Dublin Port Yearbook 2003

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Dublin 1.
Website: www.dublinport.ie

All Departments

Administration, Harbour/Shipping, Financial, Project Development, Maintenance & Services, Human Resources, Marketing, Purchasing	887 6000/855 0888
Central Station, Berthing Master	855 5779

Harbour Police/Emergency Services

Alexandra Road, Dublin 1.	
Control Centre	855 5580/836 3836
Superintendent/Fire Protection	855 5580
Deputy Superintendent	855 5580

FAX NOS.

Administration	855 1241
Harbour/Shipping	855 3423
Financial	836 5142
Project Development	855 0487
Maintenance & Services	855 0744
Human Resources	855 0416
Marketing	855 7400
Purchasing	855 0543

PASSENGER INFORMATION

Irish Ferries	661 0511
NorseMerchant Ferries	819 2999
P&O Irish Sea	1800 409 049
Stena Line	204 7777
Sea Containers Irish Sea	1800 551 743

For further details on ferry companies see individual entries

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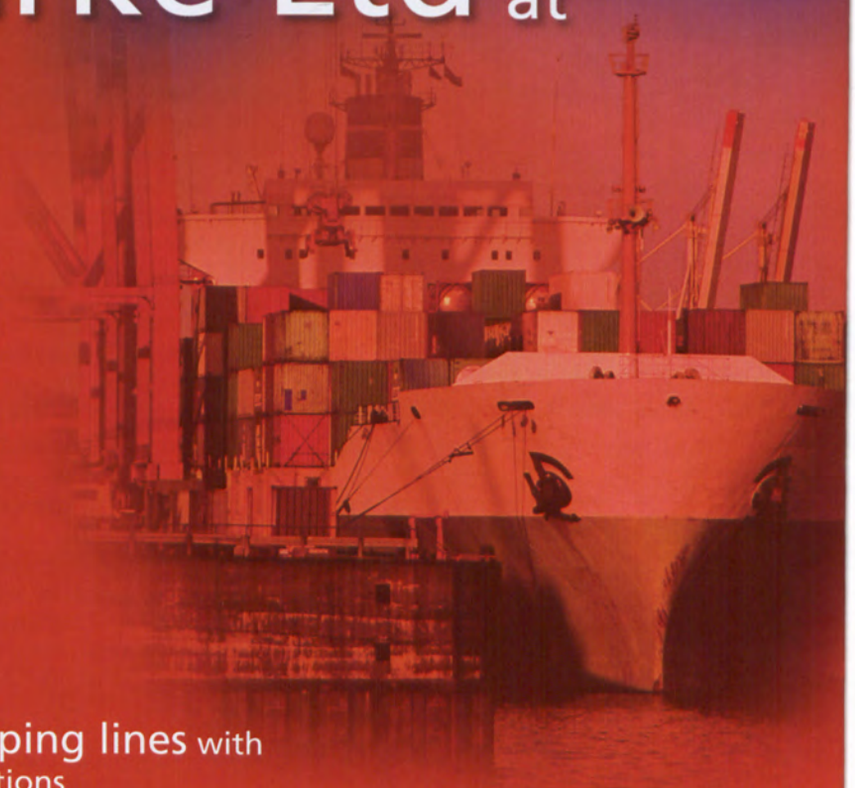

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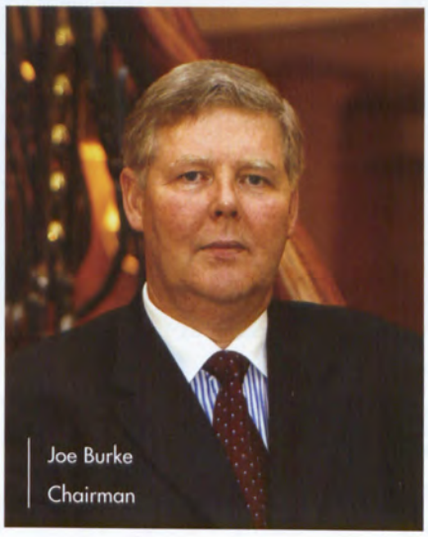
Dear Friends,

Progress and performance at Dublin Port Company during 2002 was very pleasing and, on behalf of the Board of Directors, I would like to thank all concerned for your commitment and hard work in what was, in many respects, a difficult and challenging year.



Joe Burke
Chairman

The Board was particularly pleased to oversee the policy of continued investment in infrastructure and facilities, especially in the unitised trade area. These improvements signify a commitment on the part of the Port Company to serve our customers better into the future.

I would like to acknowledge the investment on the part of our customers in new vessels and equipment as well as extended routes. This has contributed significantly to an improved overall service to the market by Dublin Port. This commitment of investment by ferry companies is set to continue and the anticipated arrival of Stena Adventurer, which is due to start servicing Dublin to Holyhead route mid-year, is testimony to that.

How we interact with those around us is important so I am pleased to see that good work is being done supporting local community organisations and building bridges with the Port's neighbours. Relationships with Port users are improving and we continue to enhance our service through continued investment in infrastructure and technology. Positive things are also happening internally with the development of a family friendly working policy, improved communications and a major commitment both on the part of management and employees to training and development for the betterment of all.

With so much happening in Dublin Port Company and Dublin Port, 2003 promises to be a busy and challenging year.

The Company has also achieved much in relation to the development of the cruise liner business. This was demonstrated in 2002 with 49 cruise liners visiting, including the arrival of the largest cruise liner ever to visit the port, the Brilliance of the Seas. Indeed, before its successful arrival and departure, some might have thought that a ship of its immense size could not have been berthed at Dublin Port. Continued progress is planned for this area of business, which is expected to have benefits not only for the Port Company but also for Dublin City.

The Company will face challenges in 2003. Capacity at the Port, which was first identified as a concern over 20 years ago, is becoming an increasingly pressing issue. There is an urgent requirement for adequate deep-water berthing facilities. Land adjacent to deep water is absolutely fundamental in any modern port and especially in the principal port of an open island economy. We don't want to see ourselves in the sorry position of turning trade away from Dublin Port, and ultimately the Irish market. However, progress towards an extension of the Port remains

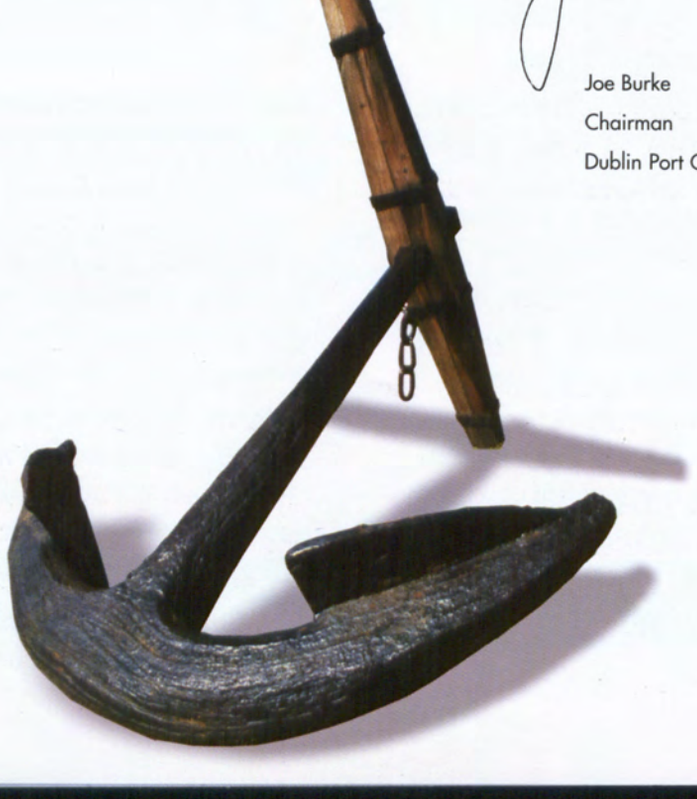
slow and we are fast reaching a point where serious decisions addressing capacity issues at Dublin Port will have to be made.

As a young commercial company (in 1997 Dublin Port Company took over the management of Dublin Port from Dublin Port and Docks Board) we still have much to achieve in relation to enhancing our competitiveness and efficiencies. Management has developed a very sound strategic plan, which has been designed to enhance the quality, range and competitiveness of the services and facilities provided to port users. Enhanced competition, additional investment and prudent restructuring are key elements in this strategy. The Board supports the Restructuring and Viability Plan that will bring the Company's costs in line with stated objectives.

Before I sign off, I would like to express my sincere thanks to all Company employees for their input over the past 12 months. I would particularly like to congratulate management and our chief executive on producing a very sound performance in what was a challenging year. On behalf of the Port Company, I would also like to thank our customers for your valued business. We look forward to servicing your needs in 2003 and wish each one of you every success in your individual enterprises.

Finally, to all the directors whose terms of office ended earlier this year, I would like to take this opportunity to acknowledge your commitment to the highest standards and to your exceptional input to Dublin Port Company during its decisive years since corporatisation.

Joe Burke
Chairman
Dublin Port Company



Enda Connellan
Chief Executive

A message from our Chief Executive, Enda Connellan...

Most of you reading this will be in some way connected to Dublin Port Company - either directly through employment or indirectly because you are a customer, user or neighbour of Dublin Port. Some of you may never have set foot in Dublin Port but your business is inextricably linked to, and dependent on, Port operations.

The Dublin Port Yearbook exists in order to ensure that there is up-to-date and correct information available to those who need it. We include the most recent statistics on everything from tonnage to tourists to tides, information on the Port Company's services and facilities as well as the services provided by our customers. For good measure, we have included some history of the Port and some news from the year gone by.

I feel the most important function of the Yearbook is to allow all of us to keep in touch with what is going on around the Port. This year we have asked some people to update the rest of us on particular projects or issues that they are involved in. We have profiled Dublin Port Company's community liaison officer in order to get an insight into his role within and outside the Port. We have also asked a number of people who are indirectly linked to Dublin Port for their insights. That should make for interesting reading!

Despite what has undoubtedly been a slowdown in the global and the Irish economy, it has been a busy year for us. Estimated figures reveal that throughput for 2002 has increased by 1%. However we witnessed significant growth in RoRo - estimated to reach 546,000 units and LoLo - estimated to reach 271,000 units (450,000 Teus). We have also completed a number of significant infrastructure projects around the Port, including a new two-tier ramp at Terminal 3, a two-tier ramp and a single-tier ramp at Ferryport, as well as continued investment in landscaping on the north port perimeter.

A lot of focus in 2002 has been on the implementation of our corporate strategy, which was developed by the management team and the Board of Directors and was presented to staff in February 2002. We are confident that it is an ambitious yet realistic strategy that will help us to sucessfully facilitate our customers in progressing their business.

We had strengths to build on and many challenges to meet. The Company's strength is demonstrated by our success in achieving the commercial objectives set by the Shareholder and our pivotal role in successfully supporting and facilitating the exceptional demands generated by the Celtic Tiger. The challenges we now face include a deceleration in the economy, capacity issues and competitiveness issues.

One of the major developments for Dublin Port Company in the year gone by, and one which is in line with our corporate strategy, was our investment together with IAWS (Irish Agricultural Wholesale Society Ltd) in Greenore Port, County Louth. Strategically located on the Dublin /Belfast corridor, Greenore is one of the 10 largest commercial ports in Ireland and serves a significant hinterland in the North East region.

2002 also saw the establishment of a restructuring and viability plan which is part of a package of measures designed to respond to increasing market pressures including industry demands for lower costs, lower prices and continued investment.

The restructuring exercise will bring manning levels at the Port Company, which are currently at 335 employees, in line with competitors in Ireland and similar sized ports in the UK and Europe.

The viability plan also requires negotiation on further efficiencies in Port operations, such as building on the work done in recent years to exit all non-profitable activities previously provided to Port users, including crane diving, stevedoring and warehousing. The benefits of this strategy are now being experienced by Port users, with more competition in services and increased efficiencies.

We have committed to ensuring that ro/ro customers arriving or sailing on their allocated time slot will not be delayed except in very exceptional circumstances.

We believe that this will aid our customers as well as maintain safe approaches to the port. Even if there is likely to be a delay we have committed to giving our ro/ro customer sufficient advance notice to allow them to take action to avoid such a delay if they so choose.

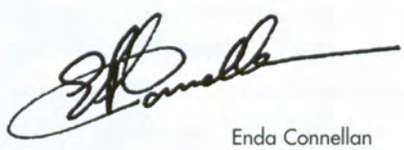
Another major focal point for 2002 has been the Company's proposal to address the capacity issue at Dublin Port by extending the port eastwards. A lot of work has been put into this from an environmental, legal and communications perspective.

I cannot overstate how crucial this extension of Dublin Port is for the market and the national economy. The rapid growth of throughput during the past five years means that Dublin Port is now approaching saturation point, where our ability to provide an efficient and quality service to our customers is seriously at risk. I hope that it won't take a situation where ships are queuing up in Dublin Bay to use the increasingly scarce deep water berthing facilities before people realise how this extension is inextricably linked to the national economy. It is crucial that decisions are made in this wider context.

Since March 2002, we have been helped at Board level by our new Chairman, Joe Burke and the new members to the Board of Directors. Welcome to Tony Ennis, Tom Hussey, Cathy Bryce, Jerry Kiersey, Brenda Daly and Seamus Martin. I have great pleasure in welcoming back Brian Kerr, who is now serving a second term on Dublin Port Company's Board. On behalf of the employees and management, I wish you all every success during your five-year terms.

Last, but not least, I would like to thank all Dublin Port Company employees, all of our customers and all of the service providers for your great contribution and for making Dublin Port a great place to work.

I look forward to 2003 in which we will consolidate our success and build a solid future for Dublin Port together.



Enda Connellan
Chief Executive
Dublin Port Company

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PORT NEWSBYTES

Lord Mayor Casts the Spear

On 16th September, Councillor Dermot Lacey, the Lord Mayor of Dublin and Admiral of Dublin Port, performed the Casting of the Spear Ceremony which has become a regular event at Dublin Port.

Councillor Lacey travelled out into Dublin Bay, along with our Chairman, Mr. Joe Burke, on board a Dublin Port tug, the Cluain Tarbh, and cast a spear into the sea. Back in 1488 when this ceremony was first carried out, casting the spear demonstrated the extent of the city boundaries eastwards.

Irish Ports Authority Conference

Dublin Port Company Chairman, Mr. Joe Burke, was invited to make the welcome address at the Irish Ports Authority Conference on *Short Sea Shipping* in September 2002. The Conference was attended by over 150 delegates and a number of distinguished guest speakers including, Mr. Wolfgang Elsner from the European Commission, who shared the EU perspective in the governance of ports, Mr. Mario Masarotti of the Grimaldi Group and Mr. David Whitehead, President of the European Sea Ports Association. Mr. Liam Lacey of Eucon and Mr. Terry Doyle of Stena Line also addressed the conference.

Next year, the Irish Ports Authority Conference will be hosted by the Port of Shannon/Foynes.

Success of Community Drugs Initiative Is Celebrated

- Dublin Port Company is Proud to Support the Ringsend and District Response to Drugs -

The Ringsend and District Response to Drugs (RDRD), a local Dublin initiative that assists people to become drug free published its annual report and celebrated the graduation of eight clients in May 2002. The graduation of clients, who have remained drug free for more than one year, is a unique aspect of the RDRD approach and this year's event brings to 29 the number of clients that have graduated since the initiative was founded in 1995.

RDRD also offers clients employment and education opportunities through the building of relationships with local businesses in the area. It was revealed in the annual report that over the past three years, 28 recovering addicts have successfully secured employment through the RDRD.

The Awards Ceremony, which took place in Clanna Gael Hall, Ringsend, is sponsored every year by Dublin Port Company. Presentations were made by our Company Secretary, Michael Sheary, to the graduates and their families.

Crowds Flock to the Ever Popular Dublin Port Open Day

A record 1500 people visited the Port's Open Day, which was held on Saturday 5th October 2002, making it the most successful Open Day ever!

With the weather on side, both adults and children could fully enjoy the activities laid on by the Port Company, including coach tours, face painting, live music, art competitions, exhibitions, children's entertainment, and much more.

A competition to celebrate the 25th Anniversary of Open Day ran in the Northside People in the lead up to Open Day and an impressive 800 people entered. The lucky winner won a two-day trip to the UK for two adults and two children, including ferry transport, two night's accommodation and two day passes to the UK's leading Theme Park. We wish the whole family bon voyage!

There were also three lucky winners in our art competition who each received a mountain bike and safety helmet. The winners of the competition were invited to a reception in Port Centre in December where Company Secretary, Michael Sheary, presented them with their prizes. A massive thank you to all Dublin Port Company ambassadors for their great input throughout the day, including those who guided people around the Port, helped the children in the Art Corner, answered people's questions in the Exhibition Room, gave out information packs in the foyer and especially to all those who made our visitors feel welcome and helped them enjoy their time in Dublin Port. A special thank you also to DFT (Dublin Ferryport Terminals), who again this year helped to make Open Day a success by allowing visitors in to their area to see how a modern busy terminal operates.

David Hayes (age 7)
winner of the under 8 section

Danielle Lloyd-Peate (age 11)
winner of the under 12 section

Ruthie Coleman (age 13)
winner of the under 15 section

Danielle Lloyd-Peate, David Hayes and Ruthie Coleman with Michael Sheary.

PORT NEWSBYTES

Great success of Dublin - Cherbourg Route

In 2002, P&O Irish Sea introduced a new Dublin - Cherbourg service which started in June and ran for five months. It has been so successful that the Company has decided to extend the period of availability and this year the plan is to operate the service from March until November.

New Superferry Expected in 2003

The 211-metre long Stena Adventurer is due to start servicing the Dublin to Holyhead route mid-2003. The vessel will be the longest ever superferry to service the Irish Sea route and will replace the existing vessel, the Stena Forwarder. The Stena Adventurer is being built in Korea and will have 11 decks and 3,400 metres of lane space. She will increase freight capacity by 70% and passenger capacity by 50% on the Central Corridor route.

Dublin Port on the Silver Screen

Do you find that many people don't really understand what takes place in a port or, in the other extreme, that they are fascinated and would love to learn more about the workings of a port? Unfortunately it is neither possible to educate the uninformed nor quench the appetite of those that want to know more, and get our day jobs done! As a result we have decided to create a Dublin Port Video so that, by early 2003, Dublin Port Company will be able to show the Port to those that find it difficult to imagine what happens behind these walls.

We hope that this video will help people understand what a port is about and the important role that ports play in the lives of each and every Irish person.

Brilliance Outshine

Brilliance of the Seas - the largest ship ever to dock in Dublin Port visited us on 26th July 2002. The cruise liner, which is 294 metres long and carries 2,450 passengers and 1,000 crew members injected an estimated €750,000 into the Dublin economy during its one-day stopover in the capital.

In 2002, 49 cruise liners docked in Dublin Port - ferrying over 47,000 visitors into Dublin City. This was worth approximately €10 million to Dublin businesses. Tourist attractions, coach operators, gift shops and the catering trade are among the local businesses that benefit from this business.

In speaking to a reporter from the Irish Independent, Enda Connellan emphasised the importance of cruise liners: *"There are a lot of Dublin businesses that rely heavily on tourism especially during the summer months. Major cruise liners such as Brilliance*

of the Seas visiting Dublin represent a significant contribution to the bottom line of many enterprises."

"Dublin Port Company is very proud that over the years it has developed Dublin Port to a standard that can facilitate vessels of this size and stature. To put it in perspective - it is over twice the size of Croke Park!!" he said.

The Brilliance of the Seas, which started her Maiden Voyage on July 15th 2002, features vibration free engines, nearly three acres of exterior glass with panoramic elevators facing the sea, five dining venues and almost 600 balcony staterooms.

As well as two ultra high-tech self-levelling pool tables, recreational amenities include a rock-climbing wall, jogging track, basketball and volleyball court, golf simulator and nine-hole miniature golf course and a lounge facing the sea.

Appointment of new Directors to the Board of Dublin Port Company

The Minister for Communications, Marine and Natural Resources, Mr. Dermot Ahern, TD appointed six new directors on the expiry of the terms of office of the previous shareholder appointments.

The new appointments include Joe Burke as Chairman; Cathy Bryce, Tony Ennis, Tom Hussey, Jerry Kiersey as first time directors of Dublin Port Company and Brian Kerr for a second term as Dublin Port Company director.

High Turnout for Employee Director Elections

An impressive turnout for the Employee Director Elections 2002 on September 3rd resulted in the election of Brenda Daly and Seamus Martin as members of Dublin Port Company's Board.

We asked Brenda and Seamus how they felt when they heard the news. Brenda commented: *"I was really delighted to hear that I had been elected but I have to admit it took a while to sink in. I have worked for the Port Company now for 29 years and I believe that this experience will stand to me in this new and challenging role. I would like to thank everyone for their support and encouragement during the campaign."*

Seamus said that for him the most exciting part was the final moments before the announcement: *"I have to say, I know now how the politicians feel in the general election. I was really nervous and the count seemed to last forever. It has to be said that the support I received was fantastic and I really want to thank everybody who helped me and who wished me well. Of course I would like to thank everybody who voted for me too!"*

We would like to welcome the directors and wish them every success in their new roles.

Brenda Daly and Seamus Martin

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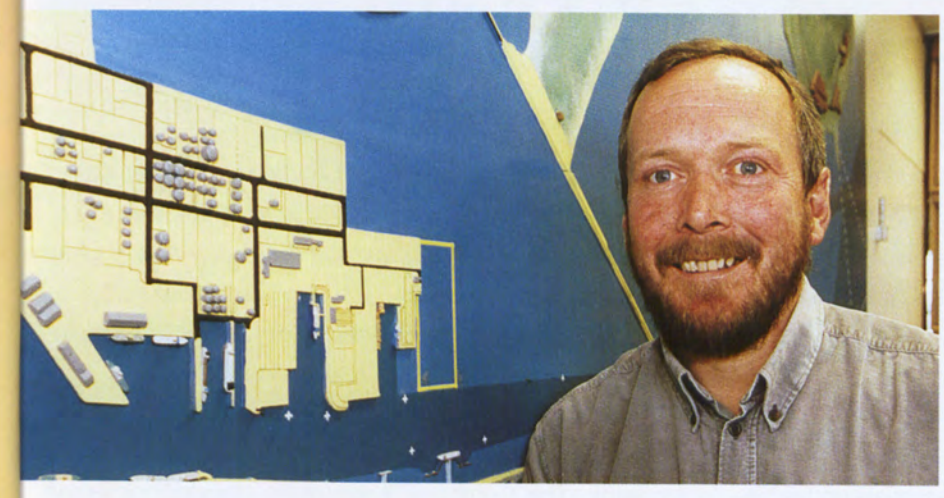


Charlie Murphy
Community Liaison
Officer

Dublin Port Company Reaching Out

Dublin Port Company is a major presence and distinctive feature among the communities of Dublin City Centre. For many, this is a huge positive. Dublin Port is Ireland's second largest industrial estate employing approximately 4,000 people. The Company has for many years been a steady employer for the local communities surrounding the Port.

Dublin Port Company has made it an objective in recent years to communicate more effectively with the various people impacted by Port operations. Three years ago, the Company moved Charlie Murphy into the position of Community Liaison Officer to spearhead progress in this area. And the Port Company has indeed made progress in recent years. Some of the initiatives introduced include the setting up of a Community Liaison Committee (a group of representatives from the local residents associations that have the opportunity to become involved in Port issues relevant to their communities), a Scholarship Programme (Dublin Port Company is currently funding 30 scholarships), various local sponsorships (e.g. Ringsend and District Response to Drugs and Poolbeg Training) and an extensive public information campaign about the extension proposals, to name but a few.

