.60			
22	M	05:27	3.06	11:39	1.53	06:22	18:41	
		18:23	3.01					
23	Tu	07:03	3.05	00:04	1.73	06:20	18:43	
		19:47	3.08	12:57	1.49			
24	W	08:15	3.21	01:27	1.65	06:18	18:45	
		20:50	3.27	14:06	1.27			
25	Th	09:08	3.45	02:33	1.41	06:15	18:47	
		21:38	3.51	14:59	0.95			
26	F	09:51	3.70	03:18	1.11	06:13	18:48	
		22:18	3.73	15:39	0.62			
27	Sa	10:29	3.94	03:54	0.80	06:10	18:50	
		22:53	3.92	16:16	0.32			
28	Su	12:06	4.14	05:29	0.52	07:08	19:52	○
				17:54	0.10			
29	M	00:28	4.06	06:05	0.32	07:06	19:54	
		12:44	4.27	18:32	0.00			
30	Tu	01:06	4.13	06:43	0.21	07:03	19:56	
		13:25	4.31	19:13	0.02			
31	W	01:45	4.13	07:25	0.22	07:01	19:58	
		14:09	4.27	19:57	0.16			

APRIL 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Th	02:30	4.07	08:12	0.33	06:58	19:59	
		14:58	4.15	20:45	0.41			
2	F	03:18	3.95	09:04	0.52	06:56	20:01	
		15:52	3.96	21:38	0.71			
3	Sa	04:10	3.78	10:05	0.76	06:54	20:03	
		16:53	3.71	22:38	1.04			
4	Su	05:12	3.59	11:13	1.00	06:51	20:05	◑
		18:09	3.48	23:46	1.33			
5	M	06:31	3.44	12:32	1.16	06:49	20:07	
		19:36	3.35					
6	Tu	07:56	3.42	01:07	1.51	06:46	20:08	
		20:59	3.37	14:00	1.18			
7	W	09:13	3.52	02:36	1.48	06:44	20:10	
		22:10	3.48	15:18	1.04			
8	Th	10:19	3.68	03:43	1.31	06:42	20:12	
		23:06	3.60	16:15	0.86			
9	F	11:12	3.81	04:32	1.10	06:39	20:14	
		23:49	3.67	16:58	0.71			
10	Sa	11:54	3.88	05:12	0.92	06:37	20:16	
				17:36	0.62			
11	Su	00:24	3.69	05:48	0.78	06:35	20:17	
		12:27	3.89	18:09	0.60			
12	M	00:49	3.68	06:20	0.69	06:32	20:19	●
		12:53	3.87	18:39	0.62			
13	Tu	01:09	3.68	06:51	0.66	06:30	20:21	
		13:20	3.84	19:08	0.68			
14	W	01:33	3.69	07:21	0.68	06:28	20:23	
		13:51	3.79	19:35	0.75			
15	Th	02:03	3.70	07:51	0.74	06:25	20:25	
		14:26	3.73	20:03	0.85			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	F	02:36	3.67	08:24	0.83	06:23	20:27	
		15:04	3.63	20:36	0.98			
17	Sa	03:15	3.60	09:03	0.96	06:21	20:28	
		15:46	3.50	21:16	1.14			
18	Su	03:59	3.47	09:48	1.12	06:18	20:30	
		16:33	3.33	22:02	1.35			
19	M	04:48	3.31	10:46	1.28	06:16	20:32	
		17:30	3.16	23:00	1.55			
20	Tu	05:49	3.17	12:02	1.38	06:14	20:34	◐
		18:43	3.07					
21	W	07:08	3.12	00:23	1.67	06:12	20:36	
		20:06	3.12	13:20	1.32			
22	Th	08:27	3.25	01:45	1.60	06:10	20:37	
		21:12	3.31	14:27	1.12			
23	F	09:27	3.47	02:51	1.38	06:07	20:39	
		22:03	3.55	15:22	0.82			
24	Sa	10:15	3.73	03:40	1.07	06:05	20:41	
		22:45	3.77	16:07	0.50			
25	Su	10:58	3.98	04:22	0.76	06:03	20:43	
		23:24	3.97	16:48	0.24			
26	M	11:39	4.17	05:02	0.49	06:01	20:45	
				17:29	0.07			
27	Tu	00:03	4.10	05:42	0.29	05:59	20:46	○
		12:22	4.28	18:09	0.02			
28	W	00:42	4.17	06:23	0.20	05:57	20:48	
		13:06	4.30	18:52	0.09			
29	Th	01:24	4.18	07:08	0.22	05:55	20:50	
		13:54	4.23	19:37	0.27			
30	F	02:10	4.12	07:57	0.34	05:53	20:52	
		14:46	4.08	20:27	0.53			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

MAY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Sa	03:00	4.00	08:54	0.52	05:50	20:54	
		15:43	3.88	21:21	0.84			
2	Su	03:55	3.85	09:56	0.72	05:48	20:55	
		16:48	3.65	22:21	1.13			
3	M	04:59	3.68	11:03	0.91	05:47	20:57	◑
		18:02	3.46	23:27	1.37			
4	Tu	06:15	3.56	12:17	1.05	05:45	20:59	
		19:20	3.36					
5	W	07:33	3.52	00:40	1.52	05:43	21:01	
		20:36	3.38	13:36	1.08			
6	Th	08:45	3.58	02:00	1.51	05:41	21:02	
		21:43	3.46	14:47	1.01			
7	F	09:48	3.67	03:08	1.38	05:39	21:04	
		22:36	3.56	15:43	0.91			
8	Sa	10:41	3.75	04:00	1.20	05:37	21:06	
		23:19	3.63	16:29	0.82			
9	Su	11:24	3.79	04:43	1.04	05:35	21:08	
		23:53	3.66	17:07	0.78			
10	M	11:58	3.79	05:21	0.91	05:33	21:09	
				17:41	0.77			
11	Tu	00:19	3.68	05:55	0.84	05:32	21:11	●
		12:28	3.77	18:12	0.80			
12	W	00:43	3.70	06:28	0.82	05:30	21:13	
		12:57	3.74	18:40	0.85			
13	Th	01:09	3.73	06:59	0.83	05:28	21:14	
		13:29	3.71	19:06	0.90			
14	F	01:38	3.74	07:30	0.87	05:26	21:16	
		14:04	3.67	19:36	0.97			
15	Sa	02:13	3.73	08:03	0.93	05:25	21:18	
		14:43	3.61	20:12	1.06			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Su	02:54	3.68	08:43	1.00	05:23	21:19	
		15:27	3.52	20:53	1.18			
17	M	03:38	3.59	09:31	1.08	05:22	21:21	
		16:15	3.41	21:42	1.32			
18	Tu	04:28	3.49	10:27	1.15	05:20	21:22	
		17:09	3.31	22:39	1.45			
19	W	05:24	3.39	11:33	1.18	05:19	21:24	◑
		18:12	3.25	23:48	1.52			
20	Th	06:30	3.36	12:42	1.13	05:17	21:25	
		19:21	3.28					
21	F	07:38	3.44	01:00	1.48	05:16	21:27	
		20:27	3.41	13:47	0.97			
22	Sa	08:41	3.60	02:05	1.32	05:14	21:29	
		21:22	3.60	14:44	0.76			
23	Su	09:36	3.80	03:00	1.08	05:13	21:30	
		22:11	3.79	15:35	0.53			
24	M	10:27	3.99	03:49	0.83	05:12	21:32	
		22:56	3.96	16:21	0.35			
25	Tu	11:16	4.14	04:36	0.60	05:10	21:33	
		23:39	4.09	17:06	0.24			
26	W	12:05	4.22	05:21	0.44	05:09	21:34	○
				17:51	0.23			
27	Th	00:24	4.17	06:08	0.35	05:08	21:36	
		12:54	4.22	18:36	0.31			
28	F	01:09	4.18	06:57	0.35	05:07	21:37	
		13:45	4.14	19:22	0.47			
29	Sa	01:56	4.15	07:49	0.43	05:06	21:38	
		14:39	4.01	20:12	0.69			
30	Su	02:47	4.07	08:45	0.55	05:05	21:40	
		15:36	3.84	21:04	0.92			
31	M	03:42	3.95	09:45	0.69	05:04	21:41	
		16:37	3.65	22:01	1.14			

JUNE 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Tu	04:44	3.82	10:48	0.84	05:03	21:42	
		17:42	3.49	23:02	1.34			
2	W	05:51	3.70	11:52	0.97	05:02	21:43	◑
		18:51	3.39					
3	Th	07:00	3.63	00:06	1.46	05:01	21:44	
		19:58	3.36	12:59	1.06			
4	F	08:06	3.61	01:14	1.50	05:00	21:45	
		21:00	3.41	14:05	1.09			
5	Sa	09:06	3.62	02:21	1.45	05:00	21:46	
		21:54	3.48	15:04	1.07			
6	Su	10:00	3.65	03:21	1.34	04:59	21:47	
		22:39	3.56	15:54	1.04			
7	M	10:46	3.67	04:10	1.22	04:58	21:48	
		23:15	3.63	16:36	1.02			
8	Tu	11:26	3.68	04:52	1.12	04:58	21:49	
		23:48	3.68	17:12	1.01			
9	W	12:02	3.67	05:30	1.04	04:57	21:50	
				17:45	1.01			
10	Th	00:18	3.73	06:05	1.01	04:57	21:51	●
		12:36	3.67	18:15	1.02			
11	F	00:47	3.77	06:38	0.99	04:57	21:52	
		13:09	3.66	18:43	1.04			
12	Sa	01:18	3.80	07:10	0.98	04:56	21:52	
		13:45	3.65	19:15	1.05			
13	Su	01:54	3.81	07:45	0.98	04:56	21:53	
		14:24	3.63	19:51	1.09			
14	M	02:35	3.79	08:27	0.98	04:56	21:54	
		15:08	3.60	20:34	1.14			
15	Tu	03:19	3.76	09:14	0.98	04:56	21:54	
		15:55	3.55	21:22	1.21			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	W	04:08	3.71	10:06	0.98	04:55	21:55	
		16:46	3.50	22:15	1.28			
17	Th	05:00	3.67	11:04	0.97	04:55	21:55	
		17:42	3.46	23:14	1.32			
18	F	05:57	3.65	12:06	0.95	04:55	21:56	◑
		18:42	3.46					
19	Sa	06:58	3.66	00:17	1.32	04:55	21:56	
		19:43	3.51	13:07	0.89			
20	Su	08:01	3.72	01:21	1.26	04:55	21:56	
		20:44	3.62	14:08	0.81			
21	M	09:03	3.82	02:23	1.14	04:56	21:56	
		21:40	3.76	15:05	0.71			
22	Tu	10:03	3.93	03:21	0.98	04:56	21:57	
		22:33	3.90	15:59	0.62			
23	W	11:01	4.03	04:16	0.81	04:56	21:57	
		23:23	4.03	16:50	0.55			
24	Th	11:55	4.09	05:09	0.65	04:56	21:57	○
				17:38	0.53			
25	F	00:10	4.13	06:00	0.54	04:57	21:57	
		12:46	4.10	18:24	0.56			
26	Sa	00:57	4.18	06:50	0.48	04:57	21:57	
		13:37	4.04	19:09	0.65			
27	Su	01:44	4.18	07:40	0.49	04:58	21:56	
		14:28	3.94	19:56	0.77			
28	M	02:32	4.13	08:33	0.56	04:58	21:56	
		15:20	3.80	20:45	0.92			
29	Tu	03:23	4.04	09:27	0.66	04:59	21:56	
		16:13	3.65	21:36	1.08			
30	W	04:17	3.92	10:21	0.80	05:00	21:56	
		17:09	3.50	22:30	1.24			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