We asked a freelance journalist to come in and speak to Charlie to bring to life his work for the Port Company and the local community, and this is what was said.

Charlie has lived in or around shipping for his entire life. As a young lad going to school and returning to his home in Ringsend he was always captivated by the sea and the ships that delivered their goods to the Port.

Leaving school, there seemed only one possible choice of career - Charlie became a seafarer. Starting on a small coaster before moving onto the gigantic ships that moved their cargo to far flung ports in Japan, the US, Africa, India and China. Yet he always returned home to Dublin where he married and started his career in Dublin Port Company.

"I came home in June and started at the Port Company in July," Charlie said of the beginning of the 22-year relationship he has had with the Port. *"I worked in a range of areas at the Port - Port Radio, the tugs, dry dock and on the berthing staff,"* he said.

16 years later during his stint with the berthing staff, an opportunity came for Charlie to work with the local community on a number of local projects. *"A position became available for a manager to oversee local projects. There was funding by FÁS available for this position but if it wasn't filled funding would be lost."*

So Charlie requested a years leave of absence from the Port Company which was granted. When the year was up Charlie asked for further leave of absence and it was given. During his two years away from the Port, Charlie worked on five or six community projects on a voluntary basis, helping the community he knew so well.

It was about four years ago when Charlie's leave of absence came to an end that the Company realised that it needed to look at how it was dealing with its neighbours. *"There was always a relationship between the Port Company and its neighbours but it was felt that there could be an improvement on how we communicated,"* Charlie said. So Charlie returned to work in a new position, that of Community Liaison Officer.

One of his first initiatives was to set up the Community Liaison Committee (CLC). *"We wrote to the main community groups and asked them to elect representatives to sit on the committee,"* he said. The six representatives from Ringsend/Irishtown, Pearse Street/City Quay, Sheriff Street/North Wall and East Wall now sit on the CLC and bring to the Port Company's attention the issues concerning residents in their area.

There is no doubt that Charlie loves his job, loves being part of the community he grew up in and giving something back to it through initiatives supported by the Port Company. Charlie sees it as Dublin Port Company being socially responsible.

He describes his biggest challenge in working for Dublin Port Company as establishing a two-way communication with the Port's various audiences. *"That is one of the most important things about my job, ensuring that we get information to and from the communities,"* he said.

The recent community information roadshow on the proposed reclamation of 21 hectares to extend the Port's operations was part of that effort to reach the local communities. The roadshow, which was manned by Dublin Port Company volunteers, went to three locations - East Wall, Ringsend and Clontarf. The big attendance was in Clontarf and this included local lobby groups opposed to the 21-hectare development.

"It was interesting in Clontarf," Charlie said. *"What was good about it was that we were able to ensure that it started people debating about the development and cleared up a lot of misconceptions. We don't expect interest groups to suddenly agree with everything we say, but listening to each other's perspective is a really good start."*

The roadshow was a community liaison activity carried out by Dublin Port Company. It was really an extension of the work Charlie does day-to-day in addressing community concerns and providing answers or solutions to the problems that arise from the operation of Dublin Port.

He sees the fact that his office provides a contact point for the community within the Port as having tremendous benefits to the communication between the Port Company and its neighbours. *"Now there's a central guy people know who to contact."*

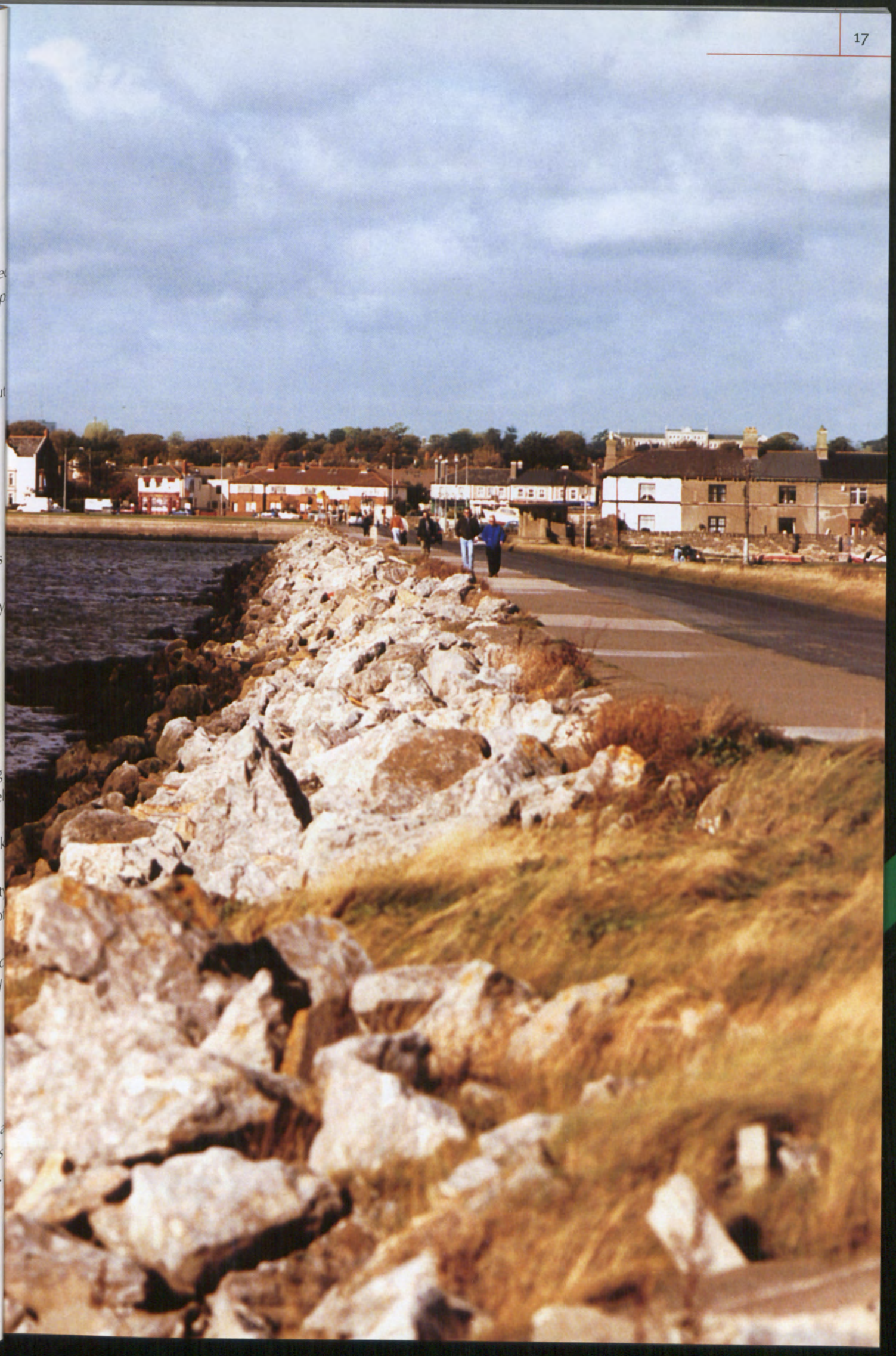
With local residents, whether in groups or individually, Charlie sees his job as *"listening, hearing the issues and working to resolve them."*

But his job, and his passion, does not see Charlie confining himself to answering a phone in an office. He is out actively participating in community life. It is not unusual for him to attend three evening meetings of community groups a week.

He believes Dublin Port is an integral part of the community and believes it will remain so for as long as there is a city of Dublin. *"The Port will always be here but there will be changes. With new technology, the days of hundreds of dock workers scrambling aboard ships to unload is well past and advancements will continue to bring changes."*

The best thing about his job, as he sees it, is seeing *"the things we have helped to do."* Things like the educational scholarships or the community drugs project which helps support former drug addicts and their families. *"It's not that we have done these things by ourselves but they are things that we have supported and helped happen,"* Charlie said.

When asked what was the worst thing about his job, Charlie turns thoughtful. *"I enjoy the job,"* he said. *"Every day is different."*



UPDATES FROM AROUND

Port Developments by Barry Coll

The capital budget for investment in improving and upgrading Port infrastructure and facilities in 2002 was €37m. This funding was invested in a number of areas:

- The €3.25m landscaping project at the north port perimeter is nearing completion and the final phase of planting will be concluded in Spring 2003. As part of the project two major new interceptors have been installed at drainage outfalls to further improve pollution control and safeguard the environment.

- Two new RoRo Ramps, 1 single deck and 1 double deck have been installed and commissioned at Ferryport (Berths 51, 51A). A new layby berth has also been provided and when dredging and quay wall construction costs are included total investment is €38m - spread over 2 years.

- The installation of a new double deck RoRo ramp at Terminal 3 is also nearing completion. The lower deck is in use since July and the upper deck will be fully installed and commissioned in January 2003. Total expenditure will exceed €13m.

- Work commenced in June 2002 on a new €4.4m workshop for the Engineering/Maintenance personnel. When completed in March 2003 the facility will allow the transfer of staff from the existing Port Yard and free that valuable waterside area for redevelopment.

- In order to improve safety and increase efficiency the Alexandra Quay East area was redeveloped at a cost of €0.75m to accommodate both a LoLo container terminal and the trade car business.

Trial Berthing at berth 26. lower deck ramp, July 2002.

Investment in projects that will improve efficiencies will continue in 2003, including:

- Redevelopment and widening of Promenade Road at an estimated cost of €1.5m, in preparation for the opening of the Dublin Port Tunnel in 2005.

- Installation of 3 further interceptors at outfalls from Dublin Port Company drainage system (€0.75m).

- A €1m investment in building extension works at Terminals 1 and 2 to further service the growing RoRo passenger business.

These, and the completion of other works in progress constitute the capital development programme for the year ahead.

Project Connect by Brenda Daly and Michele O' Reilly

Project Connect started in November 2001 with an investigation into the feasibility of a new computer system that would aid the more efficient management of vessels coming in and out of Dublin Port. When the feasibility study was completed, it was accepted that the new system would truly modernise the operation of the harbour area and would create efficiencies both internally for Dublin Port Company and externally for our customers.

The project team is now in the process of selecting the solution provider to implement this system and we hope to have it completed by late summer 2003.

Looking to the future, benefits for customers will include access to an on-line booking facility and, by providing real time information, the ability to monitor their vessels' progress. The new system will assist the efficient and speedy turnaround of vessels, it will also speed up the billing process and will enhance the Port Company's ability to provide services required by the vessel.

THE PORT

Port Company Expands Services & Facilities by Ciaran Callan

As part of Dublin Port Company's objective to continually improve its services to Port users and customers, it has launched a new range of services and facilities that are easily accessible and competitively priced. These include marine equipment and services, mechanical and electrical services, building services, estate management and equipment hire.

Machinery and equipment, including road sweepers, boom lifts, JCBs, barges, cranes and dredging vessels are available to hire at competitive rates.

The Company is looking forward to the expanded role of this department providing these type of services to port users and to the wider community. The comprehensive range of equipment is state-of-the-art and easily accessible to those based in the Port area.

Skilled personnel are also on hand to assist with the operation of machinery and equipment. A diving team with underwater cameras can assist with hydrographic surveying and experienced crane drivers are available for contract work on tower and mobile cranes. Experts can

also be accessed to assist port users with welding, burning and general metal fabrication as well as general mechanical and electrical services.

For assistance on general building maintenance and estate management, Dublin Port Company will also provide general environmental cleaning services, landscaping personnel, painting, plumbing and carpetentry work.

Finally, to get you out of a tight fix, boat lifters, boat repairs and bareboat charters can be arranged.

To get more information about these new services, contact the Maintenance and Services Department. Tel: (01) 887 6832.

The Family-Friendly Port Company by Eileen Spratt

In recognition of changing social and economic requirements both inside and outside of Dublin Port Company, we have recently completed a comprehensive set of Family-Friendly Working Policies. Numerous employees are now availing of more flexible working arrangements which fall into two principal categories:

- Statutory entitlements. These include maternity leave, adoptive leave, carer's leave, parental leave and force majeure leave.
- Non-statutory arrangements. These include work-sharing, job-sharing, term-time leave, career breaks, paternity leave and marriage leave.

Flexitime, will be on offer in the near future.

We are committed to maximising the contribution of our employees in the workplace while, at the same time, enabling them to cope with both family and personal needs. The provision of Family-Friendly working arrangements also demonstrates a commitment to equality allowing both men and women to share their family responsibilities.

The Company will continue to explore and add further Family-Friendly initiatives in accordance with best practice.

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Altona Ind. Est.BT2
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Meeting Future Demands by Michael Sheary

An essential part of Dublin Port Company's role in the management of Dublin Port is to ensure that we continue to serve our customers and to meet their demands into the future. A key factor in achieving this objective is capacity. Currently there is an urgent need to increase our deep water berthing facilities. This was brought about by the past and continuing growth in the Irish economy and the increasing size of ships using the Port.

Throughput through the Port has increased by more than three fold over the last decade reaching 22m tonnes in 2002. Between 40% and 50% of goods coming through Dublin Port are destined for areas falling within the M50 ring, while the proportion increases to approximately 75% when the line is extended to an 80km (50 mile) radius of Dublin city.

The importance of the port sector, and Dublin Port in particular, to the Irish economy can be clearly illustrated by the fact that 90% of GDP is exported annually while 99% of imports and exports are handled by ports.

The proposed development should be seen in the context of the needs of the national economy and in the context of other developments taking place.

The Dublin Port Tunnel is on target to commence operations in 2005 and will take significant HGV movements off the city streets.

Dublin Port Company, for its part, hopes to allocate new slot times early in 2003, whereby daily ferry services will arrive 40 minutes earlier, helping to further alleviate traffic congestion in the early hours.

Dublin Port is at the heart of the Irish market, and shipping companies and their customers see it as the most effective access point, in terms of time and cost efficiency, to service the needs of the Irish economy. Its location means that Dublin Port provides an environmentally friendly method of bringing goods to the market - by bringing them directly to the heart of the market.

Various options on how to best address the capacity issue have been examined closely and the most appropriate, in terms of suitability for port users and the market as a whole as well as in relation to impact on the environment, is the proposal to extend the Port on the east side of the north port.

In order to address the concerns raised by interested parties, Dublin Port Company held an information campaign during the summer of 2002 to provide the public with detailed information about plans to extend the Port.

Over 40,000 homes in the neighbouring communities receive regular updates from Dublin Port Company through its Environmental News Update. The most significant element of the campaign was the information roadshow through which information was physically brought to the communities of Clontarf, East Wall and Ringsend during the month of June. Over 400 people attended the roadshow in one location or another. As well as showcasing the Environmental Impact Statement (EIS), graphical representations and maps of the planned extension, Dublin Port Company representatives and technical experts were on hand at each venue to answer people's queries.

For those that couldn't make the roadshow, we made sure that information on the extension project was, and still is, available through other channels, including:

- A lo-call information line 1850 829 928
- www.dublinport.ie
- Local public libraries including Charleville Mall, Raheny, Ringsend, Ilac Centre and Marino
- A permanent information display in Port Centre

So, where are we now? Presently, an application for a foreshore licence to extend Dublin Port along with a detailed Environmental Impact Statement is under consideration at the Department of Communications, Marine and Natural Resources. The Port Company will continue to work with the Department, its advisors and the relevant local authorities to address and respond to the necessary legal processes that are required to allow the extension to happen as soon as is practical, within regulation and respecting the rights of other interested parties.

ESB 75 ANNIVERSARY

Acknowledging the past
Embracing the future

ESB Poolbeg, the power at the heart of the Port

An External View ...

Brian McCarthy, Managing Director, R. A Burke

"Dublin is a busy and growing port. Handling the volumes that pass through the Port each day takes very good management and a lot of co-ordination. Just take the operations that I am involved in, for example. We would have multiple contacts with the Port Company each day and the same would go for the 400 other companies operating within Dublin Port.

I have worked in many ports around Ireland and Dublin Port Company is one of the few port management companies that view service providers like ourselves as customers. This is demonstrated by the constant improvement of infrastructure, efficiencies and services."

Clive Brownlee, President, Dublin Chamber of Commerce

"The relationship between Dublin Port and Dublin businesses goes back a long time. In recent years there has been an explosion in the volumes passing through the Port and significant improvements have been made by the Port Company to accommodate these increased volumes.

However, there are some constraints to further growth. Access to the Port is an issue that we hope will be improved by the completion of the Port Tunnel. The second crucial issue is capacity. The continued expansion of Dublin Port is absolutely essential for the future prosperity of the Irish economy."

Charlie Green, General Manager, P&O - Irish Sea

"P&O Irish Sea, has always been committed to providing a high quality service to our freight and passenger customers. We have invested a lot of capital in bigger and better ships and in a more efficient and better service. We are delighted that Dublin Port Company is also investing in the future of Dublin Port, in improving the infrastructure and facilities for both port users and for the end customer."

Niall Reddy,
Chief Executive, Bord Failte

"The cruise liner business is very valuable to the tourist sector and to the Dublin economy, bringing in approximately 47,000 visitors each year. It made a particular contribution in 2002, a difficult tourism year. The growth that we have seen in this sector over the past 5 years is very welcome and we are delighted with Dublin Port Company's clear commitment to ensuring that there is continued growth into the future."

Mr. Reg McCabe,
Director of Transport, IBEC

"Being an island, Ireland's economy is totally reliant on its seaports. The efficient workings of Ireland's ports has ensured that we have not had to deal with shortages, supply issues, etc which undoubtedly would have had a serious affect on our competitiveness and productivity. The performance of our ports is particularly impressive in light of the sudden growth that took place during the Celtic Tiger."

Councillor Dermot Lacey,
Lord Mayor of Dublin

"The future of both freight and passenger shipping in this country is looking brighter than it has for some time. This is due in no small part to the impressive investment taking place at Irish seaports the length and breath of Ireland. In a recent visit to Dublin Port, I was taken aback by the amount of infrastructure development taking place - all geared towards increasing the levels of service offered to port users.

This development work is being complemented by work being done to improve the visual aspects of the Port. In what is basically an industrial area, I was very impressed with the work being done in relation to landscaping and litter control."

Interesting Facts

- Being an island, Ireland's only way of trading is through seaports and airports. Irish seaports handle 99.5% of Irish foreign trade (by volume).
- 90% of Ireland's GDP is exported - 40% of it through Dublin Port.
- Dublin Port is the second biggest industrial estate in Ireland with 4,000 people working in the Port area.
- The largest cruise liner to dock in Dublin Port was 'Brilliance of the Seas' which visited the port in July 2002. The liner is 294m in length and carried over 3,500 visitors.
- Five ferry companies operate up to 18 sailings daily to the UK from Dublin Port.
- 2002 saw the first ever ferry connection between Dublin and France when P&O Irish Sea started a Dublin - Cherbourg service.
- Over 100,000 cars are imported through Dublin Port each year.
- Captain Bligh of the infamous Mutiny on the Bounty was involved in building the North Bull Wall.
- 75% of all imports and exports through Dublin Port are transported in containers.
- Bull Island, with its 5.63km of beach, two golf courses and world famous bird sanctuary was created by the building of the Port's two walls - the Great South Wall and the North Bull Wall.
- Between 40% and 50% of goods coming through Dublin Port is destined for areas falling within the M50 ring. The proportion increases to approximately 75% when the line is extended to an 80km (50 mile) radius of the city.
- Carlisle Bridge (now O'Connell Street Bridge) was built in 1794. It was recognised as being too narrow and in 1880 was rebuilt by the Dublin Port & Docks Board, without a rise and about three times as wide as before. At this time the name of the bridge was changed to commemorate Daniel O'Connell, the Liberator.

Directors

From left: Tony Ennis, Eamonn O'Brien, John Stafford, Brian Kerr, Royston Brady, Enda Connellan (Managing), Joe Burke (Chairman), Michael Sheary (Secretary), Tom Hussey, Jerry Kiersey, Brenda Daly, Cathy Bryce and Seamus Martin.

Management

Enda Connellan
Chief Executive

Michael Sheary
Company Secretary /
Chief Financial Officer

Ciarán Callan
Maintenance & Services
Manager

Ken Whelan
HR Manager

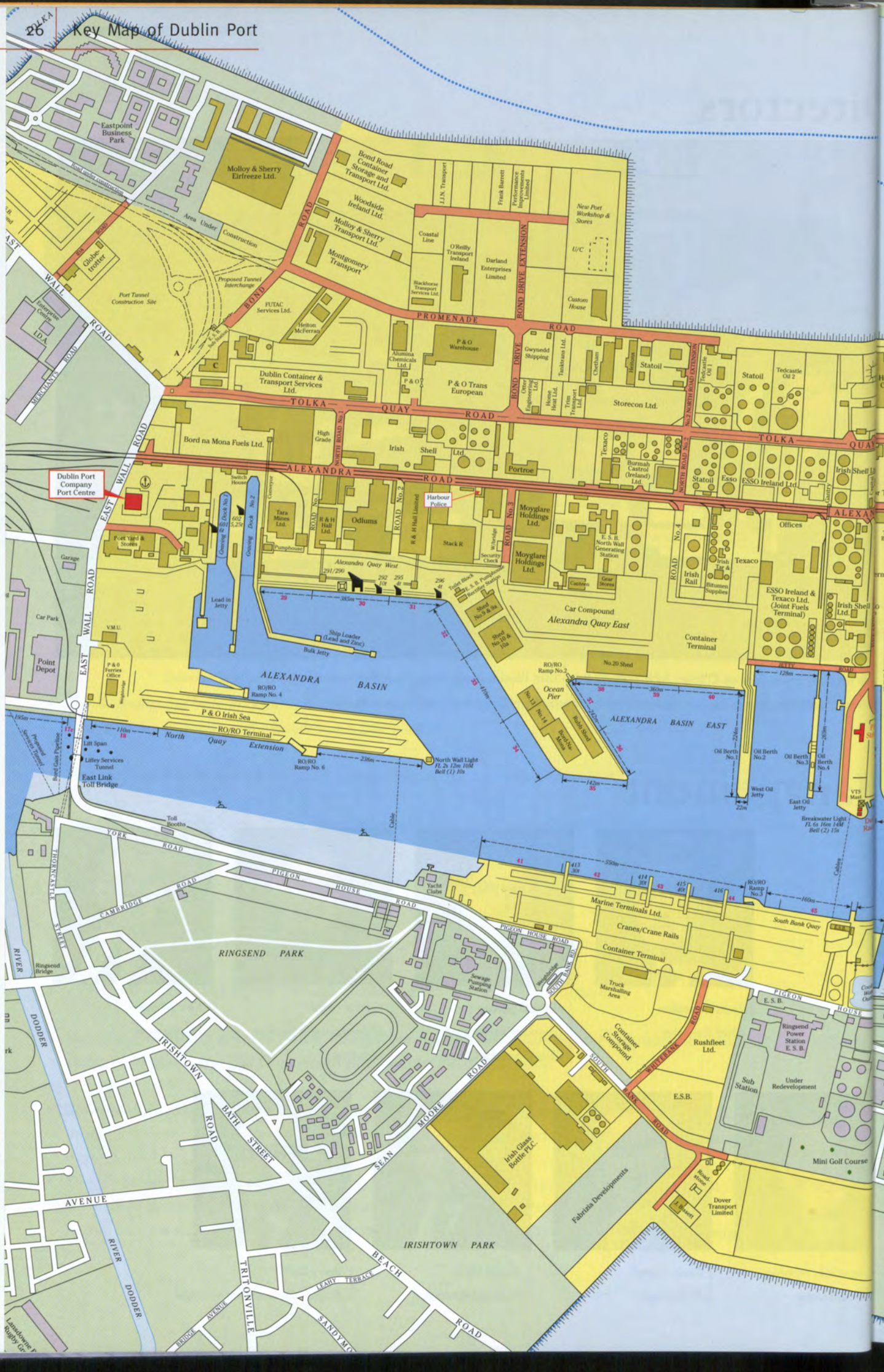
Captain Bob Wiltshire
Harbour Master

Conor Farrell
IT Manager

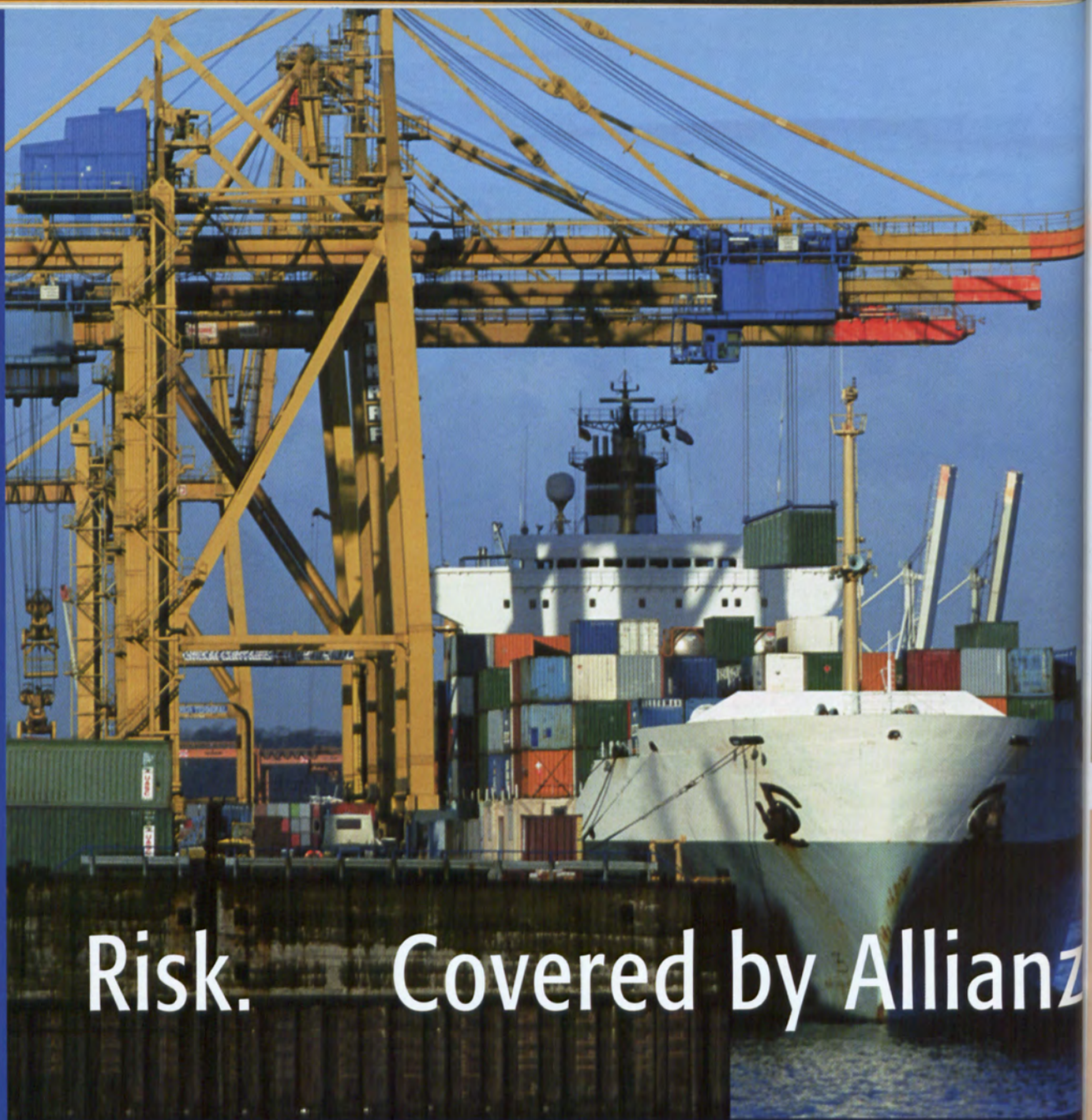
Joseph Hiney
Finance Manager

Barry Coll
Projects Development Manager

Key Map of Dublin Port



ROAD
Clontarf Yacht & Boat Club Jetty
NORTH BULL WALL
DUBLIN PORT Co
Henry A. Crosbie
Eircom Mast
Shell
Teoranta
TERMINAL RD. NTH.
ALEXANDRA ROAD EXTENSION
Security Check
Terminal Building 2
Weighbridge
Norse Merchant Ferries RO/RO Terminal
Offices
Parking
TERMINAL ROAD SOUTH
Trailer Parking
RO/RO Freight Compound
RO/RO Ramp No.7
RO/RO Ramp No.8
Proposed 21ha Reclamation
97m
150m
36m
36m
52
53
RO/RO Ramp No.9
Weighbridge
Terminal No.1
Storage Yard
Storage Yard
Dolphin
Terminal Building 1
Car Park
Passenger Gantry
213m
49
RO/RO Ramp No.5
Flash
85m
Flash
North Bank Light
F A I R W A Y
No.14 Buoy
No.12 Buoy
48
Sludge Jetty
Berth 47a Reclamation
Intake
Cooling Water Outfall
Sluice House
Dublin Corporation Main Drainage Tanks
Under Redevelopment
Pigeon House Harbour
Chimney
Chimney
E. S. B.
Poolbeg Generating Station E. S. B.
500MW
Gas Turbine Station
155MW
Under Construction
Under Construction
Dublin Corporation Sewage Treatment Works
RINGSEND NATURE PARK



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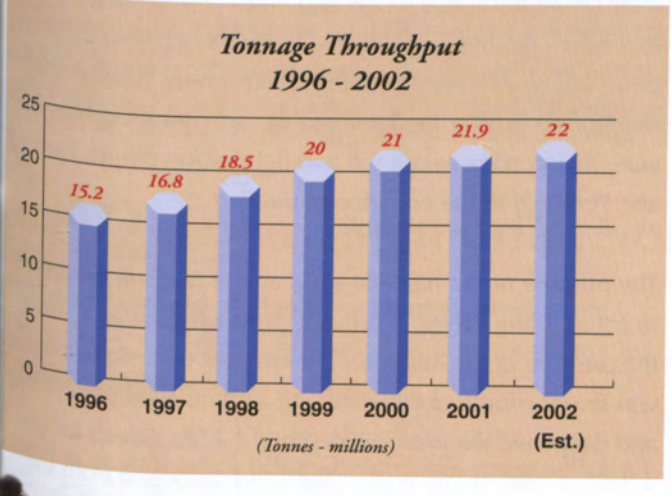
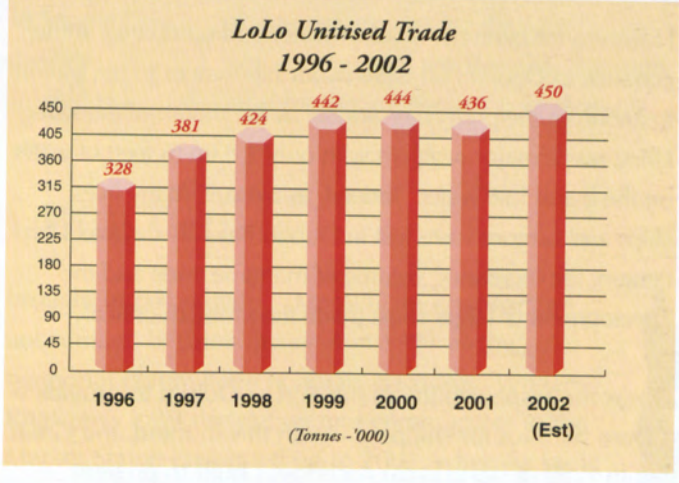
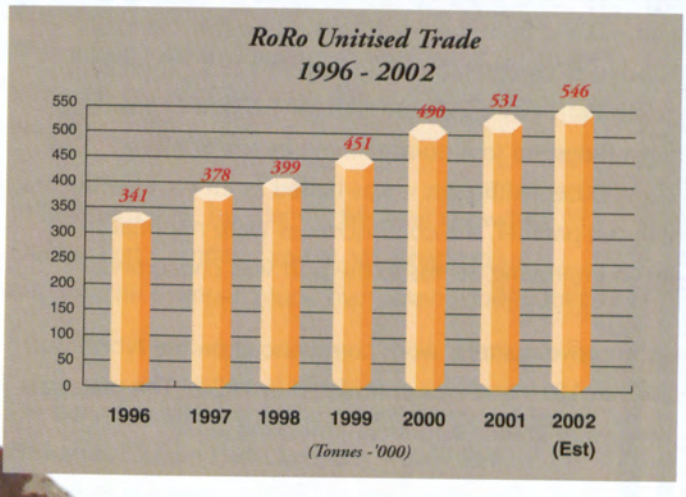
Port Trade Figures

	2002 Est.	2001
Total Tonnage	22m tonnes	21.9m tonnes
Imports	14.3m tonnes	14.3m tonnes
Exports	7.7m tonnes	7.6m tonnes
Ro/ro	546,000 units	531,000 units
Lo/lo	450,000 teus	436,000 teus
Liquid Bulk	3.55m tonnes	3.47m tonnes
Dry Bulk	1.25m tonnes	1.89m tonnes
Break Bulk	100,000 tonnes	153,000 tonnes
Trade Cars	115,000	114,000
Passenger Nos.	1.5m	1.4m
Tourist Cars	320,000	290,000
Ship Nos.	7,795 arrivals including 49 cruise liners	7,749 arrivals including 61 cruise liners







The Story of the Harbour Walls ...

In the late 18th century, Dublin was a thriving, bustling city with an expanding commerce. It was considered to be the second city of the British Empire. The expanding trade of the city placed huge demands on port facilities.

However, for centuries shallow water and sandbanks at the entrance to Dublin Port were major hindrances to navigation to and from the port. The sandbar at the mouth of the River Liffey was a major problem with only 1.83m (6 feet) of water on the bar at low water. Indeed, as a result, many lives, ships and cargoes were lost in Dublin Bay. By the late 18th century the increasing volume of maritime trade and the development of larger ships made the problem critical.

It was the responsibility of the Port of Dublin to provide a secure harbour for shipping. With this in mind, the Great South Wall (a stone breakwater) was built to prevent siltation in the shipping channel due to sand being blown and washed from the south strand into the channel. Work was completed on the wall in 1795. The Great South Wall extended seawards for 5.63km (3.5 miles) from Ringsend to a point marked by the Poolbeg Lighthouse. Although it was hailed as an engineering feat without parallel, the consequences were minimal in so far as improving access to the port was concerned.

To improve matters, work commenced on the North Bull Wall in 1819 and was completed in 1824. The materials used were granite and local limestone.

The wall stretches for 2.74km (1.7 miles) from the shore at Dollymount to the North Bull Lighthouse at the entrance to the port. The 1.67km (1.04 miles) of wall, from Dollymount to just beyond the Marian statute, remains above water at all stages of the tide. The 1.06km (0.66 miles) from the statue to the lighthouse, which is known as the half tide wall, is covered at highwater. The water drops below this section of the wall midway through the ebb tide so that for the later half of each outgoing tide the water is forced between the two lighthouses (North Bull and Poolbeg) at the entrance to the Port.

The purpose of the half tide wall, and of the Bull Bridge, is to act as safety valves to prevent damage to the wall from the pressure of the full tide. The effect of this tidal scour was that the force of the water cut a channel across the ba and deepened the previous depth of 1.83m (6 feet) to 4.9m (16 feet) at low water. The sand dislodged from the bar was carried further out into the bay where it was picked up by currents which then deposited it on the Nort Bull Bank.

This was the beginning of Bull Island which has grown steadily over the years from the sand and silt coming down the river, but which are now carried beyond their natural dropping point (the bar) and caught in the current which carry them onto the island. The North Bull Lighthouse, at the tip of Bull Wall was erected in 1880.

Bull Island, with its 5.63km (3.5 miles) of beach, two go courses and world famous bird sanctuary was thus created by the building of the two great walls in the Port

CAPTAIN BLIGH AND THE PORT OF DUBLIN

William Bligh, British Naval Officer, marine surveyor and colonial governor was born in Plymouth, England on October 4th 1754. Having entered the navy he sailed with James Cook on his second voyage around the world 1772 - 1774. He saw service in naval battles in 1781 and 1782. In 1797 he took part in the Battle of Camperdown. In 1786 when the Corporation for Preserving and Improving the Port of Dublin was established, he was taking part in the naval blockade of the French ports.

In late 1787 he was assigned to HMS Bounty. While sailing from Tahiti to the West Indies he and 18 of his crew were overpowered and set adrift in a small boat in the Pacific (April 1789). Bligh's skill as a navigator of the highest quality was demonstrated by his ability to sail the Bounty's lifeboat, which was 7m (23 feet) long and 2.1m (6 feet 9 inches) wide from the island of Torfoa to the island of Timor, a distance of 5,823km (3,618 miles), with only a sextant as a navigational aid. He returned to England in 1790 and continued his career in the navy.

With an enviable reputation, earned in the South Seas, as a skilled navigator and marine surveyor, Captain William Bligh was invited to survey Dublin Bay by the Directors General of Inland Navigation in Ireland.

He arrived in Dublin in September 1800 and commenced work immediately. He completed his survey and report in three months, noting in the report that this had been achieved "notwithstanding the unfavourable and tempestuous time of the year." Bligh's complete report and chart are in the records of Dublin Port Company.

Bligh was not only a skilled navigator and seaman but also a brilliant cartographer. The chart based on his survey of Dublin Bay was greatly superior to all previous charts. It is a practical, thorough and accurate chart with remarkable attention to detail, incorporating numerous soundings, directions of currents, lines of sight to various shore landmarks and anchorages and positions of wrecks in the Bay. He made suggestions for the improvement of the Bay and Harbour and for the greater safety of shipping.

Realt Na Mara Memorial, North Bull Wall

At the end of North Bull Wall in Clontarf, overlooking Dublin Port, stands the Marian Statue, a memorial to Our Lady that was erected in 1972.

There is an interesting history behind this statue which all started at a retreat for dockers in 1950, the Marian Year. The dockers decided that they would like to pay tribute to Our Lady by building a statue in her honour.

Following a 22 year battle by the dockers to fundraise, get planning and secure land, the Marian Statue was eventually erected. Today, the ten-foot statue rests on an orb supported by three tapering 18.3m (60-foot)w pillars. Mary wears a halo of twelve stars, which are of cut glas donated by Waterford Crystal, specially designed to give maximum reflective effect in natural or artificial lights. Four lamps are strategically placed to flood light the columns, orb and statue which shine out magnificently over Dublin Bay.

It was thanks to the Port Chaplin of the time, along with support and practical help of others that this project was brought to completion. Mr William Rhatigan, an accountant, became involved in 1971 as the memorial committee's honorary treasurer. William Rhatigan's loyal dedication and commitment to the Marian Statue continued up to 2002, when he sadly passed away at the age of 86. For 30 years, Mr Rhatigan maintained and cared for the Marian Statue using the financial contributions of the many followers of Our Lady who donated what they could over the years.

In January 2002, his identity became known to Dublin Port Company and at Mr. Rhatigan's request, the Company took over responsibility for the statue.

On behalf of all who live and work in the wider Port area, Dublin Port Company would like to extend its sincere sympathy to the family and friends of the late William Rhatigan and pay tribute to Mr. Rhatigan's commitment and loyalty to the Marian Statue.

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 and including Rory O'Moore 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 lighted and of easy access. There is a channel across the Bar which is 7.8m below LAT. Vessels drawing up to 10.2m can enter the port at high water of normal tides. Vessels drawing up to 7m can enter at any state of tide.

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 Bay.

Tides

Mean H.W. Springs Dublin Bar 4.1m.

Mean H.W. Neaps, 3.4m.

Prevailing winds are S.W.

All depths refer to the Lowest Astronomical Tide. This level is defined as "the lowest level which can be expected to occur under average meteorological conditions and under any combination of astronomical conditions."

This datum is referred to as L.A.T. and 2.51m below Ordnance Datum Malin Head.

Verification of Depths

All berth, channel and bar depths given hereunder are standard Lowest Astronomical Tide (L.A.T.) maintenance depths which are liable to reduction through silting or other causes.

Verification of depths in the port should, therefore, be obtained from the Harbour Master's Department, Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, Tel: (01) 887 6000.

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 Butt 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. The pilotage service is based in a pilot shore station situated on the Eastern Breakwater and is operated by direct boarding fast cutters each capable of speeds up to 20 knots. The Harbour Office, Pilot Shore Station and Pilot Cutters are equipped with VHF radio, Hague Channels 16, 12 and 6.

To request a Pilot contact Dublin Port shipping desk at Tel: (01) 887 6028/887 6033.

Towage

To cater for large ocean-going vessels using the port, Dublin Port Company has provided three diesel tugs fitted with twin Voith propellers. Two tugs are of 35 tonne bollard pull, and one is of 16 tonne bollard pull. They are equipped with VHF radio, Hague Channels 16, 12, 13 and 9 and have fire pumps.

To request towage contact Dublin Port shipping desk at Tel: (01) 887 6028/887 6033.

Graving Dock

Dublin Port has one operational graving dock situated to the west of Alexandra Quay. The No. 2 Dock can be divided to accommodate small or medium sized vessels. The dock is currently leased to Dublin Graving Docks, specialists in ship repair, engineering and afloat work. Tel: (01) 887 9506.

Electricity Supply

A.C. 380V and 220V phase 4 wire: 400, 300 and 100 amps.

Equipment

One E.P. crane, 25 tonnes at 22m radius to 5 tonnes at 30m radius.
Seven power capstans of 5, 10 and 15 tonnes pull.
Water Supply: Fresh and salt water hydrants at dock sides.
Lead-in-jetty: This dock is served by a lead-in-jetty 135m long.

Graving Dock

Dock	Length	Width
No. 2	202m	24.4m

Capable of docking vessels of up to 6m draught

Diving

Diving Port Company provides a full diving service catering for hull inspections, video inspections and propellor clearance. A fully equipped dive launch is available with a self contained supply of compressed air. For details on diving contact Dublin Port at Tel: (01) 887 6000.

Stevedoring

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

Dublin Ferryport Terminals
Dublin Port Stevedores
Marine Terminals Ltd.
NorseMerchant Ferries
Poolbeg Stevedoring
Portroe Stevedores
P&O Irish Sea
Stena Line

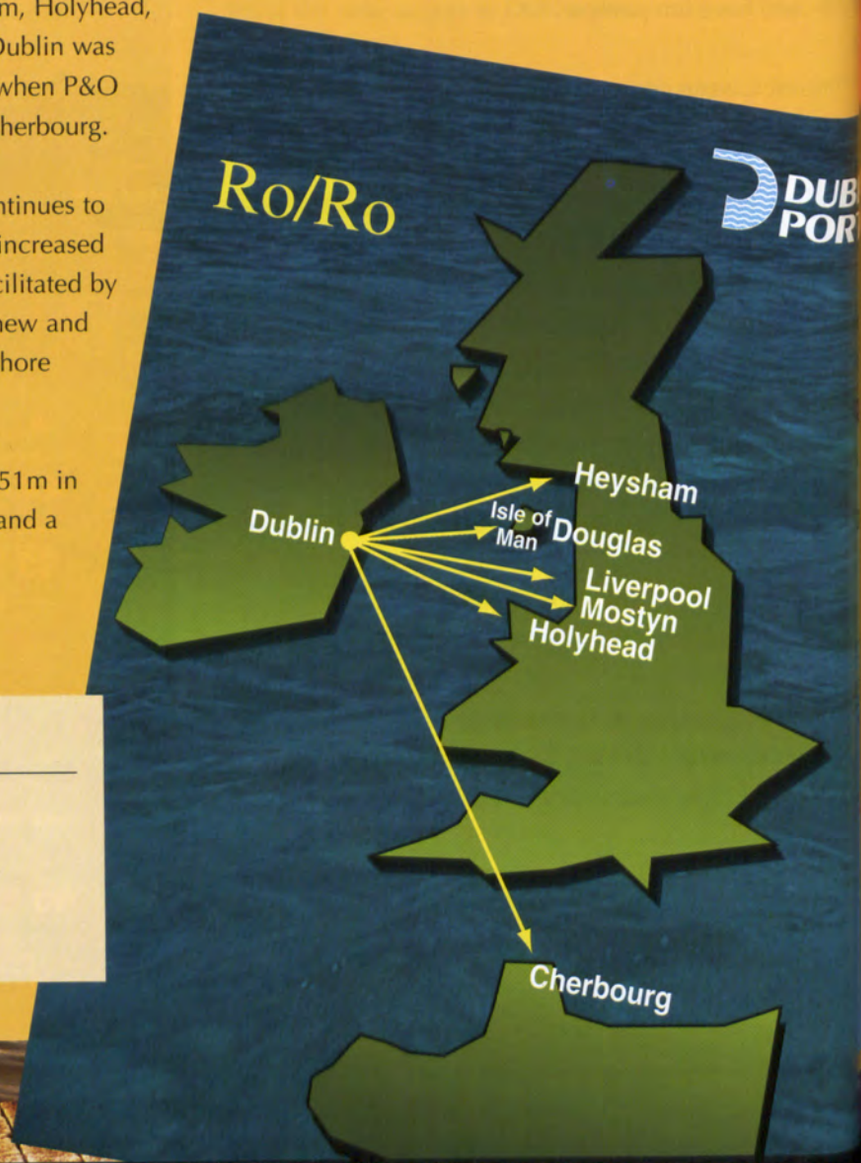
Modes of Transport

Ro/Ro | Roll On / Roll Off

Dublin Port has become the leading ro/ro port in Ireland handling nearly 550,000 units in 2002 representing approx. 58% of total throughput. This mode is serviced by five ferry companies operating up to 18 sailings daily to the UK, connecting Dublin with Heysham, Holyhead, Liverpool, Mostyn and Douglas. In 2002 Dublin was connected to France for the first time ever when P&O Irish Sea started a service from Dublin to Cherbourg.

The demand for ro/ro access to Dublin continues to grow. During the last two years ro/ro has increased by over 11%. This added business was facilitated by the investment by the ferry companies in new and larger ships and by the Port in additional shore facilities.

The Port Company has recently invested €51m in the ro/ro mode. Two new ramps, a single and a double deck have been installed and commissioned at Ferryport where a new layby berth has also been provided. At Terminal 3 a double deck ramp has also been installed.