JULY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Th	05:15	3.79	11:17	0.95	05:00	21:56	◑
		18:07	3.38	23:27	1.37			
2	F	06:15	3.66	12:14	1.10	05:01	21:55	
		19:07	3.32					
3	Sa	07:18	3.56	00:26	1.47	05:02	21:55	
		20:06	3.32	13:14	1.22			
4	Su	08:19	3.51	01:30	1.51	05:03	21:54	
		21:02	3.37	14:15	1.29			
5	M	09:16	3.49	02:33	1.49	05:04	21:54	
		21:52	3.47	15:12	1.31			
6	Tu	10:09	3.51	03:33	1.41	05:05	21:53	
		22:37	3.57	16:02	1.29			
7	W	10:55	3.55	04:24	1.31	05:06	21:52	
		23:18	3.67	16:43	1.24			
8	Th	11:37	3.59	05:07	1.20	05:06	21:52	
		23:54	3.76	17:19	1.19			
9	F	12:15	3.63	05:44	1.11	05:08	21:51	
				17:51	1.13			
10	Sa	00:26	3.83	06:18	1.03	05:09	21:50	●
		12:51	3.66	18:22	1.07			
11	Su	00:58	3.88	06:50	0.95	05:10	21:49	
		13:26	3.69	18:55	1.02			
12	M	01:33	3.92	07:25	0.87	05:11	21:48	
		14:04	3.72	19:31	0.99			
13	Tu	02:13	3.95	08:05	0.81	05:12	21:47	
		14:46	3.73	20:12	0.99			
14	W	02:57	3.95	08:50	0.77	05:13	21:46	
		15:31	3.72	20:57	1.01			
15	Th	03:43	3.94	09:39	0.77	05:15	21:45	
		16:18	3.69	21:47	1.06			
16	F	04:33	3.91	10:33	0.79	05:16	21:44	
		17:09	3.64	22:41	1.12			
17	Sa	05:25	3.85	11:30	0.84	05:17	21:43	◐
		18:05	3.59	23:39	1.20			
18	Su	06:24	3.78	12:30	0.91	05:19	21:42	
		19:06	3.56					
19	M	07:30	3.73	00:44	1.25	05:20	21:40	
		20:12	3.58	13:36	0.97			
20	Tu	08:42	3.73	01:53	1.24	05:21	21:39	
		21:18	3.67	14:41	0.98			
21	W	09:51	3.78	03:03	1.16	05:23	21:38	
		22:18	3.81	15:44	0.93			
22	Th	10:55	3.87	04:08	0.99	05:24	21:36	
		23:12	3.96	16:41	0.85			
23	F	11:51	3.95	05:06	0.80	05:26	21:35	
				17:30	0.77			
24	Sa	00:01	4.09	05:57	0.63	05:27	21:33	○
		12:42	3.97	18:15	0.73			
25	Su	00:46	4.17	06:43	0.53	05:29	21:32	
		13:28	3.94	18:57	0.73			
26	M	01:28	4.19	07:28	0.50	05:30	21:30	
		14:12	3.86	19:37	0.77			
27	Tu	02:10	4.16	08:13	0.54	05:32	21:29	
		14:54	3.76	20:19	0.86			
28	W	02:54	4.08	08:59	0.64	05:34	21:27	
		15:37	3.63	21:03	0.97			
29	Th	03:39	3.96	09:45	0.79	05:35	21:25	
		16:22	3.51	21:51	1.11			
30	F	04:27	3.80	10:34	0.97	05:37	21:24	
		17:11	3.39	22:43	1.27			
31	Sa	05:21	3.63	11:24	1.16	05:38	21:22	◑
		18:06	3.30	23:39	1.42			

AUGUST 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Su	06:21	3.46	12:18	1.35	05:40	21:20	
		19:08	3.25					
2	M	07:30	3.34	00:40	1.54	05:42	21:18	
		20:11	3.26	13:18	1.49			
3	Tu	08:36	3.30	01:46	1.60	05:43	21:17	
		21:11	3.35	14:23	1.55			
4	W	09:36	3.34	02:57	1.55	05:45	21:15	
		22:04	3.49	15:27	1.51			
5	Th	10:30	3.43	04:00	1.42	05:47	21:13	
		22:51	3.64	16:18	1.41			
6	F	11:15	3.54	04:46	1.25	05:48	21:11	
		23:30	3.77	16:57	1.27			
7	Sa	11:55	3.64	05:23	1.07	05:50	21:09	
				17:30	1.13			
8	Su	00:04	3.89	05:55	0.90	05:52	21:07	●
		12:30	3.73	18:01	0.99			
9	M	00:36	3.99	06:27	0.74	05:53	21:05	
		13:04	3.80	18:33	0.87			
10	Tu	01:10	4.07	07:01	0.62	05:55	21:03	
		13:40	3.86	19:09	0.78			
11	W	01:48	4.12	07:39	0.54	05:57	21:01	
		14:19	3.88	19:47	0.75			
12	Th	02:29	4.14	08:21	0.52	05:58	20:59	
		15:02	3.88	20:30	0.77			
13	F	03:14	4.12	09:09	0.57	06:00	20:57	
		15:47	3.84	21:17	0.85			
14	Sa	04:02	4.04	10:00	0.69	06:02	20:55	
		16:36	3.76	22:09	0.98			
15	Su	04:54	3.92	10:56	0.85	06:04	20:53	◐
		17:30	3.65	23:09	1.14			
16	M	05:55	3.76	11:58	1.05	06:05	20:51	
		18:33	3.55					
17	Tu	07:09	3.61	00:17	1.29	06:07	20:48	
		19:48	3.51	13:10	1.21			
18	W	08:34	3.57	01:36	1.35	06:09	20:46	
		21:03	3.59	14:27	1.26			
19	Th	09:51	3.63	02:58	1.26	06:11	20:44	
		22:10	3.75	15:37	1.19			
20	F	10:57	3.75	04:09	1.05	06:12	20:42	
		23:06	3.93	16:36	1.05			
21	Sa	11:51	3.85	05:05	0.81	06:14	20:40	
		23:54	4.08	17:23	0.90			
22	Su	12:37	3.89	05:51	0.62	06:16	20:37	○
				18:03	0.79			
23	M	00:34	4.16	06:32	0.51	06:18	20:35	
		13:16	3.87	18:40	0.73			
24	Tu	01:10	4.17	07:10	0.48	06:19	20:33	
		13:49	3.81	19:15	0.73			
25	W	01:45	4.14	07:47	0.54	06:21	20:31	
		14:21	3.74	19:51	0.77			
26	Th	02:21	4.07	08:25	0.65	06:23	20:28	
		14:57	3.66	20:30	0.86			
27	F	03:01	3.95	09:04	0.81	06:25	20:26	
		15:34	3.58	21:12	0.99			
28	Sa	03:43	3.80	09:46	1.00	06:26	20:24	
		16:15	3.48	21:59	1.17			
29	Su	04:29	3.61	10:32	1.22	06:28	20:21	
		17:02	3.37	22:52	1.36			
30	M	05:22	3.40	11:24	1.44	06:30	20:19	◑
		18:00	3.25	23:54	1.55			
31	Tu	06:34	3.21	12:27	1.64	06:31	20:17	
		19:18	3.19					