Ro/ro Operators

Irish Ferries
NorseMerchant Ferries
P&O Irish Sea
Sea Containers Irish Sea
Stena Line

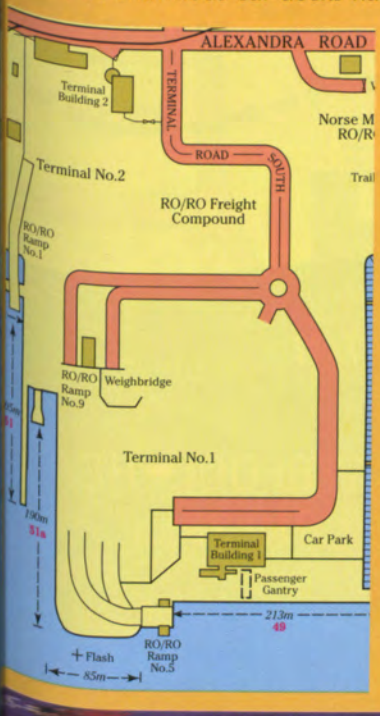
Ro/Ro Irish Ferries

Irish Ferries is Dublin Port's largest combined passenger car ferry and roll-on / roll-off freight services operator and the leading company within the Irish owned shipping and transport group Irish Continental Group plc.

Irish Ferries' investment programme of over €400 million in the past six years across all of its routes has helped secure its position as Dublin Port's premier passenger ferry operator. The major part of this investment has been spent on the construction of a new modem fleet of ferry vessels. Significant amounts have also been invested in the development of its services through Dublin including the purchasing of freight handling equipment.

Last year, Irish Ferries' biggest commitment to Dublin Port so far was demonstrated by the introduction of the world's largest car ferry Ulysses, which now services the Dublin - Holyhead route.

With almost three miles of vehicle lane parking space on board, its enormous car decks have enough space to carry 1,342 cars or 240 articulated trucks per sailing - double the car parking capacity of Dublin's St. Stephen's Green Shopping Centre. It also carries a complement of 2000 passengers and crew.



The €100 million Ulysses is the fourth new vessel introduced by Irish Ferries on their Ireland-Britain routes in recent years. It follows the Isle of Innisfree (1995), the Isle of Inishmore (1997) and the high-speed catamaran Jonathan Swift (1999), all introduced to service through Dublin Port. Today, Irish Ferries operate the most modem ferry fleet in Europe.

On the Dublin Port - Holyhead route Irish Ferries offer up to 12 sailings a day. This amounts to an estimated 1.2 million passengers and 350,000 vehicles being transported by Irish Ferries through the port annually.

The company's quality focused approach is recognised in numerous awards presented to the company in recent times. For the last five years in a row, Irish travel agents voted Irish Ferries winners of Ireland's *'Best Ferry Company'* Award. Just recently Irish consumers have also voted Irish Ferries *'Best Ferry Company'* and. www.irishferries.com *'Best travel website'* in the 2002 Consumer Holiday Awards. Another prestige award presented to Irish Ferries is the IFW Freight Operator of the Year 2000 award - an accolade for which every passenger/freight ferry company in the British Isles competes.

Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

Berth 49	
Length of Berth	213m
Depth at L.A.T.	11m standard
Ramp No.5	
Upper Deck	
Length of Shore Ramp	43m
Width of Shore Ramp	10.8m end
Maximum Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	40m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes
Berth 51a	
Length of Berth	190m
Depth at L.A.T.	8m standard
Lenght of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes

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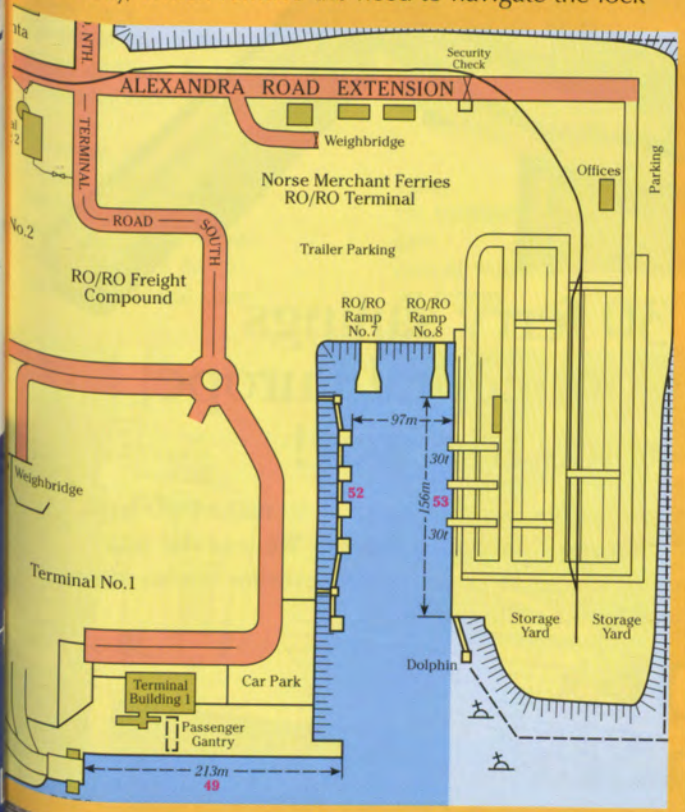
01524 865 050

Ro/Ro NorseMerchant Ferries

NorseMerchant Ferries offers a choice of two routes from a dedicated terminal at Alexandra Road Extension, the Dublin to Heysham route and the Dublin to Liverpool route. This reflects the company's strategy of offering a choice of destination from a single departure point. This hubbing concept, coupled with longer sea crossings to the UK, provides maximum efficiency and traction productivity for freight customers.

The Dublin to Liverpool route offers the complete range of Ro/Pax services with two sailings per day to a new purpose built terminal at 12 Quays, Birkenhead. This Stg£25m (€40m) facility incorporates two river berths on the Mersey, which remove the need to navigate the lock



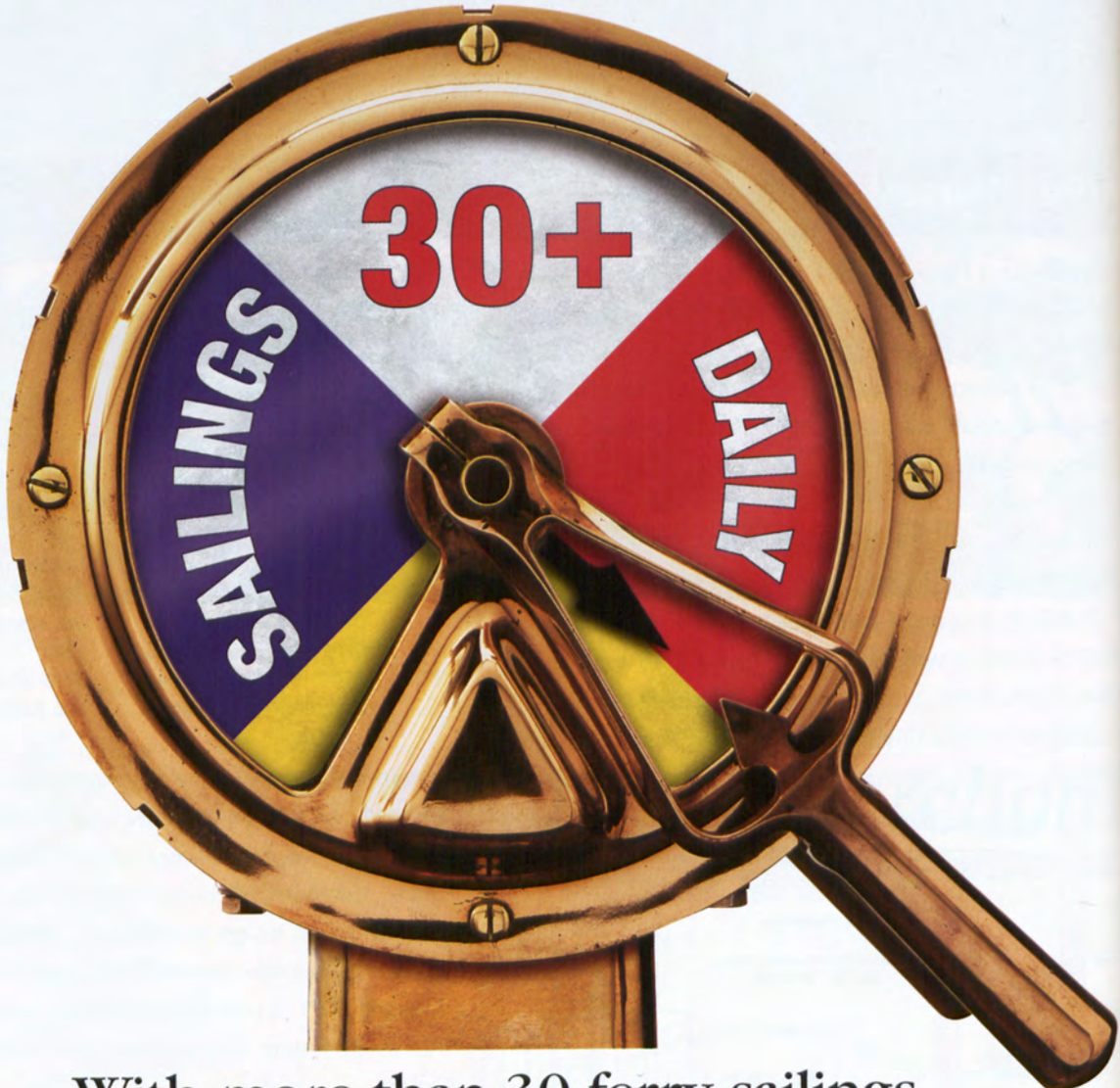
Terminal Details

No. 7 Ramp	
Length of Berth	200m
Depth at L.A.T.	7m standard
Length of Shore Ramp	35m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes (180 tonnes low-loader)
No. 8 Ramp	
Lenght of Berth	156m
Depth of L.A.T	7m standard
Length of Shore Ramp	48m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	100 tonnes

system at Liverpool. The river berths are not tidally affected and allow significant improvement to scheduling, with later acceptance times and consistent departure times. Considerable investment has also been placed in state-of-the-art image recording equipment and security systems at this new terminal. Situated less than one mile from the M53, it provides unrivalled access to the Motorway system for passenger and freight traffic from Dublin.

The Dublin to Heysham Route is freight dedicated offering a comprehensive range of services with two sailings daily in each direction. NorseMerchant Ferries is the largest carrier of trade cars on the Irish Sea with fully trained personnel and designated areas within the terminals for trade vehicles. To complete the portfolio of services, NorseMerchant Ferries provides a lift-on/lift-off ISO tank and container service, with a dedicated trailer fleet and handling equipment, and offers landbridge services to Continental Europe through its English Channel partners.

Full speed ahead!



With more than 30 ferry sailings a day to Britain and Continental Europe, P&O Irish Sea leads the way!

More ships. More choice. Greater capacity – for freight and for passengers. All go to make P&O Irish Sea the most regular ferry service from Ireland to Britain and Continental Europe. We lead the way with our versatility, experience and expertise. So now it makes more sense than ever for you to make P&O Irish Sea your number one ferry choice to Britain and the Continent.

P&O Irish Sea

www.poisfreight.com

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LIVERPOOL TEL: 0151 8021441 • CAIRNRYAN TEL: 01581 626000 • MOSTYN TEL: 087 06000868

Ro/Ro P&O Irish Sea

P&O Irish Sea is conveniently located at Terminal 3 beside the East Link Toll Bridge. The frequency of sailings offers excellent choice for freight customers, including accompanied and lo/lo tank container operators.

We operate the following Services to the UK from Dublin

Dublin - Liverpool Operating two of our larger ferries on this route we offer two sailings daily each way between these major ports and cater for the specific needs of both driver accompanied and unaccompanied freight. In addition to our normal ro/ro traffic types this route also offers a dedicated lo/lo service to and from Republic of Ireland with some of the shortest transit times available for these types of movement.

Dublin - Mostyn a route still in its infancy, having just commenced in November 2001. A logical and at the same time complimentary offshoot from the Liverpool-Dublin service this new route from Deeside North Wales offers hauliers two sailings per day in both directions and the ability to avoid the long drag across to Holyhead in Anglesey. Offering an early morning arrival of 05.30hrs in Dublin permits early morning deliveries and the ability to beat the traffic gridlock that has become the norm in the city of Dublin over the last few years.

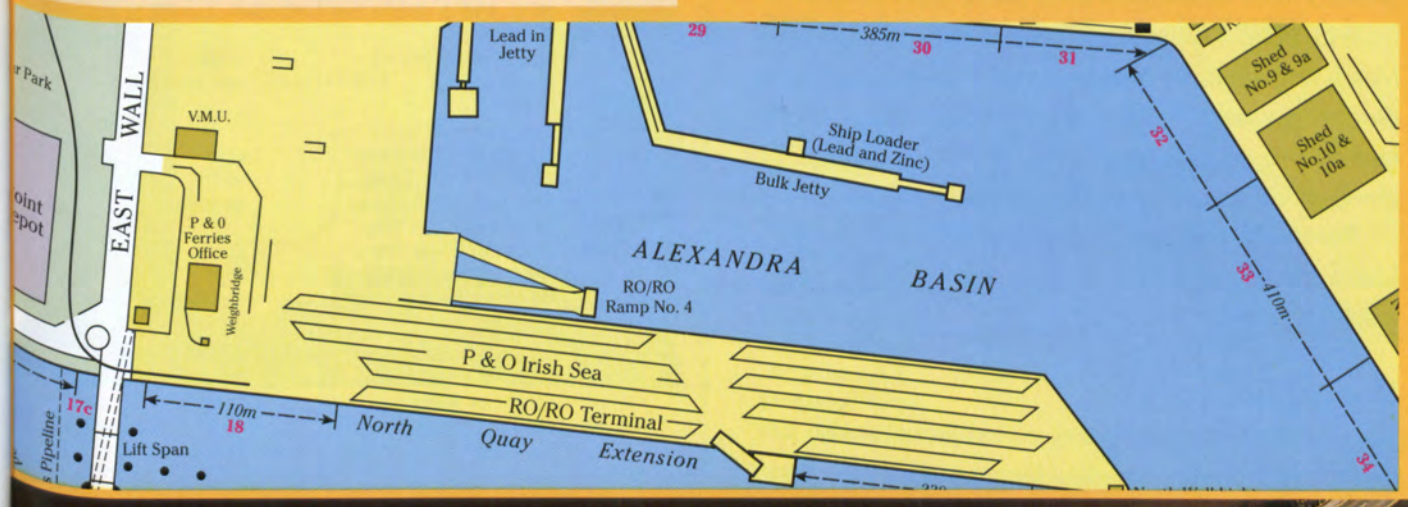
Our timetable on this route will offer evening departures from Mostyn and early morning arrivals in Dublin allowing you to avoid heavy traffic en route to and from the ports.

Dublin - Cherbourg 2002 saw the launch of the first ever service for Dublin-Cherbourg. This new passenger and freight service began in June 2002 and ran for five months, it has proven so successful that it will operate from March to November in 2003.

Further information is available on www.poisfreight.com which contains up-to-date information, real time track and trace facilities an on line bookings or by contacting our office at (01) 855 7001.

Terminal Details

Ramps	
Ramp No. 4	
Length of Berth	290m
Depth at L.A.T.	7m standard
Upper Deck	
Length of Shore Ramp	41.5m
Width of Shore Ramp	10.5m
Maximum Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	46m
Width of Shore Ramp	20m
Maximum Vehicle Load	180 tonnes
Ramp No. 6	
Length of Berth	238m
Depth at L.A.T.	7m standard
Length of Shore Ramp	41m
Width of Shore Ramp	20m at ship end
Maximum Vehicle Load	180 tonnes



Ro/Ro | Sea Containers Irish Sea Ferries

New for 2003 is the intention of Sea Containers to deploy the fastcraft Superseacat Two on the Dublin to Douglas, Isle of Man route commencing in April.

It is intended that the 100 meters long SSC2, which has a capacity of 700 passengers, and 150 vehicles will replace the 74 metres craft Seacat Isle of Man.

Superseacat Three will continue to operate on the Dublin to Liverpool route in 2003 from February to November.

Superseacat Two will also provide additional weekend sailings linking Dublin, Douglas and Liverpool on a triangular service during the summer months.
The addition of Superseacat Two to the Irish Sea operations will give greater capacity for passengers wishing to travel to the ever-popular Isle of Man.

Dublin / Isle of Man

This long established route operated by the Isle of Man Steam Packet Company remains an important part of the Company's schedules. The Company formed in 1830, remains the oldest continuously operating passenger shipping company in the world.

With a crossing time of just 2 hours 45 minutes, the fastcraft vessels operating the route enable travellers to spend as much time as possible at their destination and presents them with superb short break opportunities.

With up to 4 sailings per week from Dublin between March through to September, Steam Packet will again be promoting a widely available programme of special offer fares to encourage visitors to the destination that has always been "home from home" to Irish visitors

The Isle of Man remains a unique and welcoming Island and is ready to extend that welcome to their Irish neighbours in 2003.

Dublin/Liverpool

Sea Containers Liverpool route continues to be the quickest and most direct route for passengers. For 2003, the route will be operated by the versatile and sleek fast craft, Superseacat Three. It takes just 3 hours and 45 minutes for passengers to be whisked across the Irish Sea directly from city centre to city centre. Both these vibrant destinations provide so much to see for the traveller and this applies equally to the on-board facilities offered by Superseacats. A cafeteria, panoramic bar, stylish Blue Ribband Lounge, exclusive 1st class lounge and a range of retail outlets all combine to create the ideal ambiance for our passengers.

During 2003, passengers can enjoy a long season of sailings and a widely available programme of special offer fares. Also, during the peak summer holiday period a second fastcraft, which normally operates on Isle of Man routes, provides additional sea services between Liverpool and Dublin to meet exceptional levels of demand and creating a greater choice for passengers.

Sea Containers Irish Sea services will be operating the daily service from February until November bringing the two cities closer together.

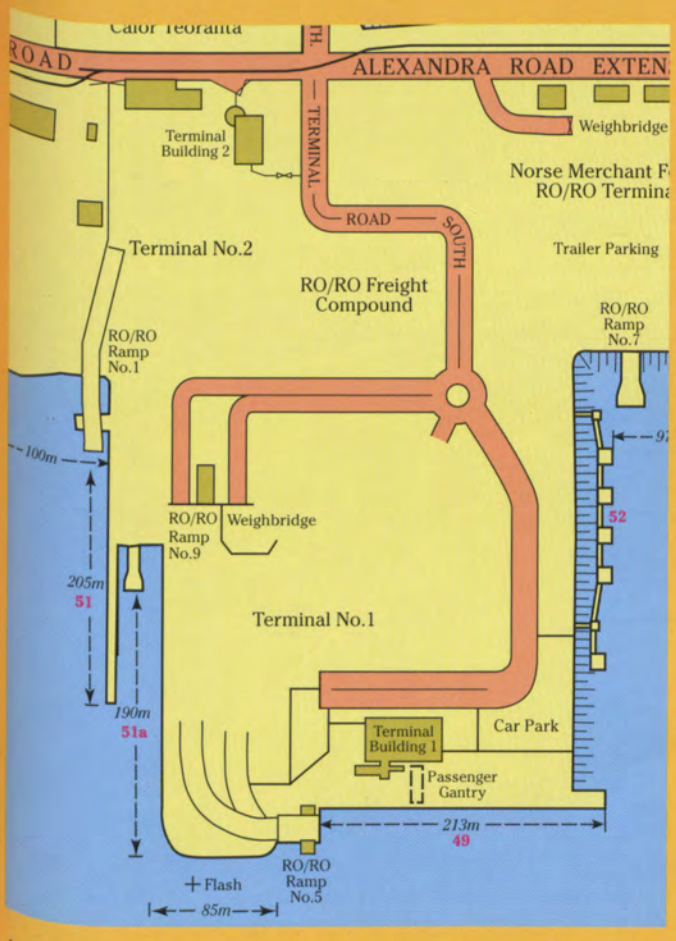
Ferryport Terminal 1

Ferryport Terminal No. 1 is a multi-user terminal containing the port's main passenger terminal building serviced by a two-tier ramp and a single tier link span.

Berth 49	
Length of Berth	213m
Depth at L.A.T.	11m standard
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
Berth 51a	
Length of Berth	190m
Depth at L.A.T.	8m standard
Lenght of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes

Ro/Ro | Stena Line

Stena introduced a new Ropax (freight and passenger) vessel during Spring 2001, on the Dublin/Holyhead route, boosting both freight and passenger capacity. The Stena Forwarder can accommodate 1,000 passengers - double that of the Stena Challenger - and has capacity for up to 2,100 metres of freight and 100 cars - an increase of some 60%. The ship also offers over 100 cabins and a superior range of onboard facilities for drivers and passengers alike.



In addition, the Stena Forwarder is capable of up to 24 knots, reducing the crossing time by 45 minutes to just 3 hours. This combination of speed with increased capacity provides freight operators with greater flexibility in meeting the ever changing demands of their customers.

In Summer 2003 Stena Line will introduce an even larger Ropax ferry, the Stena Adventurer, which will replace the Forwarder. This giant will offer 3,400 metres of lane space and with a length of 211 metres will be the longest ever ferry to ply this Irish Sea route.

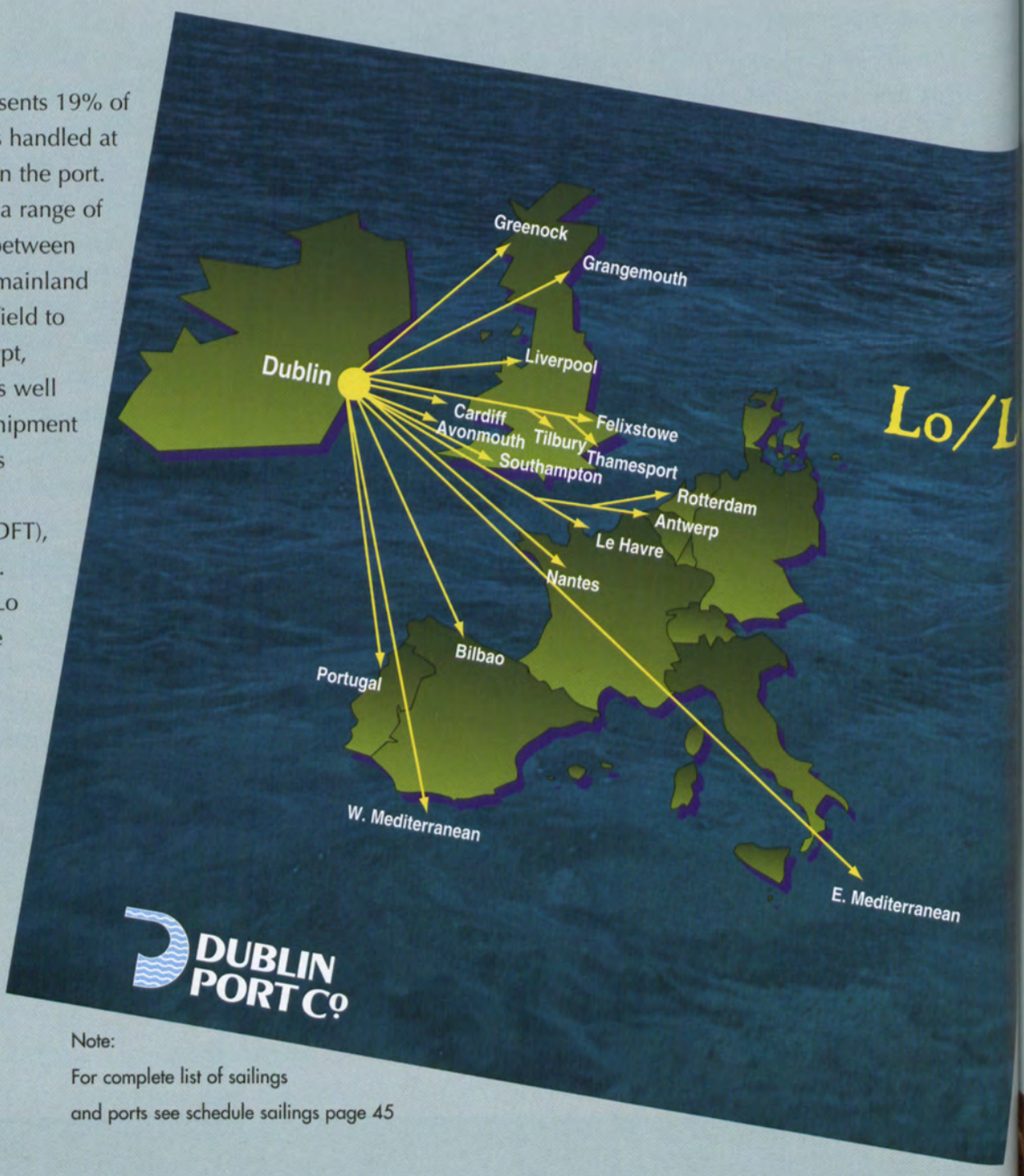
Stena Line operates a twice daily service to Holyhead from Terminal 2 at Ferryport. Dedicated reservations are available via one number (01) 2047722 for both local and international requirements. Alternatively visit our website at www.stenalinefreight.com where you can make a booking and find up to the minute timetables and information on all Stena Line routes.