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

SEPTEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	W	07:58	3.13	01:05	1.66	06:33	20:14	
		20:32	3.24	13:38	1.73			
2	Th	09:09	3.20	02:22	1.62	06:35	20:12	
		21:33	3.40	14:55	1.68			
3	F	10:07	3.35	03:35	1.44	06:37	20:10	
		22:24	3.59	15:55	1.50			
4	Sa	10:54	3.53	04:23	1.19	06:38	20:07	
		23:05	3.78	16:35	1.28			
5	Su	11:33	3.70	04:58	0.93	06:40	20:05	
		23:39	3.96	17:07	1.06			
6	M	12:07	3.84	05:30	0.68	06:42	20:02	
				17:37	0.85			
7	Tu	00:11	4.10	06:00	0.47	06:44	20:00	●
		12:39	3.95	18:09	0.67			
8	W	00:44	4.22	06:35	0.33	06:45	19:58	
		13:13	4.02	18:43	0.56			
9	Th	01:20	4.28	07:12	0.28	06:47	19:55	
		13:50	4.05	19:21	0.52			
10	F	02:00	4.29	07:53	0.33	06:49	19:53	
		14:31	4.03	20:03	0.57			
11	Sa	02:45	4.22	08:39	0.48	06:51	19:50	
		15:17	3.96	20:51	0.70			
12	Su	03:35	4.08	09:30	0.70	06:52	19:48	
		16:06	3.85	21:45	0.90			
13	M	04:30	3.88	10:27	0.97	06:54	19:45	◐
		17:02	3.69	22:48	1.13			
14	Tu	05:36	3.65	11:34	1.25	06:56	19:43	
		18:09	3.55					
15	W	07:03	3.47	00:03	1.33	06:57	19:41	
		19:33	3.50	12:52	1.44			
16	Th	08:35	3.46	01:32	1.38	06:59	19:38	
		20:54	3.59	14:18	1.47			
17	F	09:53	3.58	03:00	1.24	07:01	19:36	
		22:03	3.77	15:30	1.35			
18	Sa	10:55	3.74	04:07	0.99	07:03	19:33	
		23:00	3.96	16:25	1.15			
19	Su	11:45	3.84	04:56	0.76	07:04	19:31	
		23:45	4.08	17:09	0.97			
20	M	12:26	3.88	05:37	0.59	07:06	19:28	○
				17:46	0.83			
21	Tu	00:21	4.14	06:13	0.52	07:08	19:26	
		13:00	3.85	18:21	0.74			
22	W	00:51	4.13	06:47	0.52	07:10	19:24	
		13:24	3.81	18:54	0.72			
23	Th	01:20	4.09	07:19	0.59	07:11	19:21	
		13:50	3.77	19:26	0.74			
24	F	01:53	4.02	07:51	0.71	07:13	19:19	
		14:21	3.74	20:00	0.82			
25	Sa	02:29	3.92	08:24	0.86	07:15	19:16	
		14:55	3.69	20:38	0.94			
26	Su	03:09	3.78	08:59	1.05	07:16	19:14	
		15:33	3.61	21:19	1.12			
27	M	03:52	3.59	09:39	1.26	07:18	19:11	
		16:16	3.49	22:08	1.32			
28	Tu	04:42	3.38	10:28	1.51	07:20	19:09	
		17:06	3.34	23:11	1.53			
29	W	05:45	3.16	11:37	1.73	07:22	19:07	◑
		18:15	3.20					
30	Th	07:20	3.06	00:28	1.66	07:24	19:04	
		19:49	3.19	12:59	1.84			

OCTOBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	F	08:40	3.15	01:47	1.62	07:25	19:02	
		21:00	3.34	14:19	1.78			
2	Sa	09:42	3.34	03:00	1.41	07:27	18:59	
		21:53	3.55	15:23	1.56			
3	Su	10:29	3.57	03:51	1.11	07:29	18:57	
		22:35	3.79	16:05	1.29			
4	M	11:06	3.78	04:27	0.79	07:31	18:55	
		23:10	4.00	16:39	1.01			
5	Tu	11:39	3.95	05:00	0.51	07:32	18:52	
		23:43	4.19	17:10	0.75			
6	W	12:12	4.08	05:33	0.29	07:34	18:50	●
				17:44	0.55			
7	Th	00:18	4.32	06:09	0.17	07:36	18:47	
		12:45	4.17	18:19	0.42			
8	F	00:55	4.38	06:46	0.17	07:38	18:45	
		13:23	4.20	18:58	0.40			
9	Sa	01:36	4.36	07:27	0.29	07:40	18:43	
		14:05	4.16	19:42	0.48			
10	Su	02:24	4.24	08:13	0.52	07:41	18:40	
		14:51	4.07	20:32	0.65			
11	M	03:16	4.05	09:06	0.81	07:43	18:38	
		15:43	3.93	21:30	0.88			
12	Tu	04:16	3.81	10:06	1.13	07:45	18:36	
		16:42	3.77	22:38	1.12			
13	W	05:31	3.57	11:17	1.42	07:47	18:33	◐
		17:54	3.62	23:57	1.29			
14	Th	07:03	3.44	12:36	1.59	07:49	18:31	
		19:19	3.58					
15	F	08:30	3.48	01:25	1.31	07:51	18:29	
		20:38	3.67	14:02	1.59			
16	Sa	09:43	3.62	02:48	1.16	07:52	18:27	
		21:47	3.83	15:12	1.43			
17	Su	10:40	3.76	03:50	0.95	07:54	18:24	
		22:42	3.97	16:04	1.23			
18	M	11:27	3.86	04:36	0.77	07:56	18:22	
		23:27	4.06	16:48	1.05			
19	Tu	12:06	3.89	05:15	0.66	07:58	18:20	
				17:25	0.91			
20	W	00:03	4.08	05:51	0.63	08:00	18:18	○
		12:37	3.87	18:00	0.82			
21	Th	00:31	4.05	06:22	0.66	08:02	18:15	
		13:00	3.85	18:33	0.79			
22	F	00:59	4.01	06:52	0.74	08:04	18:13	
		13:24	3.84	19:05	0.82			
23	Sa	01:30	3.94	07:21	0.85	08:05	18:11	
		13:53	3.83	19:38	0.88			
24	Su	02:05	3.86	07:50	0.98	08:07	18:09	
		14:27	3.80	20:13	0.99			
25	M	02:44	3.74	08:23	1.13	08:09	18:07	
		15:04	3.73	20:52	1.14			
26	Tu	03:27	3.59	09:02	1.32	08:11	18:05	
		15:47	3.61	21:38	1.30			
27	W	04:15	3.40	09:49	1.54	08:13	18:03	
		16:36	3.47	22:36	1.47			
28	Th	05:15	3.22	10:53	1.75	08:15	18:01	◑
		17:35	3.32	23:50	1.57			
29	F	06:35	3.12	12:18	1.86	08:17	17:59	
		18:52	3.27					
30	Sa	07:59	3.19	01:06	1.53	08:19	17:57	
		20:09	3.36	13:35	1.80			
31	Su	08:03	3.37	01:13	1.34	07:21	16:55	
		20:08	3.55	13:37	1.60			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Dublin (North Wall)

NOVEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	08:51	3.60	02:07	1.06	07:23	16:53	
		20:54	3.79	14:24	1.33			
2	Tu	09:31	3.82	02:51	0.76	07:24	16:51	
		21:35	4.02	15:04	1.04			
3	W	10:07	4.02	03:29	0.49	07:26	16:49	
		22:14	4.21	15:42	0.77			
4	Th	10:43	4.17	04:06	0.30	07:28	16:47	●
		22:54	4.34	16:19	0.55			
5	F	11:21	4.26	04:45	0.21	07:30	16:45	
		23:36	4.38	16:59	0.43			
6	Sa	12:01	4.29	05:25	0.25	07:32	16:43	
				17:42	0.40			
7	Su	00:21	4.33	06:08	0.40	07:34	16:41	
		12:45	4.26	18:29	0.48			
8	M	01:12	4.20	06:55	0.64	07:36	16:40	
		13:34	4.17	19:22	0.64			
9	Tu	02:09	4.01	07:49	0.94	07:38	16:38	
		14:29	4.05	20:22	0.83			
10	W	03:13	3.78	08:51	1.23	07:40	16:36	
		15:30	3.90	21:30	1.02			
11	Th	04:29	3.59	09:58	1.47	07:42	16:35	◐
		16:42	3.78	22:43	1.16			
12	F	05:49	3.49	11:13	1.62	07:43	16:33	
		17:58	3.72					
13	Sa	07:07	3.52	00:03	1.20	07:45	16:31	
		19:11	3.75	12:31	1.62			
14	Su	08:16	3.62	01:19	1.14	07:47	16:30	
		20:17	3.83	13:40	1.51			
15	M	09:13	3.74	02:20	1.02	07:49	16:28	
		21:14	3.91	14:36	1.35			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Tu	10:00	3.82	03:09	0.92	07:51	16:27	
		22:01	3.95	15:22	1.19			
17	W	10:39	3.87	03:50	0.86	07:53	16:25	
		22:39	3.95	16:03	1.06			
18	Th	11:10	3.89	04:26	0.86	07:54	16:24	
		23:12	3.92	16:39	0.98			
19	F	11:36	3.89	04:59	0.89	07:56	16:23	○
		23:42	3.88	17:15	0.95			
20	Sa	12:03	3.90	05:29	0.95	07:58	16:21	
				17:48	0.96			
21	Su	00:13	3.84	05:57	1.02	08:00	16:20	
		12:32	3.90	18:21	1.00			
22	M	00:48	3.78	06:26	1.11	08:02	16:19	
		13:05	3.88	18:56	1.07			
23	Tu	01:25	3.70	06:58	1.22	08:03	16:18	
		13:43	3.82	19:33	1.15			
24	W	02:08	3.60	07:37	1.35	08:05	16:17	
		14:25	3.73	20:17	1.24			
25	Th	02:55	3.48	08:23	1.49	08:07	16:16	
		15:12	3.63	21:08	1.32			
26	F	03:49	3.37	09:19	1.64	08:08	16:15	
		16:05	3.52	22:09	1.37			
27	Sa	04:51	3.29	10:27	1.73	08:10	16:14	◑
		17:05	3.46	23:16	1.35			
28	Su	06:02	3.31	11:40	1.72	08:12	16:13	
		18:09	3.49					
29	M	07:07	3.43	00:21	1.24	08:13	16:12	
		19:12	3.61	12:45	1.59			
30	Tu	08:03	3.61	01:20	1.05	08:15	16:11	
		20:08	3.78	13:39	1.38			

DECEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	W	08:51	3.80	02:11	0.83	08:16	16:10	
		20:59	3.97	14:27	1.13			
2	Th	09:35	3.99	02:57	0.63	08:18	16:10	
		21:48	4.13	15:13	0.89			
3	F	10:18	4.15	03:42	0.48	08:19	16:09	
		22:36	4.25	15:58	0.68			
4	Sa	11:02	4.26	04:26	0.42	08:20	16:08	●
		23:25	4.28	16:44	0.54			
5	Su	11:46	4.32	05:09	0.45	08:22	16:08	
				17:32	0.47			
6	M	00:15	4.25	05:55	0.56	08:23	16:07	
		12:33	4.31	18:21	0.49			
7	Tu	01:08	4.14	06:43	0.75	08:24	16:07	
		13:24	4.26	19:15	0.58			
8	W	02:04	3.98	07:35	0.97	08:26	16:07	
		14:18	4.17	20:13	0.71			
9	Th	03:06	3.80	08:33	1.19	08:27	16:06	
		15:17	4.05	21:15	0.87			
10	F	04:12	3.64	09:34	1.39	08:28	16:06	
		16:20	3.92	22:18	1.01			
11	Sa	05:21	3.53	10:39	1.53	08:29	16:06	◐
		17:27	3.82	23:26	1.13			
12	Su	06:30	3.50	11:48	1.60	08:30	16:06	
		18:33	3.75					
13	M	07:34	3.53	00:36	1.19	08:31	16:06	
		19:36	3.73	12:57	1.57			
14	Tu	08:33	3.61	01:41	1.20	08:32	16:06	
		20:36	3.73	14:00	1.48			
15	W	09:23	3.70	02:36	1.17	08:33	16:06	
		21:27	3.74	14:54	1.36			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Th	10:05	3.78	03:23	1.14	08:34	16:06	
		22:12	3.75	15:40	1.24			
17	F	10:41	3.84	04:03	1.13	08:35	16:06	
		22:50	3.75	16:21	1.16			
18	Sa	11:13	3.89	04:37	1.12	08:35	16:06	
		23:24	3.74	16:59	1.10			
19	Su	11:44	3.91	05:09	1.13	08:36	16:07	○
		23:58	3.73	17:33	1.07			
20	M	12:15	3.93	05:38	1.14	08:37	16:07	
				18:07	1.06			
21	Tu	00:32	3.71	06:07	1.17	08:37	16:08	
		12:47	3.92	18:39	1.06			
22	W	01:09	3.69	06:39	1.20	08:38	16:08	
		13:24	3.90	19:15	1.06			
23	Th	01:48	3.65	07:16	1.25	08:38	16:09	
		14:04	3.86	19:54	1.06			
24	F	02:33	3.61	08:00	1.31	08:39	16:09	
		14:48	3.80	20:39	1.07			
25	Sa	03:21	3.55	08:48	1.39	08:39	16:10	
		15:36	3.74	21:30	1.09			
26	Su	04:12	3.49	09:42	1.46	08:39	16:11	
		16:27	3.69	22:26	1.10			
27	M	05:10	3.47	10:42	1.50	08:39	16:11	◑
		17:23	3.66	23:27	1.10			
28	Tu	06:11	3.49	11:48	1.48	08:40	16:12	
		18:23	3.67					
29	W	07:13	3.57	00:31	1.06	08:40	16:13	
		19:27	3.73	12:52	1.39			
30	Th	08:12	3.71	01:33	0.98	08:40	16:14	
		20:30	3.84	13:54	1.23			
31	F	09:08	3.87	02:31	0.87	08:40	16:15	
		21:30	3.96	14:51	1.03			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

JANUARY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	F	00:27	4.73	06:48	0.99	08:44	16:14	
		12:42	5.00	19:17	0.77			
2	Sa	01:09	4.74	07:24	1.00	08:44	16:15	
		13:25	5.01	19:55	0.72			
3	Su	01:54	4.72	08:02	1.05	08:43	16:16	
		14:11	5.00	20:35	0.71			
4	M	02:42	4.67	08:44	1.13	08:43	16:17	
		15:00	4.95	21:20	0.74			
5	Tu	03:36	4.60	09:30	1.24	08:43	16:18	
		15:52	4.89	22:08	0.81			
6	W	04:32	4.52	10:22	1.34	08:42	16:20	◑
		16:48	4.80	23:03	0.89			
7	Th	05:35	4.47	11:22	1.41	08:42	16:21	
		17:51	4.72					
8	F	06:41	4.48	00:08	0.97	08:41	16:23	
		19:00	4.69	12:31	1.41			
9	Sa	07:48	4.57	01:23	0.99	08:40	16:24	
		20:09	4.72	13:51	1.32			
10	Su	08:49	4.73	02:41	0.93	08:40	16:26	
		21:16	4.81	15:11	1.14			
11	M	09:45	4.90	03:53	0.84	08:39	16:27	
		22:15	4.90	16:21	0.92			
12	Tu	10:36	5.06	04:53	0.74	08:38	16:29	
		23:08	4.96	17:19	0.70			
13	W	11:22	5.17	05:42	0.68	08:37	16:30	●
		23:54	4.95	18:06	0.53			
14	Th	12:04	5.22	06:22	0.67	08:36	16:32	
				18:48	0.45			
15	F	00:38	4.88	06:59	0.71	08:36	16:34	
		12:45	5.21	19:26	0.45			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Sa	01:19	4.76	07:34	0.80	08:35	16:35	
		13:26	5.14	20:03	0.53			
17	Su	02:01	4.61	08:10	0.93	08:33	16:37	
		14:09	5.02	20:40	0.67			
18	M	02:45	4.45	08:48	1.10	08:32	16:39	
		14:53	4.86	21:18	0.86			
19	Tu	03:32	4.28	09:29	1.28	08:31	16:41	
		15:41	4.65	21:59	1.09			
20	W	04:24	4.13	10:15	1.48	08:30	16:43	◑
		16:33	4.43	22:45	1.33			
21	Th	05:24	4.03	11:08	1.65	08:29	16:44	
		17:33	4.23	23:38	1.53			
22	F	06:27	4.00	12:09	1.76	08:27	16:46	
		18:40	4.10					
23	Sa	07:30	4.06	00:42	1.66	08:26	16:48	
		19:45	4.08	13:22	1.77			
24	Su	08:26	4.20	02:00	1.67	08:25	16:50	
		20:42	4.15	14:41	1.66			
25	M	09:15	4.38	03:13	1.57	08:23	16:52	
		21:33	4.28	15:47	1.46			
26	Tu	09:59	4.57	04:08	1.41	08:22	16:54	
		22:18	4.43	16:36	1.23			
27	W	10:36	4.74	04:50	1.22	08:20	16:56	
		22:56	4.58	17:16	0.99			
28	Th	11:11	4.89	05:25	1.03	08:19	16:58	○
		23:32	4.71	17:51	0.75			
29	F	11:45	5.03	05:58	0.85	08:17	17:00	
				18:24	0.54			
30	Sa	00:09	4.82	06:32	0.72	08:15	17:02	
		12:22	5.13	18:59	0.38			
31	Su	00:48	4.88	07:07	0.64	08:14	17:04	
		13:03	5.19	19:37	0.30			

FEBRUARY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	01:30	4.89	07:44	0.63	08:12	17:06	
		13:47	5.20	20:16	0.30			
2	Tu	02:15	4.85	08:24	0.70	08:10	17:08	
		14:34	5.15	20:57	0.40			
3	W	03:05	4.75	09:07	0.84	08:09	17:10	
		15:24	5.03	21:42	0.58			
4	Th	03:57	4.61	09:54	1.02	08:07	17:12	◑
		16:19	4.85	22:32	0.83			
5	F	04:57	4.46	10:50	1.22	08:05	17:14	
		17:23	4.63	23:33	1.08			
6	Sa	06:07	4.35	12:01	1.37	08:03	17:16	
		18:39	4.47					
7	Su	07:24	4.36	00:52	1.25	08:01	17:18	
		20:00	4.43	13:30	1.39			
8	M	08:34	4.49	02:23	1.26	07:59	17:20	
		21:14	4.52	15:04	1.22			
9	Tu	09:37	4.70	03:45	1.13	07:57	17:22	
		22:16	4.65	16:20	0.96			
10	W	10:30	4.89	04:47	0.95	07:55	17:24	
		23:07	4.74	17:16	0.70			
11	Th	11:15	5.03	05:34	0.79	07:53	17:26	●
		23:50	4.76	18:00	0.50			
12	F	11:54	5.10	06:12	0.68	07:51	17:28	
				18:37	0.40			
13	Sa	00:25	4.71	06:46	0.63	07:49	17:30	
		12:27	5.10	19:10	0.39			
14	Su	00:55	4.64	07:16	0.63	07:47	17:32	
		13:00	5.05	19:42	0.45			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
15	M	01:27	4.55	07:47	0.69	07:45	17:34	
		13:37	4.95	20:12	0.58			
16	Tu	02:02	4.46	08:20	0.80	07:43	17:36	
		14:15	4.81	20:44	0.75			
17	W	02:39	4.35	08:54	0.97	07:41	17:38	
		14:56	4.63	21:17	0.98			
18	Th	03:21	4.21	09:32	1.19	07:39	17:40	
		15:40	4.39	21:52	1.24			
19	F	04:08	4.05	10:16	1.43	07:36	17:42	◑
		16:31	4.13	22:36	1.51			
20	Sa	05:08	3.89	11:14	1.65	07:34	17:44	
		17:37	3.90	23:37	1.75			
21	Su	06:30	3.82	12:25	1.76	07:32	17:46	
		19:00	3.81					
22	M	07:43	3.91	00:55	1.85	07:30	17:48	
		20:11	3.90	13:49	1.69			
23	Tu	08:42	4.11	02:25	1.74	07:28	17:50	
		21:09	4.10	15:09	1.45			
24	W	09:31	4.37	03:37	1.49	07:25	17:52	
		21:55	4.35	16:06	1.11			
25	Th	10:12	4.64	04:25	1.18	07:23	17:54	
		22:35	4.58	16:50	0.75			
26	F	10:48	4.88	05:03	0.87	07:21	17:56	
		23:10	4.78	17:27	0.41			
27	Sa	11:22	5.09	05:38	0.59	07:18	17:58	○
		23:45	4.93	18:03	0.14			
28	Su	11:59	5.24	06:13	0.37	07:16	18:00	
				18:39	-0.03			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