Ferryport Terminal 2

Berth 51	
Length of Berth	205m
Depth at L.A.T.	8m standard
Ramp No. 1	
Upper Deck	
Length of Shore Ramp	49m
Width of Shore Ramp	12m
Max Vehicle Load	40 tonnes
Lower Deck	
Length of Shore Ramp	46m
Width of Shore Ramp	20m
Max Vehicle Load	180 tonnes
Berth 51a	
Length of Berth	190m
Depth at L.A.T.	8m standard
Length of Ramp	20m
Max Vehicle Load	180 tonnes

Lo/Lo | Lift On / Lift Off

The lo/lo mode represents 19% of total througput and is handled at three separate areas in the port. These areas cater for a range of direct lo/lo services between Dublin and the UK, mainland Europe and further afield to such locations as Egypt, Lebanon and Israel as well as worldwide trans-shipment services. This mode is serviced by Dublin Ferryport Terminals (DFT), Marine Terminals Ltd. (MTL) and in the Lo/Lo multi user area of the Port by Portroe Stevedores.



Note:
For complete list of sailings
and ports see schedule sailings page 45

Lo/Lo | Dublin Ferryport Terminals (DFT)

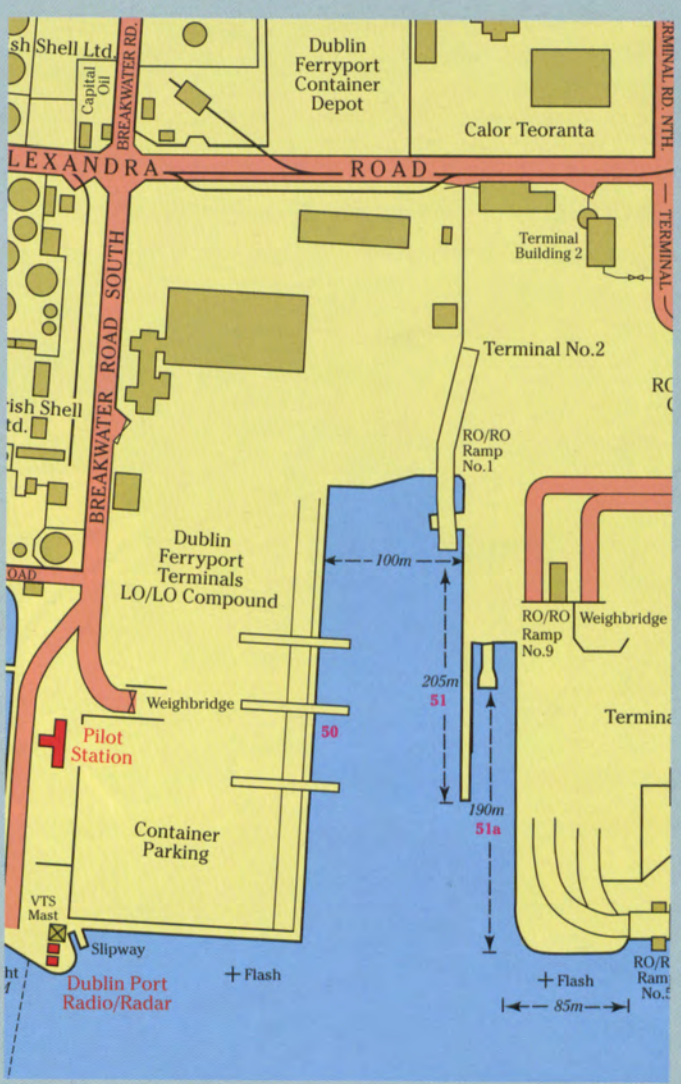
DFT's modern terminal provides container handling services to Eucon, Eurofeeders, Gracechurch, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe and Thamesport.

The terminal is equipped with two gantry cranes, six straddle carriers, three RTG cranes and three fork-lift trucks. An additional gantry crane and a further three RTG cranes were commissioned in January 2003 as part of a major capital investment designed to ensure the terminal is positioned for volume growth while retaining its trademark efficiency levels. This investment will be complemented during 2003 by the construction of an additional 180m of berth at 11m L.A.T.

Terminal Details

Length of berth	300 m
Depth at L.A.T.	9.0 m standard
Cranes	1 x 32 tonnes gantry
	2 x 40 tonnes gantry
Second-handling equipment	6 straddle carriers
	6 x 40 tonne RTG cranes
	2 x 12 tonne FLTs
	1 x 18 tonne FLT
Reefer Points	130
Area	11.5 hectares

DFT, through its subsidiary Dublin Ferryport Container Depot (DFCD), also provides depot facilities including storage, washing, repairs and reefer points.



Lo/Lo Marine Terminals Ltd. (MTL)

MTL manages the South Bank container terminal. The company caters for daily and weekly scheduled services to and from the UK, Northern Europe, Mediterranean and Middle Eastern ports.

The terminal is equipped with 4 gantry cranes and 4 RMGs backed-up by extensive second-handling equipment and reefer points.

A development programme was completed which involved further enhancement of the terminal to provide deep berthage for container vessels up to 10.2m draft.

A 2 hectare extension was recently completed at a cost of approx. €2.5m.

Terminal Details

Length of Berth:	700m
Depth of L.A.T.	8.5m - 11m standard
Cranes:	1x 45 tonnes gantry 1 x 40 tonnes gantry 2 x 30 tonnes gantries
Second-handling equipment	4x 40 tonnes RMGs 2 Kalmar reach stackers
Reefer Points	300 units

Lo/Lo Multi-User Container Terminal

The multi-user container terminal is located in the Ocean Pier area on the northside of the river.

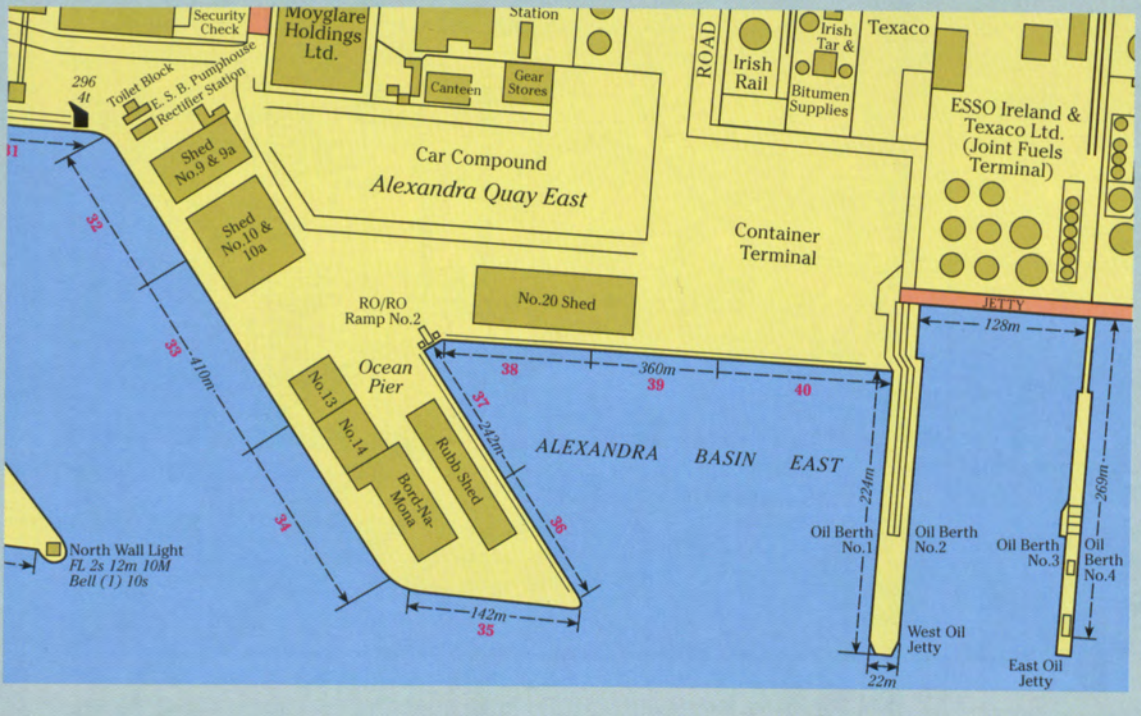
Portroe Stevedores Limited operates in this terminal providing handling services for Seawheel and Andrew Weir Shipping, servicing Continental Europe, the Iberian Peninsula and Great Britain.

The terminal is equipped with three mobile Liebherr cranes, seven reach stackers and two heavy forklift trucks.

A new multi-user container terminal is in the course of construction to the eastern end of this area to enable greater efficiencies and safety of operations.

Terminal Details

Length of Berth	300m
Depth at L.A.T.	8.5m
Cranes	2 x 250 mobile cranes - capable of lifting 67mt
	1 x 400 mobile crane - capable of lifting 104mt
Second-handling equipment	7 Kalmar Reach Stackers
	2 Heavy Fork-lift Trucks
Reefer Points	55



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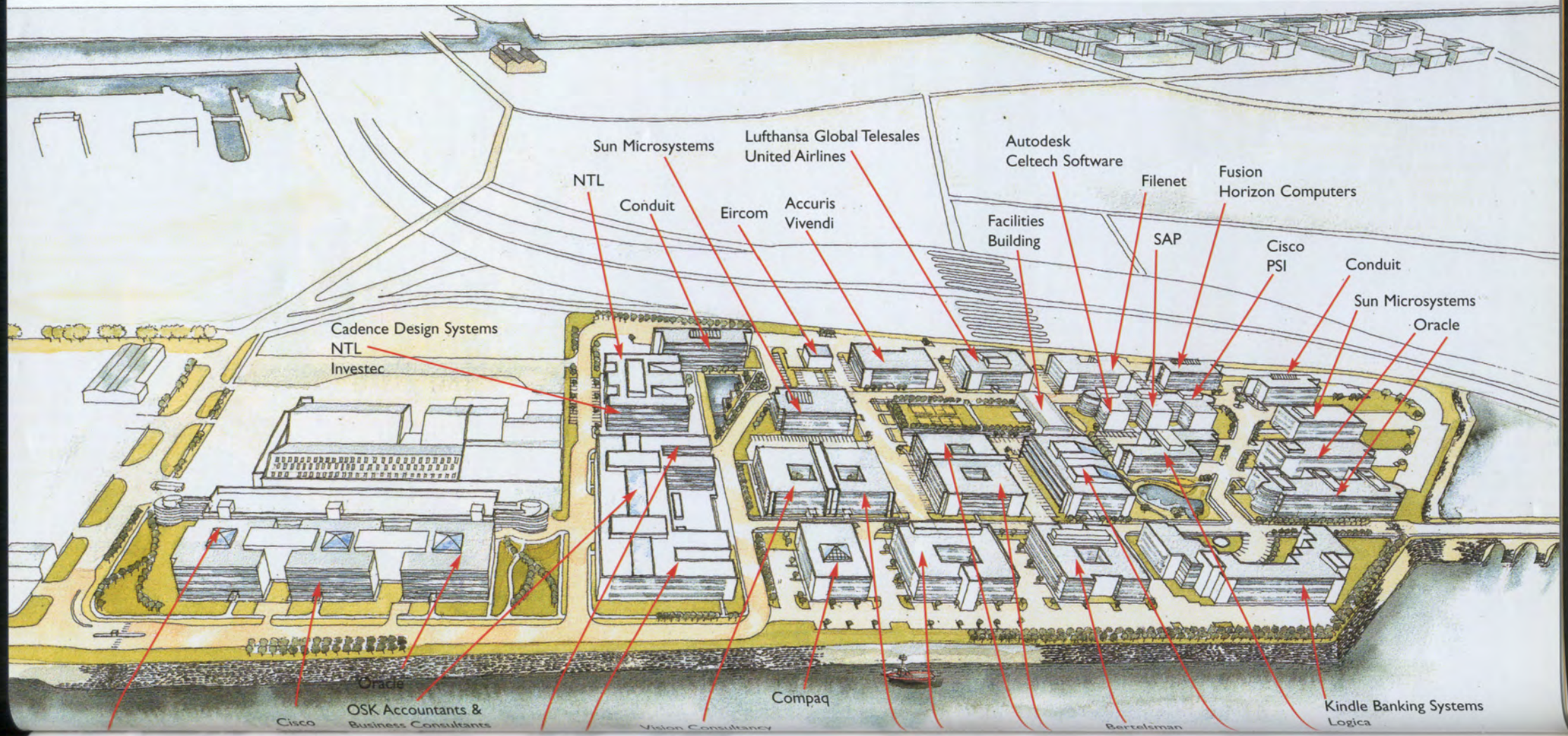


Liquid Bulk

The port has discharging facilities for oil, bitumen, chemicals, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330,000 product tonnes (including 6,000 tonnes of LPG) is linked to four oil berths by a common user oil pipeline system, which incorporates 36 pipe lines. The cargoes of oil tankers can, therefore, be discharged to the storage installations of any of the oil companies.

A €3.8m comprehensive fire fighting system has been installed for the Eastern and Western Oil Jetties.

Oil Bunkering

Facilities are available at the oil jetties for obtaining bunkers from the various oil companies. Bunkers may also be obtained at berths by means of road tankers.

Oil Jetties

No. 1 West	
Length of Berth	226m
Depth at L.A.T.	10.4m standard
No. 2 East	
Length of Berth	235m
Depth at L.A.T.	10.7m standard
No. 3 West	
Length of Berth	207m
Depth at L.A.T.	10.1m standard
No. 4 East	
Length of Berth	207m
Depth at L.A.T.	6.4m standard
Poolbeg Power Station	
Length of Berth	325m
Depth at L.A.T.	10.6m standard

This berth, which can accommodate tankers of up to 70,000 tonnes, has oil pipeline connections to the storage tanks serving the power station.

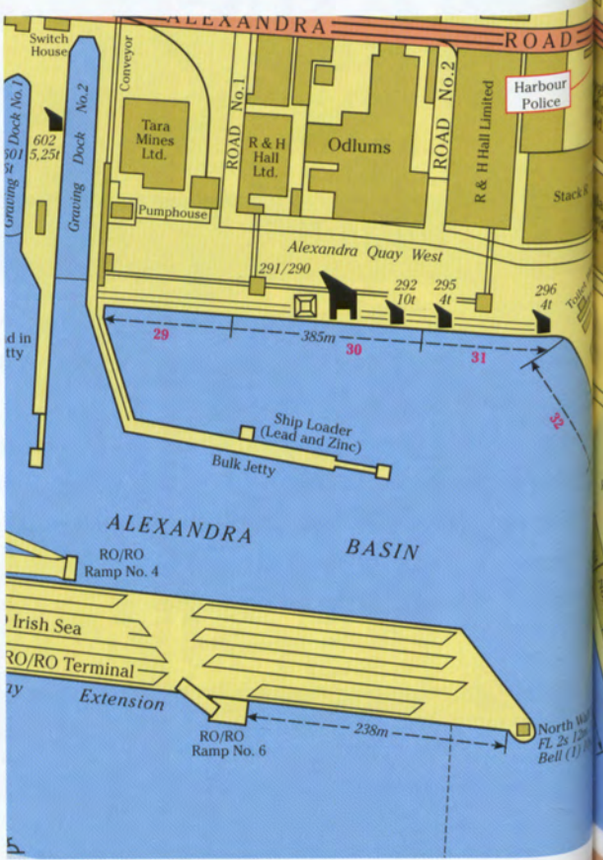
Dry Bulk

Dry Bulk facilities are provided to cater for the loading and discharging of concentrate, peat, coal, grain, animal feedstuffs, fertilizer, sand, etc.

Three mobile cranes (owned by Portroe Stevedores) 1 x 104 tonnes and 2 x 64 tonnes, operate in this area. Cranes are capable of hook, spreader and grab work. Electric portal grabbing cranes of 4, 10 and 20 tonnes capacity, conveyors and hoppers are also available for dry bulk cargoes.

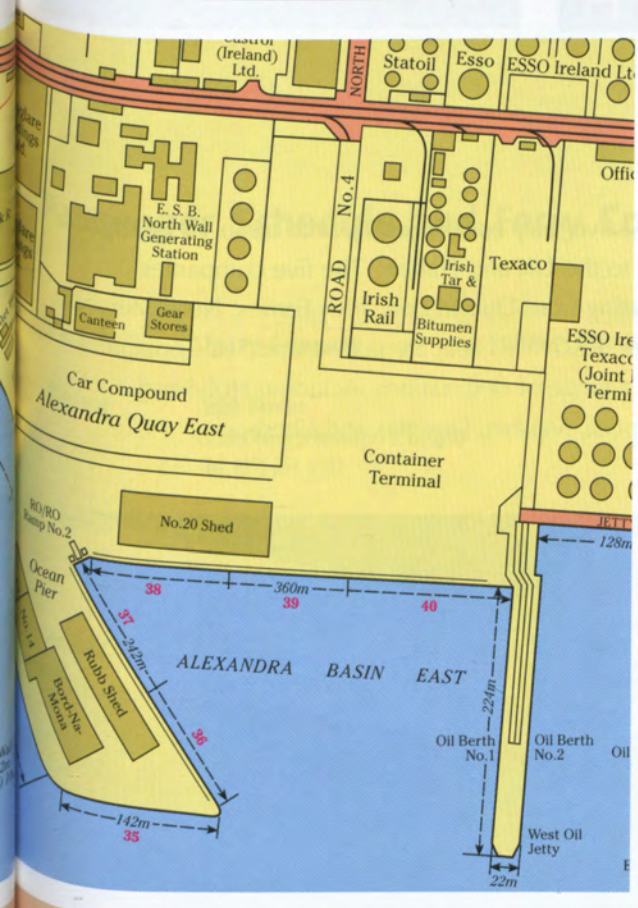
A conveyor and ship loading facility connects the Alexandra Terminals storage shed to vessels on the Dry Bulk Jetty in Alexandra Basin for the loading-out of lead and zinc concentrate.

Privately owned storage for up to 100,000 tonnes of grain, animal feed, etc.



Common User Berths and Quays

Cranes	2 x 64 tonnes mobile cranes 1 x 104 tonnes mobile crane Cranes are capable of hook, spreader and grab work and operate in the Alexandra Quay / Ocean Pier area.
Bulk Jetty – Alexandra Basin (Dry Bulk)	
Length of Jetty	247m
Depth at L.A.T.	9.0m standard – northside 10.0m standard – southside
Alexandra Quay West	
Length of berth	385m
Depth at L.A.T.	9.8 – 10.2m standard
Cranes	1 x 20 tonnes grab and hopper (38 tonnes cargo) 1 x 10 tonnes 2 x 4 tonnes
Alexandra Quay East	
Length of Berth	360m
Depth at L.A.T.	9.6 – 10.3m standard



Break Bulk

Break Bulk accounts for less than 1% of total throughput and is catered for on the northside of the port.

Storage

12,500 sq.m. of shed space and open areas are available. In addition, an area of 4.35 ha. is dedicated to the storage of imported trade cars and commercial vehicles.

Ocean Pier West	
Length of Berth	410m
Depth at L.A.T.	9.5m standard
Cranes	1 x 10 tonnes
Ocean Pier East	
Length of Berth	242m
Depth at L.A.T.	9.7m standard

Stevedoring Companies:	**Phone Nos.**
Dublin Port Stevedores	(01) 6762259 / 855 5236
Poolbeg Stevedoring	(01) 8556221 / 855 0076
Portroe Stevedores	(01) 8365736

South Deep Water Quay –	(Dry Bulk)
Length of Quay	357m
Depth at L.A.T.	11.0m standard
Open Quay Area	4.25 hectares
Cranes	2 x 10 tonnes grabbing

This quay is also equipped with pipelines for molasses and cement in bulk form.

Tourism

Ferry Operators

Irish Ferries
NorseMerchant Ferries
P & O Irish Sea
Sea Containers Irish Sea
Stena Line

Passengers

There has never been a better time to travel by sea. Faster, more comfortable ships equipped with modern, state-of-the-art facilities are ferrying more and more passengers to and from Dublin Port. In 2002, passengers number travelling though Dublin Port increased by 7%.

Today, five ferry companies operate up to 18 sailings daily to the UK and France. The five companies operating from Dublin Port, Irish Ferries, NorseMerchant Ferries, P&O Irish Sea, Stena Line and Sea Containers, offer a range of destinations including Holyhead, Liverpool, Mostyn, Douglas and Cherbourg.

Passenger Schedule and Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times		Terminal
			Arriving Dublin	Departing Dublin	
Holyhead	**Irish Ferries**				
	Cruise Ferry (Passengers & Freight)	2	06.45	09.45	Terminal 1
	Tel: (01) 661 0511		18.50	21.35	
Holyhead	Fast Ferry (Passengers)	3	11.05	12.15	Terminal 1
			17.05	18.00	
			22.35	06.15	
Holyhead	**Stena Line**				
	Cruise Ferry (Passengers & Freight)	2	06.00	09.15	Terminal 2
	Tel: (01) 204 7777		18.15	21.15	
Liverpool	**Sea Containers Irish Sea**				
	Fast Ferry	1	12.15	13.00	Terminal 1
	Tel: 1800 551 743				
Liverpool	**NorseMerchant Ferries**	2	05.30	10.30	Terminal 1
	Cruise Ferry (Passengers & Freight)		18.15	22.45	
	Tel: (01) 819 2999				
Liverpool	**P&O Irish Sea**	2	05.30	10.00	Terminal 3
	Cruise Ferry (Passengers & Freight)		17.30	22.00	
	Tel: 1800 409 049				
Mostyn	Cruise Ferry (Passengers & Freight)	2	06.30	14.30	Terminal 3
			17.00	20.00	
Cherbourg	Cruise Ferry		Seasonal	Seasonal	Terminal 3
Douglas	**Sea Containers Irish Sea**		Seasonal	Seasonal	Terminal 1
	Fast Ferry				
	Tel: 1800 551 743				

Terminals 1 & 2 - Ferryport, Alexandra Road, Dublin 1.
Terminal 3 - North Wall Extension, Dublin 1.