MARCH 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	00:23	5.02	06:48	0.24	07:14	18:02	
		12:39	5.32	19:16	-0.08			
2	Tu	01:03	5.04	07:25	0.23	07:11	18:04	
		13:22	5.31	19:55	0.01			
3	W	01:46	4.98	08:04	0.33	07:09	18:06	
		14:09	5.21	20:35	0.22			
4	Th	02:34	4.84	08:46	0.52	07:07	18:08	
		15:00	5.02	21:18	0.52			
5	F	03:26	4.65	09:33	0.79	07:04	18:10	
		15:57	4.74	22:08	0.89			
6	Sa	04:25	4.42	10:30	1.08	07:02	18:12	◑
		17:05	4.44	23:08	1.25			
7	Su	05:40	4.24	11:43	1.30	06:59	18:14	
		18:33	4.24					
8	M	07:05	4.21	00:28	1.48	06:57	18:15	
		19:58	4.23	13:18	1.34			
9	Tu	08:22	4.35	02:11	1.47	06:55	18:17	
		21:13	4.35	14:57	1.15			
10	W	09:28	4.58	03:34	1.28	06:52	18:19	
		22:12	4.51	16:10	0.87			
11	Th	10:22	4.79	04:34	1.03	06:50	18:21	
		23:00	4.61	17:03	0.62			
12	F	11:05	4.92	05:18	0.81	06:47	18:23	
		23:37	4.63	17:44	0.45			
13	Sa	11:39	4.96	05:55	0.65	06:45	18:25	●
				18:18	0.38			
14	Su	00:06	4.60	06:27	0.55	06:43	18:27	
		12:06	4.95	18:48	0.39			
15	M	00:27	4.56	06:56	0.52	06:40	18:29	
		12:35	4.91	19:16	0.45			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Tu	00:53	4.54	07:24	0.54	06:38	18:31	
		13:07	4.84	19:43	0.56			
17	W	01:24	4.52	07:52	0.63	06:35	18:33	
		13:43	4.73	20:10	0.71			
18	Th	01:58	4.46	08:22	0.77	06:33	18:34	
		14:21	4.57	20:38	0.91			
19	F	02:36	4.34	08:55	0.97	06:30	18:37	
		15:03	4.35	21:08	1.15			
20	Sa	03:20	4.17	09:33	1.22	06:28	18:37	
		15:51	4.09	21:45	1.44			
21	Su	04:11	3.95	10:23	1.48	06:26	18:40	◑
		16:49	3.84	22:38	1.73			
22	M	05:18	3.76	11:39	1.64	06:23	18:42	
		18:14	3.69					
23	Tu	06:54	3.75	00:04	1.89	06:20	18:44	
		19:38	3.78	13:01	1.58			
24	W	08:06	3.95	01:36	1.79	06:18	18:46	
		20:41	4.04	14:23	1.31			
25	Th	08:59	4.26	02:56	1.49	06:15	18:47	
		21:29	4.34	15:28	0.92			
26	F	09:42	4.59	03:51	1.11	06:13	18:49	
		22:09	4.63	16:16	0.50			
27	Sa	10:20	4.90	04:34	0.72	06:11	18:51	
		22:44	4.87	16:59	0.12			
28	Su	11:57	5.15	06:13	0.38	07:08	19:53	○
				18:39	-0.15			
29	M	00:19	5.04	06:50	0.12	07:06	19:55	
		12:35	5.31	19:16	-0.28			
30	Tu	00:57	5.14	07:27	-0.01	07:03	19:57	
		13:16	5.37	19:55	-0.25			
31	W	01:36	5.14	08:06	0.00	07:01	19:59	
		14:00	5.32	20:34	-0.07			

APRIL 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Th	02:21	5.07	08:47	0.13	06:58	20:01	
		14:49	5.17	21:15	0.23			
2	F	03:09	4.91	09:31	0.37	06:56	20:02	
		15:43	4.91	21:59	0.62			
3	Sa	04:01	4.69	10:22	0.67	06:53	20:04	
		16:44	4.60	22:50	1.02			
4	Su	05:03	4.44	11:20	0.97	06:51	20:06	◑
		18:00	4.30	23:49	1.39			
5	M	06:22	4.25	12:32	1.18	06:48	20:08	
		19:27	4.13					
6	Tu	07:47	4.22	01:07	1.61	06:46	20:10	
		20:50	4.16	14:04	1.20			
7	W	09:04	4.35	02:46	1.57	06:44	20:12	
		22:01	4.31	15:38	1.03			
8	Th	10:10	4.55	04:09	1.36	06:41	20:14	
		22:57	4.46	16:48	0.80			
9	F	11:03	4.73	05:08	1.10	06:39	20:15	
		23:40	4.55	17:38	0.61			
10	Sa	11:45	4.82	05:54	0.87	06:36	20:17	
				18:20	0.50			
11	Su	00:15	4.57	06:33	0.70	06:34	20:19	
		12:18	4.83	18:54	0.47			
12	M	00:40	4.55	07:05	0.59	06:32	20:21	●
		12:44	4.80	19:23	0.50			
13	Tu	01:00	4.55	07:34	0.55	06:29	20:23	
		13:11	4.76	19:50	0.57			
14	W	01:24	4.57	08:02	0.58	06:27	20:25	
		13:42	4.71	20:15	0.67			
15	Th	01:54	4.58	08:29	0.65	06:24	20:27	
		14:17	4.62	20:39	0.79			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	F	02:27	4.55	08:57	0.76	06:22	20:29	
		14:55	4.50	21:07	0.95			
17	Sa	03:06	4.46	09:30	0.93	06:20	20:30	
		15:37	4.33	21:41	1.15			
18	Su	03:50	4.29	10:07	1.12	06:17	20:32	
		16:24	4.11	22:19	1.41			
19	M	04:39	4.09	10:56	1.32	06:15	20:34	
		17:21	3.90	23:08	1.66			
20	Tu	05:40	3.90			06:13	20:36	◑
		18:34	3.77	12:04	1.44			
21	W	06:59	3.85	00:24	1.81	06:11	20:38	
		19:57	3.84	13:20	1.38			
22	Th	08:18	4.00	01:47	1.73	06:08	20:40	
		21:03	4.08	14:36	1.12			
23	F	09:18	4.30	03:05	1.44	06:06	20:42	
		21:54	4.39	15:43	0.74			
24	Sa	10:06	4.63	04:05	1.06	06:04	20:43	
		22:36	4.68	16:38	0.35			
25	Su	10:49	4.94	04:56	0.67	06:02	20:45	
		23:15	4.93	17:27	0.02			
26	M	11:30	5.18	05:43	0.33	06:00	20:47	
		23:54	5.10	18:13	-0.19			
27	Tu	12:13	5.33	06:27	0.09	05:57	20:49	○
				18:54	-0.25			
28	W	00:33	5.19	07:08	-0.02	05:55	20:51	
		12:57	5.35	19:35	-0.16			
29	Th	01:15	5.20	07:50	0.00	05:53	20:53	
		13:45	5.26	20:16	0.07			
30	F	02:01	5.12	08:34	0.14	05:51	20:55	
		14:37	5.08	21:00	0.39			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

MAY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Sa	02:51	4.98	09:22	0.37	05:49	20:56	
		15:34	4.81	21:45	0.77			
2	Su	03:46	4.78	10:14	0.63	05:47	20:58	
		16:39	4.52	22:35	1.14			
3	M	04:50	4.57	11:11	0.87	05:45	21:00	◑
		17:53	4.28	23:32	1.44			
4	Tu	06:06	4.40			05:43	21:02	
		19:11	4.15	12:18	1.04			
5	W	07:24	4.36	00:40	1.62	05:41	21:04	
		20:27	4.17	13:38	1.08			
6	Th	08:36	4.43	02:04	1.61	05:39	21:05	
		21:34	4.28	15:00	0.99			
7	F	09:39	4.55	03:25	1.45	05:37	21:07	
		22:27	4.41	16:09	0.86			
8	Sa	10:32	4.65	04:29	1.23	05:35	21:09	
		23:10	4.49	17:05	0.76			
9	Su	11:15	4.70	05:21	1.02	05:33	21:11	
		23:44	4.53	17:49	0.70			
10	M	11:49	4.70	06:04	0.87	05:31	21:13	
				18:26	0.69			
11	Tu	00:10	4.56	06:40	0.78	05:29	21:14	●
		12:19	4.68	18:57	0.72			
12	W	00:34	4.59	07:13	0.75	05:28	21:16	
		12:48	4.64	19:24	0.78			
13	Th	01:00	4.62	07:42	0.76	05:26	21:18	
		13:20	4.60	19:48	0.85			
14	F	01:29	4.64	08:10	0.81	05:24	21:19	
		13:55	4.54	20:15	0.94			
15	Sa	02:04	4.63	08:39	0.88	05:22	21:21	
		14:34	4.46	20:47	1.05			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Su	02:45	4.56	09:13	0.97	05:21	21:23	
		15:18	4.35	21:22	1.20			
17	M	03:29	4.45	09:53	1.08	05:19	21:25	
		16:06	4.21	22:02	1.37			
18	Tu	04:19	4.31	10:40	1.17	05:17	21:26	
		17:00	4.08	22:50	1.54			
19	W	05:15	4.19	11:38	1.20	05:16	21:28	◐
		18:03	4.00	23:51	1.63			
20	Th	06:21	4.15	12:42	1.13	05:14	21:29	
		19:12	4.05					
21	F	07:29	4.25	01:00	1.57	05:13	21:31	
		20:18	4.21	13:50	0.94			
22	Sa	08:32	4.46	02:10	1.37	05:12	21:32	
		21:13	4.45	14:56	0.67			
23	Su	09:27	4.72	03:16	1.08	05:10	21:34	
		22:02	4.70	15:59	0.39			
24	M	10:18	4.96	04:16	0.76	05:09	21:36	
		22:47	4.92	16:55	0.16			
25	Tu	11:07	5.15	05:13	0.48	05:07	21:37	
		23:30	5.09	17:47	0.03			
26	W	11:56	5.25	06:04	0.27	05:06	21:38	○
				18:36	0.02			
27	Th	00:15	5.18	06:53	0.17	05:05	21:40	
		12:45	5.25	19:20	0.12			
28	F	01:00	5.21	07:40	0.17	05:04	21:41	
		13:36	5.15	20:03	0.32			
29	Sa	01:47	5.16	08:27	0.26	05:03	21:43	
		14:30	4.98	20:47	0.58			
30	Su	02:38	5.06	09:15	0.41	05:02	21:44	
		15:27	4.76	21:31	0.87			
31	M	03:33	4.91	10:05	0.59	05:01	21:45	
		16:28	4.52	22:18	1.15			

JUNE 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Tu	04:35	4.74	10:58	0.78	05:00	21:46	
		17:33	4.31	23:10	1.40			
2	W	05:42	4.59	11:55	0.94	04:59	21:48	◑
		18:42	4.18					
3	Th	06:51	4.50	00:08	1.55	04:58	21:49	
		19:49	4.15	12:59	1.04			
4	F	07:57	4.47	01:14	1.61	04:57	21:50	
		20:51	4.21	14:10	1.08			
5	Sa	08:57	4.49	02:29	1.54	04:56	21:51	
		21:45	4.30	15:20	1.07			
6	Su	09:51	4.52	03:41	1.40	04:56	21:52	
		22:30	4.40	16:22	1.03			
7	M	10:37	4.55	04:42	1.25	04:55	21:53	
		23:06	4.49	17:13	1.00			
8	Tu	11:17	4.56	05:32	1.12	04:54	21:54	
		23:39	4.57	17:54	0.99			
9	W	11:53	4.55	06:14	1.03	04:54	21:55	
				18:30	0.99			
10	Th	00:09	4.63	06:50	0.98	04:53	21:55	●
		12:27	4.54	19:00	1.00			
11	F	00:38	4.68	07:22	0.96	04:53	21:56	
		13:00	4.53	19:27	1.02			
12	Sa	01:09	4.71	07:52	0.95	04:53	21:57	
		13:36	4.52	19:57	1.04			
13	Su	01:45	4.72	08:23	0.95	04:52	21:58	
		14:15	4.50	20:29	1.09			
14	M	02:26	4.71	09:00	0.95	04:52	21:58	
		14:59	4.45	21:06	1.15			
15	Tu	03:10	4.66	09:39	0.95	04:52	21:59	
		15:46	4.40	21:46	1.24			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	W	03:59	4.60	10:23	0.95	04:52	21:59	
		16:37	4.33	22:30	1.32			
17	Th	04:51	4.55	11:12	0.94	04:52	22:00	
		17:33	4.28	23:21	1.38			
18	F	05:48	4.52			04:52	22:00	◐
		18:33	4.28	12:08	0.91			
19	Sa	06:49	4.54	00:18	1.38	04:52	22:01	
		19:34	4.35	13:07	0.84			
20	Su	07:52	4.62	01:22	1.30	04:52	22:01	
		20:35	4.48	14:13	0.74			
21	M	08:54	4.74	02:31	1.15	04:52	22:01	
		21:31	4.66	15:22	0.61			
22	Tu	09:54	4.89	03:41	0.95	04:52	22:01	
		22:24	4.85	16:28	0.50			
23	W	10:52	5.01	04:49	0.74	04:52	22:01	
		23:14	5.01	17:29	0.41			
24	Th	11:46	5.09	05:51	0.54	04:53	22:01	○
				18:22	0.39			
25	F	00:01	5.13	06:45	0.40	04:53	22:01	
		12:37	5.09	19:09	0.43			
26	Sa	00:48	5.20	07:33	0.33	04:54	22:01	
		13:28	5.03	19:51	0.53			
27	Su	01:35	5.20	08:19	0.34	04:54	22:01	
		14:19	4.89	20:33	0.69			
28	M	02:23	5.14	09:05	0.42	04:55	22:01	
		15:11	4.71	21:15	0.88			
29	Tu	03:14	5.02	09:50	0.55	04:55	22:01	
		16:04	4.52	21:57	1.08			
30	W	04:08	4.87	10:35	0.72	04:56	22:01	
		17:00	4.33	22:43	1.27			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

JULY 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Th	05:06	4.70	11:23	0.91	04:57	22:00	◑
		17:58	4.18	23:32	1.44			
2	F	06:06	4.53	12:15	1.10	04:57	22:00	
		18:58	4.10					
3	Sa	07:09	4.41	00:27	1.56	04:58	21:59	
		19:57	4.09	13:14	1.25			
4	Su	08:10	4.34	01:31	1.62	04:59	21:59	
		20:53	4.17	14:22	1.34			
5	M	09:07	4.32	02:43	1.58	05:00	21:58	
		21:43	4.29	15:30	1.36			
6	Tu	10:00	4.34	03:56	1.49	05:01	21:57	
		22:28	4.42	16:32	1.33			
7	W	10:46	4.39	04:59	1.36	05:02	21:57	
		23:09	4.55	17:21	1.27			
8	Th	11:28	4.44	05:49	1.23	05:03	21:56	
		23:45	4.66	18:02	1.21			
9	F	12:06	4.49	06:29	1.11	05:04	21:55	
				18:36	1.13			
10	Sa	00:17	4.75	07:03	1.01	05:05	21:54	●
		12:42	4.54	19:07	1.06			
11	Su	00:49	4.82	07:33	0.91	05:07	21:53	
		13:17	4.58	19:38	1.00			
12	M	01:24	4.87	08:06	0.82	05:08	21:52	
		13:55	4.61	20:11	0.96			
13	Tu	02:04	4.90	08:41	0.74	05:09	21:51	
		14:37	4.62	20:47	0.96			
14	W	02:48	4.91	09:19	0.69	05:10	21:50	
		15:22	4.61	21:25	0.99			
15	Th	03:34	4.90	10:00	0.68	05:11	21:49	
		16:09	4.57	22:07	1.05			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	F	04:24	4.85	10:45	0.71	05:13	21:48	
		17:00	4.51	22:52	1.13			
17	Sa	05:16	4.78	11:35	0.78	05:14	21:47	◐
		17:56	4.44	23:43	1.22			
18	Su	06:15	4.69	12:31	0.87	05:16	21:46	
		18:57	4.40					
19	M	07:21	4.62	00:44	1.29	05:17	21:44	
		20:03	4.43	13:38	0.94			
20	Tu	08:33	4.62	01:56	1.28	05:18	21:43	
		21:09	4.55	14:52	0.95			
21	W	09:42	4.69	03:19	1.17	05:20	21:41	
		22:09	4.73	16:10	0.89			
22	Th	10:46	4.81	04:39	0.97	05:21	21:40	
		23:03	4.92	17:19	0.79			
23	F	11:42	4.90	05:47	0.73	05:23	21:38	
		23:52	5.09	18:14	0.69			
24	Sa	12:33	4.94	06:42	0.52	05:25	21:37	○
				19:00	0.63			
25	Su	00:37	5.19	07:27	0.38	05:26	21:35	
		13:19	4.90	19:40	0.63			
26	M	01:19	5.21	08:08	0.34	05:28	21:34	
		14:03	4.80	20:16	0.69			
27	Tu	02:01	5.17	08:48	0.40	05:29	21:32	
		14:45	4.66	20:53	0.79			
28	W	02:45	5.07	09:27	0.53	05:31	21:31	
		15:28	4.50	21:30	0.94			
29	Th	03:30	4.91	10:05	0.71	05:33	21:29	
		16:13	4.34	22:10	1.11			
30	F	04:18	4.72	10:46	0.94	05:34	21:27	
		17:02	4.19	22:54	1.31			
31	Sa	05:12	4.50	11:30	1.18	05:36	21:25	◑
		17:57	4.07	23:43	1.50			

AUGUST 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	Su	06:12	4.28	12:19	1.41	05:38	21:23	
		18:59	4.00					
2	M	07:21	4.13	00:40	1.65	05:39	21:22	
		20:02	4.03	13:18	1.59			
3	Tu	08:27	4.07	01:49	1.72	05:41	21:20	
		21:02	4.14	14:31	1.66			
4	W	09:27	4.12	03:12	1.66	05:43	21:18	
		21:55	4.31	15:49	1.62			
5	Th	10:21	4.23	04:29	1.50	05:45	21:16	
		22:42	4.50	16:51	1.48			
6	F	11:06	4.37	05:25	1.28	05:46	21:14	
		23:21	4.68	17:37	1.31			
7	Sa	11:46	4.51	06:06	1.06	05:48	21:12	
		23:55	4.83	18:14	1.13			
8	Su	12:21	4.62	06:40	0.85	05:50	21:10	●
				18:46	0.96			
9	M	00:27	4.96	07:12	0.65	05:52	21:08	
		12:55	4.72	19:17	0.81			
10	Tu	01:01	5.06	07:44	0.50	05:53	21:06	
		13:31	4.79	19:51	0.70			
11	W	01:39	5.13	08:18	0.40	05:55	21:04	
		14:10	4.82	20:25	0.66			
12	Th	02:20	5.15	08:55	0.38	05:57	21:02	
		14:53	4.82	21:02	0.69			
13	F	03:05	5.12	09:35	0.44	05:59	21:00	
		15:38	4.77	21:42	0.78			
14	Sa	03:53	5.03	10:17	0.58	06:00	20:57	
		16:27	4.66	22:25	0.94			
15	Su	04:45	4.87	11:05	0.79	06:02	20:55	◐
		17:21	4.52	23:16	1.14			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	M	05:46	4.66	12:00	1.03	06:04	20:53	
		18:24	4.39					
17	Tu	07:00	4.47	00:18	1.33	06:06	20:51	
		19:39	4.35	13:10	1.24			
18	W	08:25	4.41	01:38	1.41	06:07	20:49	
		20:54	4.45	14:36	1.31			
19	Th	09:42	4.50	03:13	1.30	06:09	20:46	
		22:01	4.66	16:01	1.22			
20	F	10:48	4.65	04:40	1.04	06:11	20:44	
		22:57	4.89	17:13	1.04			
21	Sa	11:42	4.78	05:46	0.74	06:13	20:42	
		23:45	5.07	18:06	0.85			
22	Su	12:28	4.84	06:36	0.50	06:15	20:40	○
				18:48	0.72			
23	M	00:25	5.17	07:16	0.36	06:16	20:37	
		13:07	4.81	19:24	0.64			
24	Tu	01:01	5.20	07:52	0.33	06:18	20:35	
		13:40	4.73	19:57	0.63			
25	W	01:36	5.15	08:25	0.40	06:20	20:33	
		14:12	4.63	20:29	0.69			
26	Th	02:12	5.06	08:58	0.54	06:22	20:30	
		14:48	4.53	21:02	0.80			
27	F	02:52	4.91	09:31	0.73	06:24	20:28	
		15:25	4.43	21:38	0.97			
28	Sa	03:34	4.71	10:06	0.97	06:25	20:26	
		16:06	4.30	22:17	1.18			
29	Su	04:20	4.47	10:44	1.25	06:27	20:23	
		16:53	4.16	23:02	1.43			
30	M	05:13	4.19	11:30	1.53	06:29	20:21	◑
		17:51	4.01	23:57	1.66			
31	Tu	06:25	3.95	12:28	1.77	06:31	20:18	
		19:09	3.93					