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

Cruise Line Operations

Ireland and Dublin, in particular, have become popular destinations for cruise line vessels and in 2002, 49 cruise liners carrying 47,000 visitors visited Dublin Port.

During the year the Port welcomed Brilliance of the Seas, the largest cruise liner ever to dock in Dublin. The cruise liner, which is 294m long (twice the size of Croke Park) and carrying 2,450 passengers and 1,000 crew members had a successful one day stopover in the port.

In 2003 we will see even more cruise liners of a similar size to Brilliance of the Seas visit.

Dublin has also become a popular turnaround port with several lines originating or terminating their cruises here. Most major cruise lines call to Dublin Port with many having multiple calls per annum.

Dublin has a lot to offer the visitor. It is the capital city and largest port in Ireland. Smaller cruise liners can come up the River Liffey right into the city centre and the larger ships berth in Dublin Port which is only 2km from the city.

Where else in the world would you find culture, history, scenic beauty, all kinds of leisure activities within 40km of a capital city.

No visit to Dublin would be complete without discovering the birthplace of its most famous beverages at Guinness Brewery and Irish Distillers while the pubs of Dublin are famous the world over.

Scheduled Sailings - Dublin Port

RO/RO – Central Corridor (Irish Sea)

Port	Ferry Company	Sailings Per Day	Ferry Times		Terminal
			Arriving Dublin	Departing Dublin	
Holyhead	**Irish Ferries** Cruise Ferry (Passengers & Freight)	2	06.45 18.50	09.45 21.35	Terminal 1
Holyhead	Fast Ferry (Passengers)	3	11.05 17.05 22.35	12.15 18.00 06.15	Terminal 1
Holyhead	**Stena Line** Cruise Ferry (Passengers & Freight)	2	06.00 18.15	09.15 21.15	Terminal 2
Liverpool	**NorseMerchant Ferries** Cruise Ferry (Passengers & Freight)	2	05.30 18.15	10.30 22.45	Terminal 1 (pas.)
Liverpool	**Sea Containers Irish Sea** Fast Ferry	1	12.15	13.00	Terminal 1
Liverpool	**P&O Irish Sea** Cruise Ferry (Passengers & Freight)	2	05.30 17.30	10.00 22.00	Terminal 3
Mostyn	Cruise Ferry (Passengers & Freight)	2	06.30 17.00	14.30 20.00	Terminal 3
Heysham	**NorseMerchant Ferries** Freight Only	2	05.15 17.15	09.00 21.00	
Douglas	**Sea Containers Irish Sea** Fast Ferry		Seasonal	Seasonal	Terminal 1
CONTINENTAL Cherbourg	**P&O Irish Sea** Cruise Ferry		Seasonal	Seasonal	Terminal 3

Terminals 1 & 2 - Ferryport, Alexandra Road, Dublin 1.
Terminal 3 - North Wall Extension, Dublin 1.

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

LO/LO – European

Country	Port	Frequency	Line/Agent
Belgium	Antwerp	2 sailings weekly	BG Freight Line
		3 sailings weekly	Eucon
		1 sailing weekly	Mediterranean Shipping Co.
Cyprus	Limassol	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
France	Le Havre	2 sailings weekly	Eucon
	Nantes	1 sailing weekly	Andrew Weir
Greece	Piraeus	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Italy	Salerno	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Malta	Valletta	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
Netherlands	Rotterdam	4 sailings weekly	Seawheel
		3 sailings weekly	Eucon
		2 sailings weekly	EuroFeeders Dublin
		4 sailings weekly	BG Freight Line
Portugal	Leixoes	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	Mediterranean Shipping Co.
	Lisbon	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	Mediterranean Shipping Co.
Spain	Bilbao	1 sailing weekly	Andrew Weir
		2 sailings weekly	Seawheel
	Vigo	1 sailing weekly	Mediterranean Shipping Co.
	Cadiz	1 sailing weekly	Mediterranean Shipping Co.
	Valentia	1 sailing weekly	Mediterranean Shipping Co.

LO/LO - Irish Sea

Port	Frequency	Line/Agent
Avonmouth	1 sailing weekly	Seawheel
Cardiff	2/3 sailings weekly	Coastal
Felixstowe	1 sailings weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight Line
Grangemouth	1 sailing weekly	BG Freight Line
Greenock	1 sailing weekly	Seawheel
Liverpool	6 sailings weekly	Coastal
	1 sailing weekly	Mediterranean Shipping Co.
Southampton	2 sailings weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight Line
Thamesport	1 sailing weekly	EuroFeeders Dublin
Tilbury	1 sailing weekly	EuroFeeders Dublin

LO/LO - Non European

Country	Port	Frequency	Line/Agent
Israel	Haifa	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
	Ashdod	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies

Notes:

1) The above schedule sailings may be subject to change and should be checked with the ferry companies/ship agents at the time of booking.
2) The sailings are direct sailings only from Dublin Port. There are some transhipments from the destination ports to other ports such as Izmir, Alexandria, Mersin, Beirut. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone
Andrew Weir	855 6221
BG Freight Line	803 8700
Coastal Line	618 5400
Eucon	607 5555
Eurofeeders	607 5545
Henry Gowan	855 6221
Irish Ferries	855 2222
Jenkinson Agencies	241 1000
Mediterranean Shipping Co. (MSC)	294 8704
NorseMerchant Ferries	855 1551
P&O Irish Sea	855 7001
R. A. Burke	819 2600
Sea Containers Irish Sea	1800 551743
Seawheel	631 0900
Stena Line	204 7777

Cargo Dues

Rates are effective from 1st March 2003.
Rates to be paid on Goods and Merchandise, Shipped, Transshipped, or Unshipped in the Harbours of Dublin, Skerries or Balbriggan.

Goods Rates

1. Re-Exports

In the case of goods arriving at the Dublin Port from any port for export to any other port, and on which Inward Goods Dues have been paid, no Outward Goods Due will be charged, provided that:-

(a) A declaration in such a form as the Company may from time to time determine and on the form supplied for the purpose, is given to the Company within seven days from the completion of the discharge of the importing vessel.
(b) That the goods are exported in the same form and, if imported in packages, in the same packages as they arrived.
(c) That the goods remain the bona fide sole property of the same person throughout.
(d) That the export takes place within two months of the date of arrival of the importing vessel.

2. Oil and Grain Exports

Oil and grain cargoes exported from Dublin Port are exempt from Outward Dues provided the exporter can prove that within a period of six months prior to the said export he imported through Dublin Port at least a like quantity of such commodity of the same type and grade and that the commodity which it is proposed to export was imported through Dublin Port by him and that since it was imported it has undergone no manufacturing or blending process, is completely unchanged in character and has remained the bona fide sole property of the importer throughout.

Schedule of Goods Rates

Based on Standard International Trade Classification (all rates are per tonne unless otherwise specified)

Dry Bulk		
04	Cereals and cereal preparations	€1.38
08	Feeding stuff for animals (excluding unmilled cereals)	€1.40
27	Crude fertilisers & minerals, excluding petroleum and precious stones	€1.34
28	Metalliferous ores and metal scrap	
	Metal scrap	€0.99
	Ores and concentrates, other items	€1.05
32	Bituminous Coal, Coke & Briquettes	€1.27
	Smokeless	€1.13
	Peat Moss in bulk	€0.95
56	Fertilisers, manufactured	€1.34
67	Iron and Steel	
	Tubes and pipes fabricated	€1.85
	Other Items	€1.49
Break Bulk		
24	Cork and Wood	
	Softwood (1.4 cub. metres = 1 tonne)	€1.44
	Hardwood	€2.11

63 Cork & Wood manufactures (excluding furniture)
- Veneers €3.18
- Other Items €2.11

64 Paper paperboard & articles of paper pulp, of paper or of paperboard
- Liner Board €1.49
- Other items €2.11

Liquid Bulk

33 Petroleum, petroleum products and related materials
- Spirits: White Spirits, Motor Spirit, Aviation Spirit, Naphtha €2.53
- Lubricating oils €2.53
- Fuel Oils: Gas oil, diesel, vapourising oil, kerosene, light fuel oil, medium fuel oil, aviation turbine fuel and similar oils €2.01
- Petroleum Bitumen €1.43
- Other Fuel Oil: Heavy fuel oil, residual fuel oil, creosote, tar oil etc. €1.87

34 Gas, natural and manufactured €2.53

Ro/Ro

78 Road vehicles (excluding laden/empty vehicles engaged in Ro/Ro traffic. See Divs. 98/99)
- Passenger motor cars (each) €5.89
- Other road vehicles €3.72

Tourist Traffic

10 Passengers €0.44 each

98 Motor Cars €1.97 each
- Motor Cycles €1.97 each
- Trailers €1.97 each
- Caravans €3.96 each
- Dormobiles/Mini Buses €3.96 each
- Coaches and Buses €9.21 each

All Unitised Cargo

Ro/Ro cargo carrying vehicles and Lo/Lo containers and flats

	Loaded	Empty
Not exceeding 6.1m in length	€14.12	€3.62
Exceeding 6.1m but not exceeding 9.15m in length	€21.19	€5.43
Exceeding 9.15m in length	€28.25	€7.24

The above list is not a complete schedule.
Schedules are available from Dublin Port Company -
Telephone: (01) 887 6000/855 0888

Tonnage Dues

Rates are effective from 1st March 2003.

Part I

Provisions Applying in Relation to Tonnage Rates

1. The expressions "the Harbours" means Dublin Harbour, Skerries Harbour and Balbriggan Harbour.

2. A vessel shall be deemed to be trading with a particular place if it takes on board cargo or passengers at any of the harbours to be landed at that place or if it lands cargo or passengers at any of the harbours taken on board at that place.

3. The tonnage of a vessel upon which tonnage rates shall be based and chargeable shall be the net tonnage or half the gross tonnage, whichever is the greater.

4. Tonnage rates shall not be chargeable in respect of both the arrival and departure of a vessel but if a vessel on which tonnage rates have been charged in respect of its arrival takes on board at any of the harbours cargo or passengers for a port or place the tonnage rates for which are higher than those charged on such arrival, the difference between the two rates shall be chargeable also.

5. A vessel which does not land cargo or passengers at any of the harbours but which takes on board cargo or passengers shall be deemed to be trading only with the port of destination of such cargo or passengers.

6. A minimum charge of €49.52 per voyage will be charged on all vessels except those charged under Section 6 and 7 Part II (ordinary tonnage rates).

7. In accordance with European Union Regulation No. 2978/94 oil tankers with segregated ballast tanks, the measurement of which is inserted under the heading "Remarks" on their International Tonnage Certificate (1969), shall benefit from a 17% rebate.

Part II

Ordinary Tonnage Rates

1. For a vessel trading from or to any port or place in the European Union. See Table
2. For a vessel trading from or to any port or place not in the European Union. See Table
3. For a vessel which enters the limits of Dublin Harbour for the purpose of taking on board from a lighter or tender bunkers or stores for the vessel's own consumption only and which does not enter the River Liffey or make use of the quays or wharves of that harbour, per ton €0.03
4. For a vessel, other than a fishing vessel, which enters the River Liffey for a non-trading purpose such as for repairs or through stress of weather or for bunkers or stores for the vessel's own consumption only and does not take on board any cargo or passengers or

Part I	EU	Non EU
	Part II, 1	Part II, 2
LO/LO	€0.578	€0.648
Bulk Liquid	€0.630	€1.013
Dry Bulk	€0.951	€1.117
Break Bulk	€0.507	€1.071
RO/RO:		
Freight	€0.079	
Car Carriers:	€0.296	€0.296
Car Ferry	€0.079	
High Speed Ferries	€0.097	

discharge cargo or disembark passengers except temporarily in connection with repairs to the vessel, per ton €0.284

5. For a fishing vessel under 30m in length which enters any of the harbours, for each vessel €2.844

6. For a fishing vessel over 30m in length which enters any of the harbours, per ton €0.284

7. For a vessel remaining or lying in any of the harbours, except in the Grand Canal Dock or in a Graving Dock or in a Graving Slip, for a longer period than two consecutive weeks, in respect of each week it shall remain or lie after such period -

(a) if not under repairs, per ton. €0.06

(b) if under repairs, per ton. €0.03

Part III

Exceptional Tonnage Rates

The Exceptional Tonnage Rates mentioned in paragraphs 1 to 3 hereunder are allowed by the Board.

1a. Any vessel which makes use of the quays or wharves of Dublin Port for the purpose of landing and/or embarking passengers, and the personal luggage of such passengers and/or mails only and does not load or discharge cargo (other than motor cars which are accompanied by their owners as passengers). €0.284 per ton

b. Any vessel which for the purpose of landing and/or embarking passengers and their personal luggage or mails or cargo only enters within the limits of Dublin Port but does not enter the River Liffey or make use of the quays or wharves of the Port. €0.03 per ton

c. PASSENGER CAR FERRY VESSELS - A vessel engaged mainly in the trade of carrying tourism traffic, i.e. passengers, accompanied motor cars, motor cycles, trailers, caravans, dormobiles, coaches and buses. A vessel qualifies as a vessel engaged mainly in the business of tourism if 18% or more, of the total goods dues in each calendar year is accounted for by tourist traffic (passengers and tourist vehicles).

2. Vessels with Small Quantities of Cargo

(1) 60% or 45% respectively of the appropriate rate mentioned in paragraphs 1 and 2 of Part II hereof (Ordinary Tonnage Rates) will be charged in respect of any vessel which fulfills the following condition at Dublin Port:-

Ships, unships or tranships cargo in the Port which in the aggregate is less than one half or one fifth of the net tonnage of the vessel.

3. Vessels using Graving Docks or Graving Slips

Any vessel which enters Dublin Port for the purpose of using the Graving Docks or Graving Slips of the Company and does not use (except for the purpose of actually entering or leaving the Graving Docks or Graving Slips) any quay or wharf which is not specifically designated for the time being by the Company for ship repairing ..... €0.14 per ton

For the purpose of this schedule vessels trading to or from the Isle of Man, the Channel Islands, the Canary Islands, Cyprus or Gibraltar shall be charged at the same rate as vessels trading to or form any port within the EU.

IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21′ N Long 6°13′ W

TIME ZONE **GMT** TIMES AND HEIGHTS OF HIGH AND LOW WATERS YEAR **2003**

JANUARY

	Time	m		Time	m
1 W	0330	0·79	**16** Th	0333	1·28
	1012	4·09		1018	3·71
	1554	0·90		1603	1·16
	2235	4·20		2232	3·67
2 Th	0418	0·77	**17** F	0412	1·16
	1059	4·21		1055	3·84
	1645	0·78		1641	0·99
●	2326	4·20		2310	3·77
3 F	0504	0·79	**18** Sa	0449	1·05
	1142	4·28		1130	3·96
	1731	0·71		1719	0·83
			○	2349	3·85
4 Sa	0012	4·14	**19** Su	0526	0·94
	0548	0·84		1206	4·06
	1225	4·30		1756	0·68
	1818	0·70			
5 Su	0056	4·03	**20** M	0029	3·90
	0632	0·93		0604	0·86
	1305	4·27		1246	4·14
	1904	0·75		1837	0·57
6 M	0139	3·88	**21** Tu	0111	3·92
	0714	1·03		0644	0·82
	1348	4·18		1328	4·18
	1949	0·84		1919	0·52
7 Tu	0224	3·71	**22** W	0156	3·88
	0759	1·16		0728	0·84
	1431	4·05		1414	4·17
	2035	0·98		2006	0·55
8 W	0311	3·55	**23** Th	0245	3·81
	0845	1·29		0814	0·92
	1519	3·88		1504	4·11
	2123	1·13		2058	0·65
9 Th	0401	3·40	**24** F	0337	3·71
	0936	1·43		0906	1·06
	1611	3·71		1558	4·02
	2214	1·29		2154	0·81
10 F	0456	3·29	**25** Sa	0438	3·61
	1032	1·55		1007	1·22
	1709	3·55		1702	3·92
☽	2309	1·41	☾	2259	0·98
11 Sa	0558	3·24	**26** Su	0545	3·55
	1133	1·62		1116	1·36
	1812	3·44		1812	3·85
12 Su	0006	1·49	**27** M	0008	1·11
	0700	3·26		0656	3·58
	1236	1·63		1232	1·40
	1915	3·40		1924	3·84
13 M	0104	1·50	**28** Tu	0117	1·15
	0759	3·34		0803	3·68
	1338	1·58		1346	1·33
	2014	3·41		2033	3·89
14 Tu	0159	1·46	**29** W	0223	1·13
	0852	3·45		0905	3·84
	1433	1·47		1454	1·18
	2106	3·48		2134	3·96
15 W	0249	1·38	**30** Th	0319	1·06
	0937	3·58		1001	4·01
	1520	1·32		1550	1·00
	2151	3·57		2231	4·02
			31 F	0410	0·98
				1050	4·15
				1639	0·85
				2320	4·03

FEBRUARY

	Time	m		Time	m
1 Sa	0455	0·91	**16** Su	0432	1·00
	1134	4·24		1110	3·97
	1724	0·75		1659	0·64
●			○	2331	3·93
2 Su	0004	4·00	**17** M	0507	0·82
	0535	0·88		1147	4·14
	1212	4·27		1737	0·44
	1805	0·71			
3 M	0040	3·92	**18** Tu	0011	4·02
	0615	0·86		0544	0·67
	1249	4·25		1225	4·28
	1844	0·73		1815	0·31
4 Tu	0115	3·83	**19** W	0050	4·06
	0651	0·88		0623	0·57
	1325	4·17		1305	4·36
	1921	0·79		1856	0·27
5 W	0149	3·72	**20** Th	0132	4·05
	0728	0·94		0704	0·56
	1402	4·06		1349	4·36
	1957	0·90		1941	0·34
6 Th	0226	3·61	**21** F	0216	3·97
	0806	1·03		0749	0·64
	1441	3·90		1438	4·28
	2035	1·05		2028	0·53
7 F	0305	3·50	**22** Sa	0305	3·85
	0848	1·17		0838	0·83
	1525	3·72		1532	4·12
	2116	1·22		2122	0·80
8 Sa	0351	3·38	**23** Su	0401	3·70
	0934	1·34		0936	1·07
	1614	3·54		1635	3·92
	2204	1·40	☾	2225	1·10
9 Su	0445	3·27	**24** M	0510	3·57
	1031	1·51		1048	1·32
	1713	3·37		1751	3·75
☽	2302	1·56		2340	1·33
10 M	0549	3·20	**25** Tu	0627	3·53
	1137	1·63		1213	1·44
	1822	3·28		1910	3·67
11 Tu	0008	1·65	**26** W	0058	1·43
	0704	3·20		0742	3·60
	1249	1·65		1341	1·39
	1934	3·28		2024	3·70
12 W	0117	1·65	**27** Th	0211	1·38
	0811	3·29		0852	3·76
	1356	1·55		1452	1·20
	2037	3·37		2133	3·79
13 Th	0220	1·54	**28** F	0312	1·25
	0908	3·43		0953	3·95
	1455	1·36		1547	1·01
	2130	3·50		2229	3·87
14 F	0312	1·38			
	0954	3·61			
	1541	1·13			
	2215	3·65			
15 Sa	0356	1·20			
	1034	3·79			
	1622	0·88			
	2255	3·80			

MARCH

	Time	m		Time	m
1 Sa	0400	1·10	**16** Su	0333	1·18
	1042	4·09		1007	3·76
	1632	0·85		1557	0·73
	2314	3·90		2232	3·84
2 Su	0441	0·96	**17** M	0410	0·93
	1123	4·18		1045	4·00
	1711	0·76		1634	0·47
	2349	3·88		2310	3·99
3 M	0519	0·86	**18** Tu	0445	0·70
	1156	4·20		1123	4·22
	1747	0·72		1711	0·26
●			○	2347	4·11
4 Tu	0019	3·84	**19** W	0521	0·50
	0552	0·79		1202	4·38
	1227	4·17		1751	0·15
	1819	0·74			
5 W	0046	3·80	**20** Th	0026	4·17
	0625	0·76		0559	0·38
	1258	4·11		1243	4·47
	1849	0·79		1832	0·16
6 Th	0114	3·76	**21** F	0105	4·17
	0657	0·78		0641	0·37
	1331	4·02		1328	4·45
	1919	0·87		1915	0·30
7 F	0145	3·70	**22** Sa	0149	4·10
	0731	0·86		0726	0·48
	1406	3·88		1416	4·32
	1950	0·99		2002	0·56
8 Sa	0220	3·62	**23** Su	0237	3·96
	0806	0·99		0816	0·71
	1445	3·72		1511	4·09
	2026	1·15		2055	0·90
9 Su	0302	3·49	**24** M	0333	3·78
	0847	1·18		0916	1·01
	1532	3·53		1618	3·83
	2106	1·35		2158	1·27
10 M	0351	3·34	**25** Tu	0442	3·60
	0936	1·39		1032	1·29
	1626	3·35		1738	3·61
	2200	1·57	☾	2319	1·53
11 Tu	0452	3·19	**26** W	0604	3·52
	1043	1·58		1205	1·41
	1735	3·22		1900	3·52
☽	2316	1·73			
12 W	0609	3·12	**27** Th	0043	1·61
	1206	1·64		0724	3·57
	1857	3·20		1335	1·33
				2021	3·56
13 Th	0040	1·76	**28** F	0159	1·52
	0731	3·17		0838	3·72
	1322	1·54		1445	1·14
	2010	3·31		2130	3·67
14 F	0155	1·64	**29** Sa	0258	1·34
	0835	3·32		0940	3·89
	1427	1·31		1536	0·96
	2106	3·47		2221	3·75
15 Sa	0251	1·42	**30** Su	0344	1·15
	0926	3·53		1028	4·01
	1516	1·02		1617	0·85
	2153	3·66		2300	3·78
			31 M	0424	1·00
				1104	4·06
				1652	0·79
				2330	3·78

APRIL

	Time	m		Time	m
1 Tu	0456	0·88	**16** W	0418	0·63
	1134	4·07		1059	4·26
	1721	0·78		1646	0·20
●	2352	3·77	○	2323	4·15
2 W	0527	0·79	**17** Th	0457	0·43
	1202	4·04		1141	4·42
	1748	0·79		1726	0·15
3 Th	0016	3·78	**18** F	0002	4·23
	0556	0·75		0538	0·32
	1230	3·99		1225	4·47
	1815	0·82		1808	0·21
4 F	0041	3·79	**19** Sa	0043	4·24
	0627	0·75		0622	0·33
	1301	3·92		1311	4·41
	1843	0·88		1853	0·40
5 Sa	0112	3·77	**20** Su	0128	4·17
	0700	0·81		0710	0·46
	1335	3·82		1402	4·24
	1914	0·97		1941	0·69
6 Su	0148	3·70	**21** M	0216	4·03
	0734	0·93		0803	0·69
	1416	3·68		1459	3·99
	1948	1·12		2035	1·04
7 M	0228	3·57	**22** Tu	0312	3·85
	0813	1·10		0906	0·97
	1502	3·51		1608	3·71
	2028	1·32		2141	1·38
8 Tu	0318	3·40	**23** W	0421	3·68
	0902	1·30		1026	1·20
	1557	3·34		1726	3·50
	2120	1·54	☾	2259	1·61
9 W	0415	3·23	**24** Th	0540	3·57
	1008	1·48		1151	1·29
	1703	3·22		1849	3·42
☽	2235	1·73			
10 Th	0526	3·12	**25** F	0019	1·67
	1131	1·53		0700	3·58
	1823	3·19		1314	1·23
				2007	3·46
11 F	0005	1·77	**26** Sa	0134	1·57
	0650	3·14		0814	3·67
	1249	1·42		1420	1·09
	1938	3·29		2109	3·55
12 Sa	0119	1·64	**27** Su	0233	1·39
	0757	3·29		0913	3·78
	1352	1·18		1511	0·98
	2037	3·47		2157	3·63
13 Su	0217	1·41	**28** M	0319	1·22
	0851	3·52		1000	3·86
	1442	0·89		1550	0·91
	2125	3·66		2234	3·67
14 M	0301	1·15	**29** Tu	0357	1·07
	0937	3·78		1036	3·89
	1526	0·60		1622	0·89
	2205	3·85		2302	3·69
15 Tu	0340	0·88	**30** W	0429	0·96
	1018	4·04		1106	3·88
	1605	0·37		1650	0·88
	2245	4·02		2324	3·73

DATUM OF PREDICTIONS = CHART DATUM : 0·20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.