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

SEPTEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	W	07:49	3.86	01:05	1.80	06:33	20:16	
		20:23	4.00	13:40	1.89			
2	Th	09:00	3.94	02:30	1.75	06:34	20:14	
		21:24	4.19	15:09	1.82			
3	F	09:58	4.14	03:59	1.53	06:36	20:11	
		22:15	4.44	16:23	1.60			
4	Sa	10:45	4.37	04:57	1.21	06:38	20:09	
		22:56	4.69	17:12	1.33			
5	Su	11:24	4.59	05:38	0.88	06:40	20:06	
		23:30	4.92	17:49	1.05			
6	M	11:58	4.76	06:14	0.58	06:41	20:04	
				18:21	0.78			
7	Tu	00:02	5.10	06:45	0.32	06:43	20:01	●
		12:30	4.90	18:54	0.56			
8	W	00:35	5.25	07:19	0.14	06:45	19:59	
		13:04	4.99	19:27	0.42			
9	Th	01:11	5.33	07:54	0.08	06:47	19:56	
		13:41	5.03	20:02	0.37			
10	F	01:51	5.34	08:30	0.14	06:49	19:54	
		14:22	5.01	20:39	0.44			
11	Sa	02:36	5.26	09:10	0.32	06:50	19:52	
		15:08	4.92	21:20	0.60			
12	Su	03:26	5.08	09:53	0.60	06:52	19:49	
		15:57	4.77	22:05	0.85			
13	M	04:21	4.82	10:40	0.94	06:54	19:47	◐
		16:53	4.58	22:58	1.14			
14	Tu	05:27	4.52	11:38	1.28	06:56	19:44	
		18:00	4.39					
15	W	06:54	4.30	00:05	1.38	06:57	19:42	
		19:24	4.32	12:52	1.53			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Th	08:26	4.28	01:33	1.45	06:59	19:39	
		20:45	4.45	14:25	1.57			
17	F	09:44	4.44	03:16	1.28	07:01	19:37	
		21:54	4.68	15:53	1.41			
18	Sa	10:46	4.63	04:38	0.97	07:03	19:34	
		22:51	4.92	17:00	1.16			
19	Su	11:36	4.77	05:36	0.67	07:05	19:32	
		23:36	5.08	17:51	0.93			
20	M	12:17	4.81	06:21	0.47	07:06	19:29	○
				18:31	0.76			
21	Tu	00:12	5.15	06:58	0.37	07:08	19:27	
		12:51	4.78	19:06	0.65			
22	W	00:42	5.14	07:31	0.38	07:10	19:24	
		13:15	4.72	19:37	0.62			
23	Th	01:11	5.09	08:00	0.47	07:12	19:22	
		13:41	4.68	20:07	0.65			
24	F	01:44	5.00	08:29	0.61	07:14	19:19	
		14:12	4.64	20:37	0.75			
25	Sa	02:20	4.87	08:57	0.80	07:15	19:17	
		14:46	4.58	21:09	0.90			
26	Su	03:00	4.69	09:27	1.03	07:17	19:14	
		15:24	4.47	21:43	1.12			
27	M	03:43	4.45	10:00	1.31	07:19	19:12	
		16:07	4.32	22:24	1.38			
28	Tu	04:33	4.17	10:41	1.61	07:21	19:09	
		16:57	4.12	23:18	1.64			
29	W	05:36	3.90	11:41	1.89	07:23	19:07	◑
		18:06	3.95					
30	Th	07:11	3.76	00:29	1.80	07:24	19:04	
		19:40	3.93	12:59	2.03			

OCTOBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	F	08:31	3.87	01:50	1.75	07:26	19:02	
		20:51	4.12	14:26	1.95			
2	Sa	09:33	4.13	03:16	1.48	07:28	18:59	
		21:44	4.40	15:44	1.68			
3	Su	10:20	4.42	04:18	1.11	07:30	18:57	
		22:26	4.70	16:36	1.34			
4	M	10:57	4.68	05:02	0.72	07:32	18:55	
		23:01	4.98	17:16	0.99			
5	Tu	11:30	4.91	05:41	0.36	07:33	18:52	
		23:34	5.22	17:52	0.67			
6	W	12:03	5.08	06:17	0.09	07:35	18:50	●
				18:29	0.41			
7	Th	00:09	5.38	06:54	-0.06	07:37	18:47	
		12:36	5.19	19:04	0.25			
8	F	00:46	5.46	07:30	-0.06	07:39	18:45	
		13:14	5.22	19:41	0.22			
9	Sa	01:27	5.43	08:07	0.09	07:41	18:42	
		13:56	5.18	20:21	0.32			
10	Su	02:15	5.28	08:48	0.37	07:43	18:40	
		14:42	5.06	21:04	0.54			
11	M	03:07	5.04	09:33	0.74	07:45	18:38	
		15:34	4.89	21:53	0.83			
12	Tu	04:07	4.73	10:23	1.14	07:46	18:35	
		16:33	4.67	22:50	1.12			
13	W	05:22	4.42	11:23	1.50	07:48	18:33	◐
		17:45	4.49	23:59	1.33			
14	Th	06:54	4.25	12:36	1.71	07:50	18:31	
		19:10	4.43					
15	F	08:21	4.30	01:26	1.36	07:52	18:28	
		20:29	4.55	14:07	1.71			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Sa	09:34	4.48	03:01	1.18	07:54	18:26	
		21:38	4.75	15:30	1.52			
17	Su	10:31	4.67	04:17	0.91	07:56	18:24	
		22:33	4.94	16:34	1.27			
18	M	11:18	4.79	05:13	0.69	07:58	18:21	
		23:18	5.05	17:27	1.04			
19	Tu	11:57	4.83	05:58	0.56	08:00	18:19	
		23:54	5.07	18:09	0.86			
20	W	12:28	4.81	06:36	0.51	08:02	18:17	○
				18:45	0.75			
21	Th	00:22	5.04	07:07	0.56	08:04	18:15	
		12:51	4.78	19:17	0.72			
22	F	00:50	4.98	07:35	0.65	08:06	18:12	
		13:15	4.77	19:47	0.75			
23	Sa	01:21	4.90	08:02	0.79	08:07	18:10	
		13:44	4.76	20:17	0.83			
24	Su	01:56	4.79	08:28	0.95	08:09	18:08	
		14:18	4.72	20:48	0.97			
25	M	02:35	4.64	08:56	1.14	08:11	18:06	
		14:55	4.62	21:21	1.14			
26	Tu	03:18	4.44	09:29	1.38	08:13	18:04	
		15:38	4.48	21:59	1.35			
27	W	04:06	4.20	10:08	1.65	08:15	18:02	
		16:27	4.28	22:48	1.56			
28	Th	05:06	3.97	11:02	1.91	08:17	17:59	◑
		17:26	4.10	23:53	1.68			
29	F	06:26	3.84	12:19	2.05	08:19	17:57	
		18:43	4.03					
30	Sa	07:50	3.93	01:06	1.64	08:21	17:55	
		20:00	4.14	13:36	1.98			
31	Su	07:54	4.17	01:19	1.40	07:23	16:53	
		19:59	4.39	13:48	1.73			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Tide Tables

Soldiers Point, Dundalk

NOVEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	M	08:42	4.46	02:24	1.05	07:25	16:51	
		20:45	4.70	14:45	1.39			
2	Tu	09:22	4.74	03:18	0.67	07:27	16:49	
		21:26	4.99	15:34	1.02			
3	W	09:58	4.99	04:05	0.34	07:29	16:47	
		22:05	5.24	16:20	0.69			
4	Th	10:34	5.18	04:47	0.10	07:31	16:45	●
		22:45	5.41	17:02	0.42			
5	F	11:12	5.30	05:30	-0.01	07:33	16:43	
		23:27	5.46	17:44	0.26			
6	Sa	11:52	5.35	06:10	0.04	07:35	16:42	
				18:26	0.23			
7	Su	00:12	5.40	06:50	0.23	07:37	16:40	
		12:36	5.31	19:09	0.32			
8	M	01:03	5.23	07:32	0.53	07:39	16:38	
		13:25	5.19	19:55	0.52			
9	Tu	02:00	4.98	08:18	0.90	07:41	16:36	
		14:20	5.03	20:46	0.77			
10	W	03:04	4.69	09:10	1.26	07:43	16:34	
		15:21	4.84	21:43	1.01			
11	Th	04:20	4.44	10:07	1.57	07:44	16:33	◐
		16:33	4.68	22:47	1.18			
12	F	05:40	4.32	11:14	1.75	07:46	16:31	
		17:49	4.61					
13	Sa	06:58	4.35	00:03	1.23	07:48	16:29	
		19:02	4.65	12:32	1.76			
14	Su	08:07	4.49	01:26	1.14	07:50	16:28	
		20:08	4.75	13:51	1.62			
15	M	09:04	4.63	02:40	1.00	07:52	16:26	
		21:05	4.85	15:00	1.41			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Tu	09:51	4.75	03:40	0.87	07:54	16:25	
		21:52	4.91	15:56	1.21			
17	W	10:30	4.80	04:29	0.80	07:56	16:23	
		22:30	4.91	16:44	1.05			
18	Th	11:01	4.82	05:10	0.79	07:58	16:22	
		23:03	4.87	17:23	0.95			
19	F	11:27	4.83	05:44	0.84	08:00	16:20	○
		23:33	4.82	18:00	0.91			
20	Sa	11:54	4.84	06:13	0.91	08:01	16:19	
				18:32	0.93			
21	Su	00:04	4.76	06:40	1.00	08:03	16:18	
		12:23	4.84	19:02	0.98			
22	M	00:39	4.69	07:07	1.11	08:05	16:16	
		12:56	4.81	19:33	1.06			
23	Tu	01:16	4.59	07:35	1.25	08:07	16:15	
		13:34	4.74	20:05	1.16			
24	W	01:59	4.46	08:08	1.41	08:09	16:14	
		14:16	4.63	20:42	1.27			
25	Th	02:46	4.31	08:47	1.59	08:10	16:13	
		15:03	4.49	21:24	1.38			
26	F	03:40	4.16	09:33	1.77	08:12	16:12	
		15:56	4.36	22:16	1.44			
27	Sa	04:42	4.06	10:32	1.89	08:14	16:11	◑
		16:56	4.28	23:17	1.41			
28	Su	05:53	4.08	11:40	1.87	08:15	16:10	
		18:00	4.32					
29	M	06:58	4.23	00:22	1.27	08:17	16:09	
		19:03	4.47	12:47	1.71			
30	Tu	07:54	4.46	01:27	1.03	08:19	16:08	
		19:59	4.69	13:50	1.45			