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IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21′ N Long 6°13′ W

TIME ZONE **GMT** TIMES AND HEIGHTS OF HIGH AND LOW WATERS YEAR **2003**

MAY

	Time	m		Time	m		Time	m		Time	m
1 Th ●	0500	0·88	**16** F ○	0436	0·49	**1** Su	0542	0·94	**16** M	0016	4·26
	1135	3·86		1124	4·36		1219	3·69		0605	0·52
	1716	0·89		1704	0·30		1752	1·00		1254	4·16
	2349	3·78		2344	4·23					1826	0·74
2 F	0530	0·83	**17** Sa	0521	0·40	**2** M	0032	3·82	**17** Tu	0103	4·25
	1205	3·84		1211	4·38		0620	0·93		0657	0·56
	1744	0·90		1749	0·39		1257	3·66		1346	4·01
							1829	1·03		1914	0·90
3 Sa	0016	3·81	**18** Su	0027	4·25	**3** Tu	0110	3·79	**18** W	0150	4·18
	0602	0·83		0609	0·41		0700	0·95		0752	0·66
	1237	3·80		1300	4·30		1338	3·62		1438	3·83
	1815	0·93		1836	0·58		1907	1·10		2004	1·08
4 Su	0049	3·80	**19** M	0112	4·21	**4** W	0150	3·72	**19** Th	0240	4·06
	0636	0·87		0701	0·51		0742	0·98		0847	0·80
	1312	3·73		1353	4·12		1424	3·54		1533	3·63
	1846	1·00		1926	0·84		1950	1·20		2058	1·25
5 M	0125	3·74	**20** Tu	0202	4·10	**5** Th	0235	3·63	**20** F	0333	3·90
	0712	0·95		0757	0·69		0831	1·02		0944	0·95
	1353	3·63		1451	3·89		1515	3·46		1631	3·45
	1922	1·12		2021	1·12		2040	1·32		2156	1·40
6 Tu	0207	3·63	**21** W	0258	3·95	**6** F	0326	3·55	**21** Sa ☾	0431	3·74
	0755	1·07		0902	0·89		0926	1·05		1043	1·09
	1441	3·50		1556	3·65		1611	3·40		1731	3·32
	2006	1·29		2123	1·38		2137	1·42		2255	1·50
7 W	0255	3·48	**22** Th	0401	3·79	**7** Sa ☽	0422	3·49	**22** Su	0534	3·60
	0844	1·21		1012	1·06		1028	1·05		1141	1·20
	1534	3·37		1706	3·46		1711	3·37		1832	3·27
	2058	1·48		2232	1·56		2243	1·46		2355	1·54
8 Th	0350	3·34	**23** F ☾	0510	3·65	**8** Su	0524	3·48	**23** M	0639	3·50
	0947	1·31		1123	1·16		1131	1·00		1240	1·26
	1638	3·27		1819	3·36		1816	3·39		1931	3·28
	2207	1·62		2342	1·62		2348	1·43			
9 F ☽	0453	3·25	**24** Sa	0623	3·59	**9** M	0630	3·55	**24** Tu	0056	1·52
	1102	1·32		1234	1·18		1232	0·90		0741	3·45
	1748	3·25		1931	3·35		1918	3·49		1335	1·29
	2326	1·66								2024	3·35
10 Sa	0605	3·26	**25** Su	0050	1·57	**10** Tu	0049	1·32	**25** W	0155	1·46
	1212	1·21		0732	3·59		0734	3·68		0837	3·45
	1858	3·32		1338	1·14		1329	0·77		1423	1·28
				2030	3·41		2016	3·63		2112	3·45
11 Su	0034	1·56	**26** M	0152	1·46	**11** W	0146	1·16	**26** Th	0245	1·37
	0714	3·38		0833	3·62		0834	3·85		0926	3·47
	1312	1·02		1430	1·10		1423	0·65		1505	1·25
	1959	3·47		2118	3·48		2108	3·80		2153	3·56
12 M	0134	1·37	**27** Tu	0242	1·32	**12** Th	0240	0·97	**27** F	0330	1·27
	0813	3·58		0922	3·65		0929	4·03		1010	3·51
	1406	0·79		1511	1·07		1513	0·56		1544	1·20
	2051	3·65		2156	3·55		2158	3·97		2232	3·67
13 Tu	0223	1·14	**28** W	0325	1·20	**13** F	0332	0·79	**28** Sa	0411	1·17
	0904	3·82		1001	3·67		1022	4·17		1050	3·55
	1454	0·57		1546	1·05		1603	0·52		1622	1·14
	2137	3·84		2228	3·62		2245	4·11		2307	3·75
14 W	0308	0·89	**29** Th	0400	1·10	**14** Sa ○	0422	0·64	**29** Su ●	0450	1·07
	0951	4·06		1036	3·68		1113	4·24		1127	3·60
	1537	0·39		1615	1·03		1650	0·54		1659	1·08
	2219	4·01		2257	3·70		2331	4·21		2342	3·82
15 Th	0351	0·66	**30** F	0434	1·02	**15** Su	0514	0·55	**30** M	0528	0·98
	1038	4·25		1110	3·69		1204	4·24		1204	3·64
	1621	0·30		1646	1·01		1737	0·61		1737	1·03
	2302	4·14		2327	3·77						
			31 Sa ●	0507	0·97						
				1144	3·69						
				1719	0·99						
				2358	3·81						

JUNE

	Time	m		Time	m		Time	m		Time	m
1 Tu	0018	3·86	**16** W	0050	4·29	**1** F	0108	4·08	**16** Sa	0143	4·16
	0606	0·90		0647	0·58		0703	0·53		0745	0·77
	1241	3·67		1332	3·94		1339	3·83		1416	3·71
	1813	1·00		1858	0·87		1908	0·80		1949	0·94
2 W	0053	3·88	**17** Th	0132	4·24	**2** Sa	0148	4·11	**17** Su	0220	4·02
	0646	0·83		0735	0·63		0743	0·50		0821	0·92
	1322	3·68		1416	3·80		1421	3·82		1452	3·61
	1851	1·00		1942	0·97		1950	0·82		2028	1·06
3 Th	0132	3·88	**18** F	0214	4·14	**3** Su	0231	4·10	**18** M	0301	3·84
	0726	0·78		0820	0·75		0827	0·54		0859	1·11
	1404	3·66		1458	3·64		1508	3·78		1533	3·51
	1932	1·02		2026	1·08		2035	0·90		2112	1·23
4 F	0214	3·86	**19** Sa	0259	3·99	**4** M	0319	4·03	**19** Tu	0347	3·63
	0810	0·76		0906	0·91		0918	0·67		0943	1·31
	1451	3·62		1543	3·50		1558	3·70		1621	3·40
	2017	1·08		2112	1·22		2127	1·04		2204	1·42
5 Sa	0259	3·82	**20** Su	0346	3·80	**5** Tu ☽	0414	3·92	**20** W ☾	0441	3·42
	0859	0·77		0953	1·08		1015	0·84		1036	1·51
	1540	3·57		1631	3·37		1656	3·62		1720	3·30
	2106	1·15		2203	1·36		2229	1·21		2309	1·58
6 Su	0350	3·78	**21** M ☾	0438	3·61	**6** W	0519	3·80	**21** Th	0549	3·26
	0953	0·81		1043	1·26		1120	1·03		1142	1·66
	1635	3·52		1724	3·29		1804	3·58		1832	3·26
	2203	1·23		2257	1·48		2341	1·34			
7 M ☽	0446	3·74	**22** Tu	0537	3·44	**7** Th	0636	3·71	**22** F	0020	1·66
	1052	0·85		1137	1·40		1232	1·15		0712	3·19
	1734	3·50		1823	3·25		1915	3·62		1254	1·70
	2304	1·29		2359	1·56					1946	3·30
8 Tu	0549	3·72	**23** W	0644	3·33	**8** F	0100	1·36	**23** Sa	0136	1·61
	1154	0·89		1234	1·48		0755	3·72		0827	3·24
	1839	3·53		1926	3·28		1342	1·18		1404	1·64
							2024	3·73		2051	3·41
9 W	0011	1·30	**24** Th	0103	1·58	**9** Sa	0216	1·25	**24** Su	0242	1·44
	0700	3·74		0752	3·29		0906	3·80		0926	3·36
	1257	0·90		1334	1·50		1447	1·13		1501	1·49
	1942	3·62		2027	3·37		2127	3·91		2143	3·56
10 Th	0117	1·24	**25** F	0207	1·52	**10** Su	0320	1·06	**25** M	0333	1·23
	0809	3·82		0854	3·32		1010	3·90		1014	3·50
	1357	0·88		1430	1·45		1543	1·04		1546	1·32
	2044	3·76		2122	3·49		2224	4·08		2224	3·71
11 F	0221	1·12	**26** Sa	0305	1·40	**11** M	0417	0·87	**26** Tu	0414	1·00
	0913	3·93		0947	3·40		1106	3·98		1052	3·63
	1456	0·84		1520	1·36		1632	0·94		1624	1·14
	2140	3·92		2208	3·62		2313	4·22		2259	3·86
12 Sa	0322	0·96	**27** Su	0353	1·24	**12** Tu	0504	0·71	**27** W	0449	0·78
	1012	4·03		1032	3·49		1154	4·00		1126	3·76
	1550	0·80		1604	1·25		1716	0·87		1657	0·96
	2234	4·08		2249	3·73		2355	4·29		2331	4·01
13 Su	0418	0·80	**28** M	0435	1·08	**13** W	0548	0·62	**28** Th	0523	0·58
	1107	4·10		1111	3·58		1234	3·97		1158	3·88
	1641	0·77		1643	1·13		1756	0·83		1730	0·79
	2321	4·21		2324	3·84						
14 M	0510	0·66	**29** Tu ●	0513	0·92	**14** Th	0033	4·30	**29** F	0005	4·16
	1159	4·10		1148	3·67		0629	0·61		0556	0·41
	1728	0·77		1720	1·01		1310	3·89		1233	3·97
				2358	3·93		1836	0·82		1805	0·66
15 Tu	0008	4·28	**30** W	0548	0·76	**15** F	0108	4·25	**30** Sa	0041	4·27
	0601	0·59		1223	3·75		0708	0·66		0633	0·32
	1247	4·05		1755	0·91		1343	3·80		1311	4·03
	1813	0·81					1912	0·86		1841	0·59

JULY

	Time	m		Time	m		Time	m		Time	m
1 Tu	0018	3·86	**16** W	0050	4·29	**1** F	0108	4·08	**16** Sa	0143	4·16
	0606	0·90		0647	0·58		0703	0·53		0745	0·77
	1241	3·67		1332	3·94		1339	3·83		1416	3·71
	1813	1·00		1858	0·87		1908	0·80		1949	0·94
2 W	0053	3·88	**17** Th	0132	4·24	**2** Sa	0148	4·11	**17** Su	0220	4·02
	0646	0·83		0735	0·63		0743	0·50		0821	0·92
	1322	3·68		1416	3·80		1421	3·82		1452	3·61
	1851	1·00		1942	0·97		1950	0·82		2028	1·06
3 Th	0132	3·88	**18** F	0214	4·14	**3** Su	0231	4·10	**18** M	0301	3·84
	0726	0·78		0820	0·75		0827	0·54		0859	1·11
	1404	3·66		1458	3·64		1508	3·78		1533	3·51
	1932	1·02		2026	1·08		2035	0·90		2112	1·23
4 F	0214	3·86	**19** Sa	0259	3·99	**4** M	0319	4·03	**19** Tu	0347	3·63
	0810	0·76		0906	0·91		0918	0·67		0943	1·31
	1451	3·62		1543	3·50		1558	3·70		1621	3·40
	2017	1·08		2112	1·22		2127	1·04		2204	1·42
5 Sa	0259	3·82	**20** Su	0346	3·80	**5** Tu ☽	0414	3·92	**20** W ☾	0441	3·42
	0859	0·77		0953	1·08		1015	0·84		1036	1·51
	1540	3·57		1631	3·37		1656	3·62		1720	3·30
	2106	1·15		2203	1·36		2229	1·21		2309	1·58
6 Su	0350	3·78	**21** M ☾	0438	3·61	**6** W	0519	3·80	**21** Th	0549	3·26
	0953	0·81		1043	1·26		1120	1·03		1142	1·66
	1635	3·52		1724	3·29		1804	3·58		1832	3·26
	2203	1·23		2257	1·48		2341	1·34			
7 M ☽	0446	3·74	**22** Tu	0537	3·44	**7** Th	0636	3·71	**22** F	0020	1·66
	1052	0·85		1137	1·40		1232	1·15		0712	3·19
	1734	3·50		1823	3·25		1915	3·62		1254	1·70
	2304	1·29		2359	1·56					1946	3·30
8 Tu	0549	3·72	**23** W	0644	3·33	**8** F	0100	1·36	**23** Sa	0136	1·61
	1154	0·89		1234	1·48		0755	3·72		0827	3·24
	1839	3·53		1926	3·28		1342	1·18		1404	1·64
							2024	3·73		2051	3·41
9 W	0011	1·30	**24** Th	0103	1·58	**9** Sa	0216	1·25	**24** Su	0242	1·44
	0700	3·74		0752	3·29		0906	3·80		0926	3·36
	1257	0·90		1334	1·50		1447	1·13		1501	1·49
	1942	3·62		2027	3·37		2127	3·91		2143	3·56
10 Th	0117	1·24	**25** F	0207	1·52	**10** Su	0320	1·06	**25** M	0333	1·23
	0809	3·82		0854	3·32		1010	3·90		1014	3·50
	1357	0·88		1430	1·45		1543	1·04		1546	1·32
	2044	3·76		2122	3·49		2224	4·08		2224	3·71
11 F	0221	1·12	**26** Sa	0305	1·40	**11** M	0417	0·87	**26** Tu	0414	1·00
	0913	3·93		0947	3·40		1106	3·98		1052	3·63
	1456	0·84		1520	1·36		1632	0·94		1624	1·14
	2140	3·92		2208	3·62		2313	4·22		2259	3·86
12 Sa	0322	0·96	**27** Su	0353	1·24	**12** Tu	0504	0·71	**27** W	0449	0·78
	1012	4·03		1032	3·49		1154	4·00		1126	3·76
	1550	0·80		1604	1·25		1716	0·87		1657	0·96
	2234	4·08		2249	3·73		2355	4·29		2331	4·01
13 Su	0418	0·80	**28** M	0435	1·08	**13** W	0548	0·62	**28** Th	0523	0·58
	1107	4·10		1111	3·58		1234	3·97		1158	3·88
	1641	0·77		1643	1·13		1756	0·83		1730	0·79
	2321	4·21		2324	3·84						
14 M	0510	0·66	**29** Tu ●	0513	0·92	**14** Th	0033	4·30	**29** F	0005	4·16
	1159	4·10		1148	3·67		0629	0·61		0556	0·41
	1728	0·77		1720	1·01		1310	3·89		1233	3·97
				2358	3·93		1836	0·82		1805	0·66
15 Tu	0008	4·28	**30** W	0548	0·76	**15** F	0108	4·25	**30** Sa	0041	4·27
	0601	0·59		1223	3·75		0708	0·66		0633	0·32
	1247	4·05		1755	0·91		1343	3·80		1311	4·03
	1813	0·81					1912	0·86		1841	0·59
			31 Th	0032	4·01						
				0625	0·62						
				1300	3·81						
				1830	0·84						

AUGUST

	Time	m		Time	m		Time	m		Time	m
1 F	0108	4·08	**16** Sa	0143	4·16	**1** Su	0148	4·11	**16** M	0220	4·02
	0703	0·53		0745	0·77		0743	0·50		0821	0·92
	1339	3·83		1416	3·71		1421	3·82		1452	3·61
	1908	0·80		1949	0·94		1950	0·82		2028	1·06
2 Sa	0148	4·11	**17** Su	0220	4·02	**2** M	0231	4·10	**17** Tu	0301	3·84
	0743	0·50		0821	0·92		0827	0·54		0859	1·11
	1421	3·82		1452	3·61		1508	3·78		1533	3·51
	1950	0·82		2028	1·06		2035	0·90		2112	1·23
3 Su	0231	4·10	**18** M	0301	3·84	**3** Tu	0319	4·03	**18** W	0347	3·63
	0827	0·54		0859	1·11		0918	0·67		0943	1·31
	1508	3·78		1533	3·51		1558	3·70		1621	3·40
	2035	0·90		2112	1·23		2127	1·04		2204	1·42
4 M	0319	4·03	**19** Tu	0347	3·63	**4** W	0414	3·92	**19** Th	0441	3·42
	0918	0·67		0943	1·31		1015	0·84		1036	1·51
	1558	3·70		1621	3·40		1656	3·62		1720	3·30
	2127	1·04		2204	1·42		2229	1·21		2309	1·58
5 Tu ☽	0414	3·92	**20** W ☾	0441	3·42	**5** Th	0519	3·80	**20** F	0549	3·26
	1015	0·84		1036	1·51		1120	1·03		1142	1·66
	1656	3·62		1720	3·30		1804	3·58		1832	3·26
	2229	1·21		2309	1·58		2341	1·34			
6 W	0519	3·80	**21** Th	0549	3·26	**6** F	0636	3·71	**21** Sa	0020	1·66
	1120	1·03		1142	1·66		1232	1·15		0712	3·19
	1804	3·58		1832	3·26		1915	3·62		1254	1·70
	2341	1·34								1946	3·30
7 Th	0636	3·71	**22** F	0020	1·66	**7** Sa	0100	1·36	**22** Su	0136	1·61
	1232	1·15		0712	3·19		0755	3·72		0827	3·24
	1915	3·62		1254	1·70		1342	1·18		1404	1·64
				1946	3·30		2024	3·73		2051	3·41
8 F	0100	1·36	**23** Sa	0136	1·61	**8** Su	0216	1·25	**23** M	0242	1·44
	0755	3·72		0827	3·24		0906	3·80		0926	3·36
	1342	1·18		1404	1·64		1447	1·13		1501	1·49
	2024	3·73		2051	3·41		2127	3·91		2143	3·56
9 Sa	0216	1·25	**24** Su	0242	1·44	**9** M	0320	1·06	**24** Tu	0333	1·23
	0906	3·80		0926	3·36		1010	3·90		1014	3·50
	1447	1·13		1501	1·49		1543	1·04		1546	1·32
	2127	3·91		2143	3·56		2224	4·08		2224	3·71
10 Su	0320	1·06	**25** M	0333	1·23	**10** Tu	0417	0·87	**25** W	0414	1·00
	1010	3·90		1014	3·50		1106	3·98		1052	3·63
	1543	1·04		1546	1·32		1632	0·94		1624	1·14
	2224	4·08		2224	3·71		2313	4·22		2259	3·86
11 M	0417	0·87	**26** Tu	0414	1·00	**11** W	0504	0·71	**26** Th	0449	0·78
	1106	3·98		1052	3·63		1154	4·00		1126	3·76
	1632	0·94		1624	1·14		1716	0·87		1657	0·96
	2313	4·22		2259	3·86		2355	4·29		2331	4·01
12 Tu	0504	0·71	**27** W	0449	0·78	**12** Th	0548	0·62	**27** F	0523	0·58
	1154	4·00		1126	3·76		1234	3·97		1158	3·88
	1716	0·87		1657	0·96		1756	0·83		1730	0·79
	2355	4·29		2331	4·01						
13 W	0548	0·62	**28** Th	0523	0·58	**13** F	0033	4·30	**28** Sa	0005	4·16
	1234	3·97		1158	3·88		0629	0·61		0556	0·41
	1756	0·83		1730	0·79		1310	3·89		1233	3·97
							1836	0·82		1805	0·66
14 Th	0033	4·30	**29** F	0005	4·16	**14** Sa	0108	4·25	**29** Su	0041	4·27
	0629	0·61		0556	0·41		0708	0·66		0633	0·32
	1310	3·89		1233	3·97		1343	3·80		1311	4·03
	1836	0·82		1805	0·66		1912	0·86		1841	0·59
15 F	0108	4·25	**30** Sa	0041	4·27	**15** Su	0121	4·32	**30** M	0121	4·32
	0708	0·66		0633	0·32		0714	0·33		0714	0·33
	1343	3·80		1311	4·03		1352	4·03		1352	4·03
	1912	0·86		1841	0·59		1922	0·61		1922	0·61
			31 Su	0121	4·32						
				0714	0·33						
				1352	4·03						
				1922	0·61						

DATUM OF PREDICTIONS = CHART DATUM : 0·20 METRES ABOVE ORDNANCE DATUM (DUBLIN)

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IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21′ N Long 6°13′ W