DECEMBER 2021

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
1	W	08:42	4.72	02:29	0.76	08:20	16:07	
		20:50	4.93	14:49	1.14			
2	Th	09:26	4.96	03:26	0.51	08:22	16:07	
		21:39	5.14	15:45	0.83			
3	F	10:09	5.17	04:20	0.33	08:23	16:06	
		22:27	5.29	16:38	0.57			
4	Sa	10:53	5.31	05:10	0.25	08:24	16:05	●
		23:16	5.34	17:29	0.40			
5	Su	11:37	5.38	05:54	0.29	08:26	16:05	
				18:16	0.32			
6	M	00:06	5.29	06:38	0.43	08:27	16:04	
		12:24	5.38	19:02	0.34			
7	Tu	00:59	5.15	07:22	0.66	08:29	16:04	
		13:15	5.31	19:49	0.45			
8	W	01:55	4.94	08:06	0.93	08:30	16:03	
		14:09	5.18	20:38	0.62			
9	Th	02:57	4.72	08:55	1.22	08:31	16:03	
		15:08	5.03	21:30	0.81			
10	F	04:03	4.51	09:46	1.46	08:32	16:03	
		16:11	4.87	22:24	0.99			
11	Sa	05:12	4.37	10:43	1.64	08:33	16:03	◐
		17:18	4.73	23:27	1.14			
12	Su	06:21	4.32	11:48	1.72	08:34	16:03	
		18:24	4.65					
13	M	07:25	4.37	00:38	1.22	08:35	16:03	
		19:27	4.62	13:01	1.69			
14	Tu	08:24	4.47	01:52	1.22	08:36	16:03	
		20:27	4.63	14:16	1.57			
15	W	09:14	4.58	03:00	1.19	08:37	16:03	
		21:18	4.64	15:22	1.42			

Date		High Water		Low Water		Sun Rise / Set		
		Time	m	Time	m	Time	Time	
16	Th	09:56	4.68	03:57	1.15	08:38	16:03	
		22:03	4.65	16:18	1.28			
17	F	10:32	4.76	04:44	1.13	08:39	16:03	
		22:41	4.65	17:04	1.17			
18	Sa	11:04	4.82	05:21	1.13	08:40	16:03	
		23:15	4.64	17:44	1.10			
19	Su	11:35	4.86	05:54	1.14	08:40	16:04	○
		23:49	4.62	18:17	1.06			
20	M	12:06	4.88	06:22	1.15	08:41	16:04	
				18:49	1.05			
21	Tu	00:23	4.60	06:49	1.18	08:42	16:04	
		12:38	4.87	19:18	1.05			
22	W	01:00	4.57	07:18	1.22	08:42	16:05	
		13:15	4.84	19:49	1.05			
23	Th	01:39	4.53	07:50	1.28	08:43	16:05	
		13:55	4.79	20:22	1.05			
24	F	02:24	4.46	08:28	1.37	08:43	16:06	
		14:39	4.72	21:00	1.06			
25	Sa	03:12	4.39	09:07	1.46	08:43	16:07	
		15:27	4.64	21:43	1.08			
26	Su	04:03	4.32	09:53	1.55	08:44	16:08	
		16:18	4.58	22:31	1.10			
27	M	05:01	4.28	10:46	1.59	08:44	16:08	◑
		17:14	4.54	23:28	1.10			
28	Tu	06:02	4.31	11:48	1.57	08:44	16:09	
		18:14	4.55					
29	W	07:04	4.42	00:32	1.05	08:44	16:10	
		19:18	4.63	12:55	1.46			
30	Th	08:03	4.60	01:43	0.95	08:44	16:11	
		20:21	4.76	14:08	1.27			
31	F	08:59	4.81	02:54	0.81	08:44	16:12	
		21:21	4.92	15:18	1.02			

Times are GMT/BST

National Oceanography Centre (www.noc.ac.uk)

Datum = Chart Datum

Dublin Port Company
Services Guide 2021

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2020

January 2020

Week	1	2	3	4	5
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	31
S	4	11	18	25	
S	5	12	19	26	

February 2020

Week	5	6	7	8	9
M		3	10	17	24
T		4	11	18	25
W		5	12	19	26
T		6	13	20	27
F		7	14	21	28
S	1	8	15	22	29
S	2	9	16	23	

March 2020

Week	9	10	11	12	13	14
M		2	9	16	23	30
T		3	10	17	24	31
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

April 2020

Week	14	15	16	17	18
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	
S	4	11	18	25	
S	5	12	19	26	

May 2020

Week	18	19	20	21	22
M		4	11	18	25
T		5	12	19	26
W		6	13	20	27
T		7	14	21	28
F	1	8	15	22	29
S	2	9	16	23	30
S	3	10	17	24	31

June 2020

Week	23	24	25	26	27
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

July 2020

Week	27	28	29	30	31
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	31
S	4	11	18	25	
S	5	12	19	26	

August 2020

Week	31	32	33	34	35	36
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

September 2020

Week	36	37	38	39	40
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

October 2020

Week	40	41	42	43	44
M		5	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	31
S	4	11	18	25	

November 2020

Week	44	45	46	47	48	49
M		2	9	16	23	30
T		3	10	17	24	
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

December 2020

Week	49	50	51	52	53
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	31
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

2021

January 2021

Week	53	1	2	3	4
M		4	11	18	25
T		5	12	19	26
W		6	13	20	27
T		7	14	21	28
F	1	8	15	22	29
S	2	9	16	23	30
S	3	10	17	24	31

February 2021

Week	5	6	7	8
M	1	8	15	22
T	2	9	16	23
W	3	10	17	24
T	4	11	18	25
F	5	12	19	26
S	6	13	20	27
S	7	14	21	28

March 2021

Week	9	10	11	12	13
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	31
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

April 2021

Week	13	14	15	16	17
M		5	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	
S	4	11	18	25	

May 2021

Week	17	18	19	20	21	22
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

June 2021

Week	22	23	24	25	26
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

July 2021

Week	26	27	28	29	30
M		5	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	31
S	4	11	18	25	

August 2021

Week	30	31	32	33	34	35
M		2	9	16	23	30
T		3	10	17	24	31
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

September 2021

Week	35	36	37	38	39
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	
S	4	11	18	25	
S	5	12	19	26	

October 2021

Week	39	40	41	42	43
M		4	11	18	25
T		5	12	19	26
W		6	13	20	27
T		7	14	21	28
F	1	8	15	22	29
S	2	9	16	23	30
S	3	10	17	24	31

November 2021

Week	44	45	46	47	48
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

December 2021

Week	48	49	50	51	52
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	31
S	4	11	18	25	
S	5	12	19	26	

2022

January 2022

Week	52	1	2	3	4	5
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

February 2022

Week	5	6	7	8	9
M		7	14	21	28
T	1	8	15	22	
W	2	9	16	23	
T	3	10	17	24	
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

March 2022

Week	9	10	11	12	13
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	31
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

April 2022

Week	13	14	15	16	17
M		4	11	18	25
T		5	12	19	26
W		6	13	20	27
T		7	14	21	28
F	1	8	15	22	29
S	2	9	16	23	30
S	3	10	17	24	

May 2022

Week	17	18	19	20	21	22
M		2	9	16	23	30
T		3	10	17	24	31
W		4	11	18	25	
T		5	12	19	26	
F		6	13	20	27	
S		7	14	21	28	
S	1	8	15	22	29	

June 2022

Week	22	23	24	25	26
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	
S	4	11	18	25	
S	5	12	19	26	

July 2022

Week	26	27	28	29	30
M		4	11	18	25
T		5	12	19	26
W		6	13	20	27
T		7	14	21	28
F	1	8	15	22	29
S	2	9	16	23	30
S	3	10	17	24	31

August 2022

Week	31	32	33	34	35
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	31
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

September 2022

Week	35	36	37	38	39
M		5	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	
S	4	11	18	25	

October 2022

Week	39	40	41	42	43	44
M		3	10	17	24	31
T		4	11	18	25	
W		5	12	19	26	
T		6	13	20	27	
F		7	14	21	28	
S	1	8	15	22	29	
S	2	9	16	23	30	

November 2022

Week	44	45	46	47	48
M		7	14	21	28
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	
F	4	11	18	25	
S	5	12	19	26	
S	6	13	20	27	

December 2022

Week	48	49	50	51	52
M		5	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	31
S	4	11	18	25	

= Public Holiday

COMHLACHT CHALAFORT ÁTHA CLIATH
DUBLIN PORT COMPANY

2021 Year

	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI
January					1 New Year's Day Public Holiday	2	3	4	5	6	7	8	9	10	11	12	13	14	15
February								1	2	3	4	5	6	7	8	9	10	11	12
March	1	2	3	4	5	6	7	8	9	10	11	12	13	14 Mother's Day	15	16	17 Saint Patrick's Day Public Holiday	18	19
April				1	2 Good Friday	3	4 Easter Sunday	5 Easter Monday Public Holiday	6	7	8	9	10	11	12	13	14	15	16
May						1	2	3 Public Holiday	4	5	6	7	8	9	10	11	12	13	14
June		1	2	3	4	5	6	7 Public Holiday	8	9	10	11	12	13	14	15	16	17	18
July				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
August							1	2 Public Holiday	3	4	5	6	7	8	9	10	11	12	13
September			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
October					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
November								1	2	3	4	5	6	7	8	9	10	11	12
December			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI

Planner

SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			**January**
13	14 Saint Valentine's Day	15	16	17	18	19	20	21	22	23	24	25	26	27	28			**February**
20	21	22	23	24	25	26	27	28 Summer Time Begins	29	30	31							**March**
17	18	19	20	21	22	23	24	25	26	27	28	29	30					**April**
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		**May**
19	20 Father's Day	21	22	23	24	25	26	27	28	29	30							**June**
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				**July**
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	**August**
18	19	20	21	22	23	24	25	26	27	28	29	30						**September**
16	17	18	19	20	21	22	23	24	25 Public Holiday	26	27	28	29	30	31 Halloween Summer Time Ends			**October**
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	**November**
18	19	20	21	22	23	24	25 Christmas Day	26 Saint Stephen's Day	27 Public Holiday	28 Public Holiday	29	30	31					**December**
SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	WED	THU	FRI	SAT	SUN	MON	TUES	

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