TIME ZONE **GMT** TIMES AND HEIGHTS OF HIGH AND LOW WATERS YEAR **2003**

SEPTEMBER

	Time	m		Time	m		Time	m		Time	m
1 M	0204	4·29	**16** Tu	0223	3·83	**1** W	0234	4·17	**16** Th	0240	3·59
	0757	0·45		0810	1·14		0820	0·83		0813	1·40
	1435	3·97		1448	3·65		1501	3·99		1504	3·59
	2009	0·73		2031	1·17		2044	0·94		2051	1·38
2 Tu	0254	4·17	**17** W	0308	3·63	**2** Th	0337	3·91	**17** F	0333	3·39
	0845	0·68		0849	1·35		0920	1·20		0904	1·63
	1526	3·87		1536	3·52		1603	3·83		1600	3·42
	2101	0·95		2120	1·39	☽	2156	1·23		2156	1·56
3 W	0350	3·97	**18** Th	0401	3·41	**3** F	0456	3·65	**18** Sa	0438	3·23
	0943	0·98		0941	1·59		1039	1·52		1019	1·84
	1625	3·73		1632	3·37		1720	3·70		1707	3·29
☽	2205	1·21	☾	2226	1·59		2327	1·40	☾	2317	1·62
4 Th	0500	3·76	**19** F	0507	3·22	**4** Sa	0623	3·51	**19** Su	0604	3·16
	1055	1·28		1056	1·79		1206	1·67		1149	1·90
	1737	3·63		1744	3·26		1841	3·68		1826	3·26
	2328	1·41		2347	1·69						
5 F	0626	3·61	**20** Sa	0637	3·14	**5** Su	0057	1·36	**20** M	0034	1·53
	1216	1·45		1223	1·85		0752	3·54		0724	3·23
	1857	3·63		1908	3·25		1328	1·61		1307	1·80
							1959	3·79		1935	3·35
6 Sa	0057	1·42	**21** Su	0108	1·61	**6** M	0216	1·17	**21** Tu	0139	1·31
	0750	3·60		0759	3·22		0908	3·67		0823	3·39
	1336	1·45		1341	1·76		1433	1·44		1403	1·60
	2011	3·75		2017	3·36		2108	3·94		2028	3·52
7 Su	0219	1·26	**22** M	0216	1·41	**7** Tu	0312	0·97	**22** W	0228	1·05
	0908	3·70		0901	3·37		1004	3·80		0911	3·57
	1442	1·34		1438	1·57		1523	1·25		1447	1·37
	2119	3·92		2109	3·52		2201	4·07		2112	3·73
8 M	0322	1·04	**23** Tu	0305	1·15	**8** W	0357	0·83	**23** Th	0309	0·79
	1011	3·83		0947	3·54		1046	3·86		0950	3·76
	1536	1·18		1522	1·35		1605	1·10		1522	1·11
	2217	4·09		2151	3·70		2242	4·14		2153	3·97
9 Tu	0411	0·85	**24** W	0344	0·88	**9** Th	0434	0·77	**24** F	0346	0·56
	1102	3·92		1024	3·70		1120	3·88		1025	3·95
	1621	1·03		1557	1·12		1641	0·98		1557	0·85
	2302	4·21		2226	3·90		2314	4·14		2231	4·20
10 W	0453	0·72	**25** Th	0419	0·63	**10** F	0506	0·77	**25** Sa	0422	0·37
	1141	3·93		1057	3·87		1147	3·87		1100	4·12
	1700	0·92		1628	0·89		1713	0·90		1634	0·63
○	2338	4·25		2300	4·11	○	2341	4·12	●	2311	4·38
11 Th	0531	0·67	**26** F	0452	0·42	**11** Sa	0534	0·81	**26** Su	0500	0·28
	1213	3·91		1130	4·02		1208	3·88		1138	4·26
	1737	0·85		1702	0·68		1742	0·86		1714	0·47
			●	2337	4·29					2354	4·47
12 F	0009	4·24	**27** Sa	0527	0·28	**12** Su	0008	4·08	**27** M	0541	0·29
	0604	0·68		1205	4·14		0601	0·86		1219	4·33
	1240	3·87		1738	0·52		1232	3·90		1756	0·42
	1809	0·81					1813	0·86			
13 Sa	0039	4·19	**28** Su	0015	4·41	**13** M	0039	4·02	**28** Tu	0039	4·46
	0636	0·75		0605	0·23		0629	0·93		0623	0·42
	1305	3·84		1241	4·21		1301	3·90		1301	4·33
	1841	0·82		1818	0·45		1846	0·91		1843	0·48
14 Su	0110	4·11	**29** M	0056	4·44	**14** Tu	0114	3·92	**29** W	0129	4·32
	0705	0·84		0646	0·31		0700	1·03		0711	0·67
	1335	3·81		1324	4·21		1335	3·86		1350	4·24
	1914	0·88		1900	0·50		1921	1·02		1935	0·67
15 M	0145	3·99	**30** Tu	0142	4·36	**15** W	0153	3·77	**30** Th	0226	4·09
	0736	0·97		0731	0·51		0734	1·19		0803	1·01
	1409	3·75		1409	4·13		1416	3·75		1444	4·09
	1950	0·99		1948	0·67		2002	1·18		2037	0·93
									31 F	0333	3·81
										0906	1·37
										1549	3·92
										2154	1·17

OCTOBER

	Time	m		Time	m		Time	m		Time	m
1 Sa	0452	3·58	**16** Su	0411	3·29	**1** M	0552	3·44	**16** Tu	0438	3·35
	1026	1·64		0946	1·76		1114	1·69		1010	1·60
	1704	3·78		1634	3·38		1751	3·78		1655	3·53
☽	2319	1·28		2242	1·45				☾	2300	1·18
2 Su	0616	3·47	**17** M	0521	3·23	**2** Tu	0005	1·21	**17** W	0541	3·35
	1148	1·74		1104	1·82		0705	3·42		1114	1·61
	1822	3·75		1740	3·35		1226	1·67		1755	3·57
			☾	2351	1·37		1901	3·74			
3 M	0041	1·24	**18** Tu	0634	3·28	**3** W	0112	1·19	**18** Th	0001	1·11
	0741	3·51		1215	1·76		0809	3·48		0644	3·43
	1305	1·67		1844	3·42		1332	1·57		1218	1·53
	1938	3·80					2004	3·75		1857	3·68
4 Tu	0153	1·11	**19** W	0051	1·21	**4** Th	0209	1·16	**19** F	0100	1·00
	0848	3·62		0735	3·41		0901	3·56		0743	3·58
	1410	1·50		1312	1·60		1427	1·43		1317	1·37
	2044	3·89		1942	3·58		2058	3·77		1957	3·85
5 W	0247	0·99	**20** Th	0145	0·99	**5** F	0255	1·14	**20** Sa	0155	0·87
	0940	3·72		0827	3·58		0941	3·65		0838	3·76
	1459	1·33		1402	1·37		1512	1·31		1411	1·17
	2134	3·96		2033	3·80		2140	3·79		2054	4·03
6 Th	0330	0·93	**21** F	0230	0·78	**6** Sa	0332	1·13	**21** Su	0247	0·75
	1019	3·78		0912	3·79		1015	3·74		0929	3·96
	1541	1·18		1445	1·12		1551	1·20		1505	0·95
	2214	3·99		2120	4·03		2217	3·79		2149	4·20
7 F	0405	0·91	**22** Sa	0313	0·59	**7** Su	0404	1·12	**22** M	0336	0·66
	1050	3·81		0954	3·99		1045	3·83		1018	4·15
	1617	1·07		1527	0·87		1625	1·12		1557	0·74
	2245	3·98		2205	4·24		2250	3·79		2242	4·31
8 Sa	0435	0·93	**23** Su	0356	0·46	**8** M	0434	1·10	**23** Tu	0424	0·62
	1114	3·85		1036	4·17		1114	3·91		1106	4·30
	1648	1·00		1611	0·65		1659	1·06		1648	0·59
	2313	3·96	●	2252	4·39	○	2324	3·79	●	2333	4·35
9 Su	0502	0·95	**24** M	0438	0·40	**9** Tu	0506	1·08	**24** W	0513	0·64
	1138	3·90		1119	4·31		1147	3·97		1152	4·39
	1719	0·96		1657	0·50		1734	1·03		1740	0·51
○	2342	3·93		2340	4·44		2358	3·77			
10 M	0530	0·98	**25** Tu	0523	0·45	**10** W	0541	1·09	**25** Th	0025	4·30
	1205	3·95		1202	4·39		1220	3·98		0601	0·72
	1751	0·95		1744	0·45		1811	1·02		1239	4·42
										1832	0·51
11 Tu	0015	3·89	**26** W	0030	4·39	**11** Th	0034	3·74	**26** F	0117	4·16
	0601	1·02		0609	0·60		0616	1·12		0649	0·86
	1236	3·96		1249	4·38		1257	3·94		1328	4·37
	1825	0·99		1836	0·51		1850	1·04		1924	0·58
12 W	0050	3·82	**27** Th	0124	4·24	**12** F	0115	3·68	**27** Sa	0210	3·97
	0633	1·10		0658	0·82		0654	1·19		0739	1·03
	1312	3·92		1338	4·31		1336	3·86		1417	4·26
	1903	1·07		1931	0·65		1931	1·08		2019	0·73
13 Th	0131	3·71	**28** F	0221	4·01	**13** Sa	0159	3·59	**28** Su	0305	3·76
	0710	1·23		0752	1·10		0735	1·29		0831	1·22
	1355	3·81		1433	4·18		1420	3·75		1509	4·10
	1943	1·18		2034	0·84		2014	1·13		2115	0·91
14 F	0217	3·56	**29** Sa	0325	3·77	**14** Su	0247	3·49	**29** M	0403	3·55
	0750	1·40		0854	1·37		0819	1·41		0927	1·40
	1441	3·66		1533	4·02		1506	3·64		1607	3·92
	2033	1·31		2141	1·03		2104	1·18		2212	1·09
15 Sa	0311	3·41	**30** Su	0436	3·56	**15** M	0340	3·40	**30** Tu	0504	3·39
	0840	1·59		1003	1·58		0911	1·52		1028	1·54
	1533	3·50		1641	3·87		1558	3·56		1707	3·76
	2132	1·42	☽	2252	1·16		2158	1·20	☽	2313	1·25
									31 W	0608	3·32
										1130	1·62
										1812	3·64

DATUM OF PREDICTIONS = CHART DATUM : 0·20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
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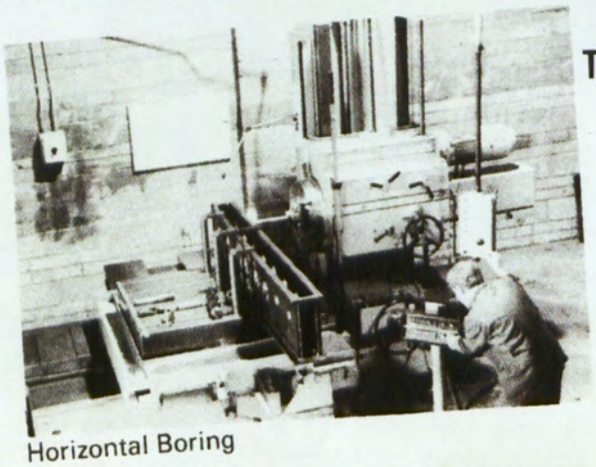
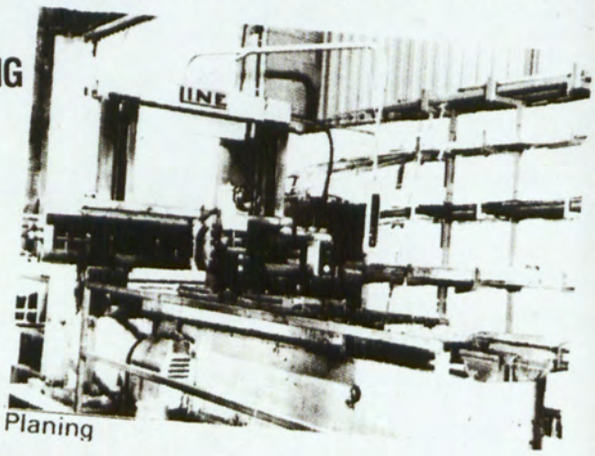


Horizontal Boring



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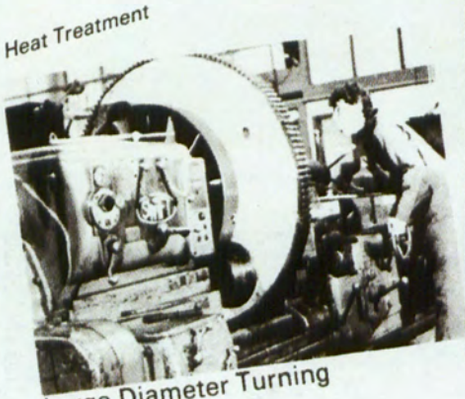
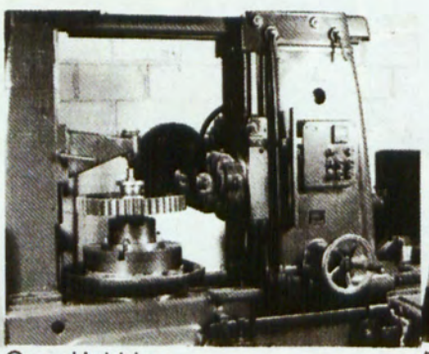
Heat Treatment



Large Diameter Turning



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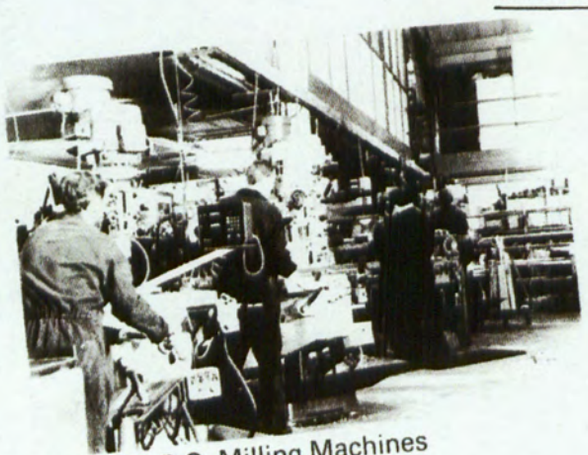
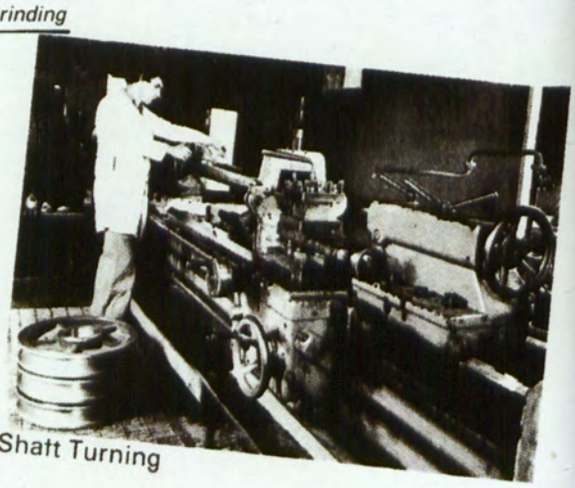


Bank of D.R.O. Milling Machines



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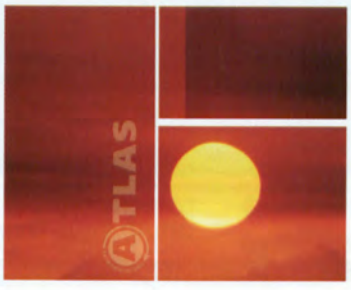

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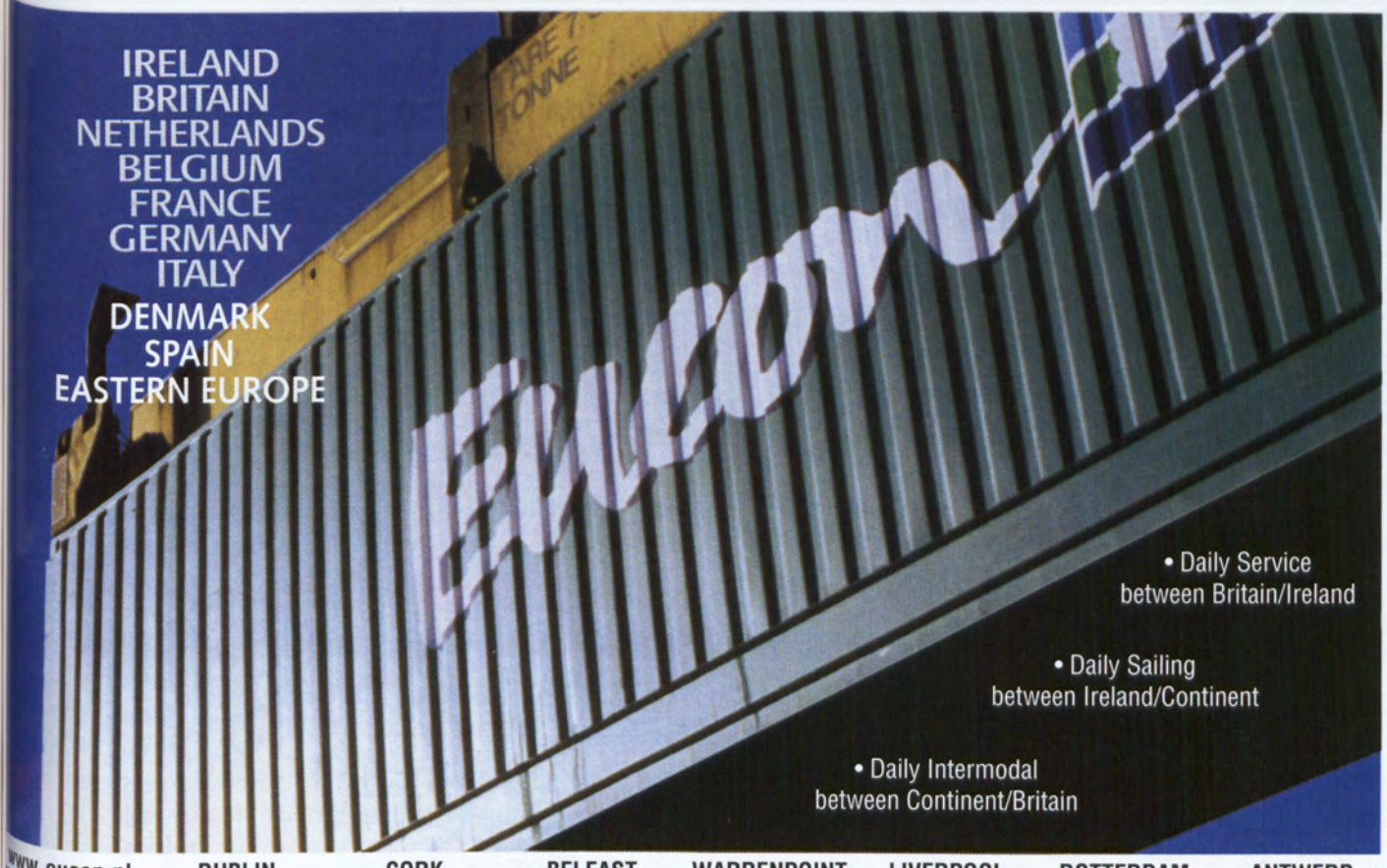

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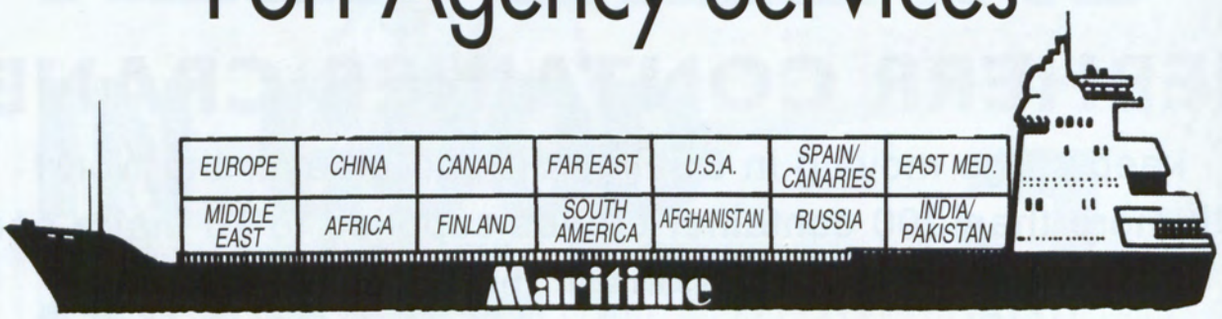

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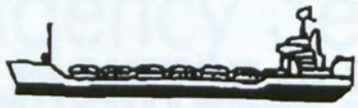

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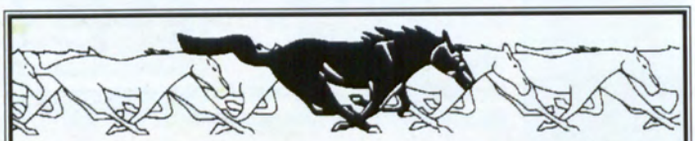

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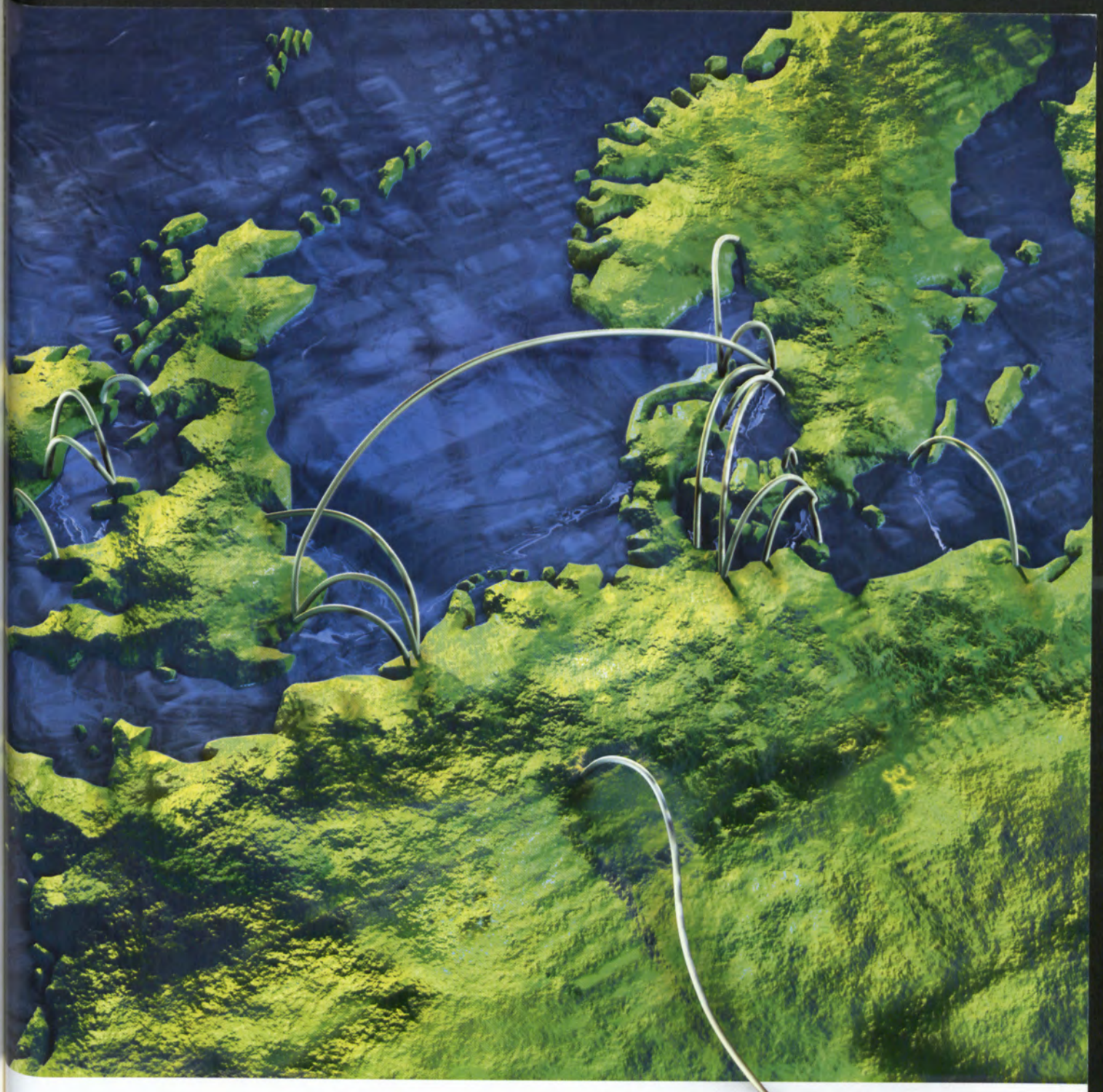

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