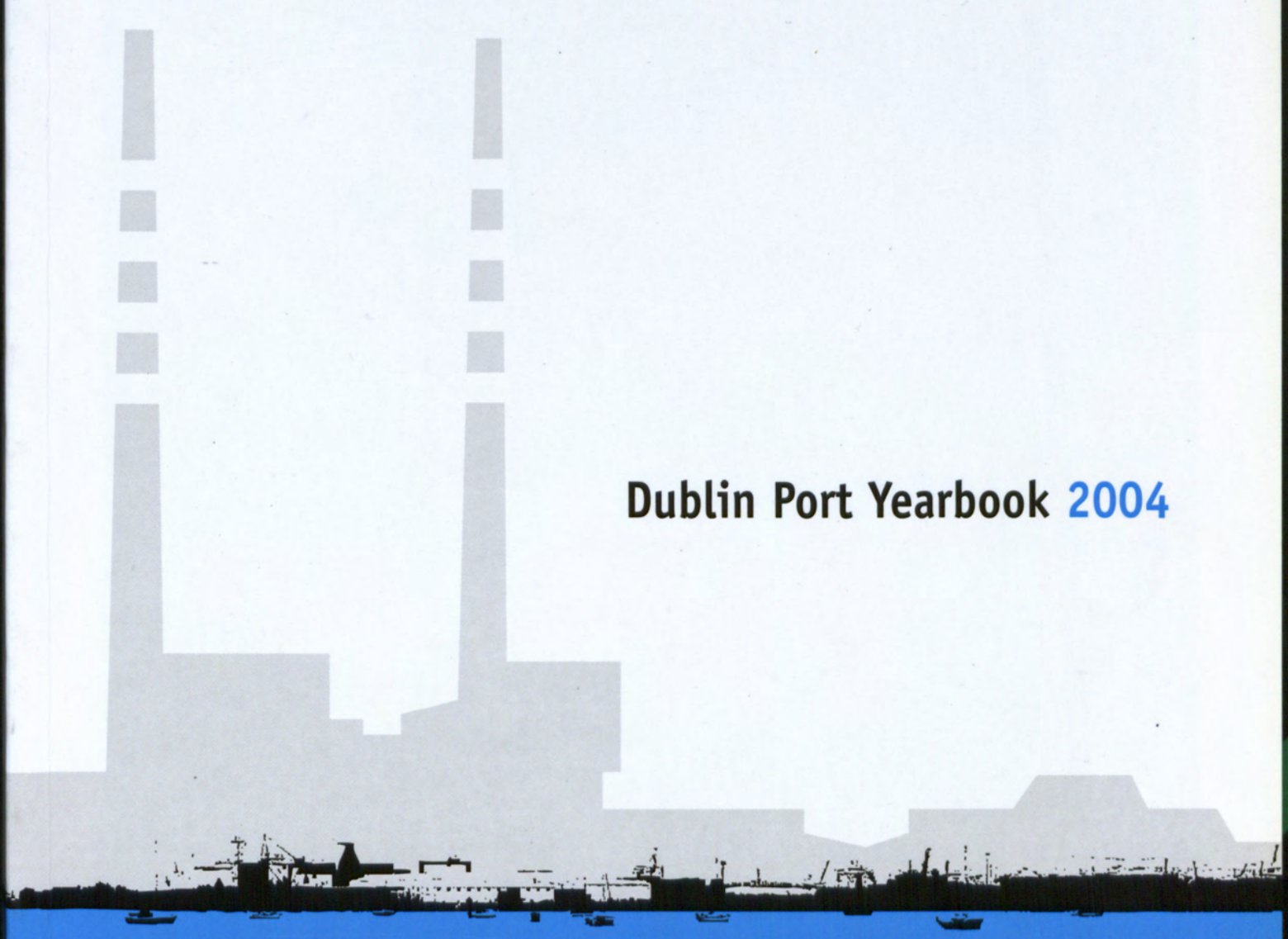
Dublin Port Yearbook 2004



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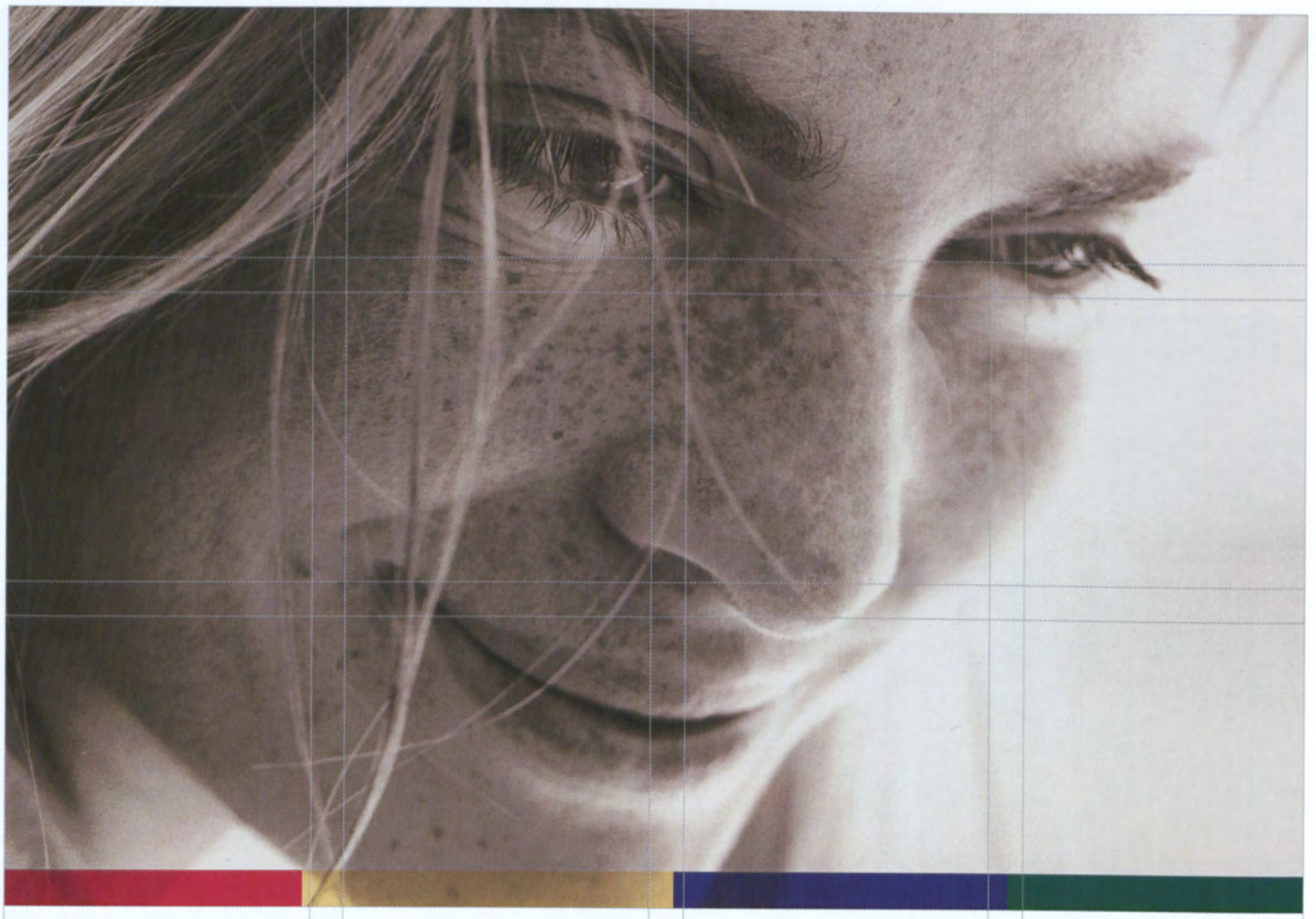
"I'd like to take this opportunity to thank all Dublin Port Company employees for the hard work and innovation that led to us winning this award"

Chief Executive
Enda Connellan



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Services Guide

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Website: www.dublinport.ie

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Stena Line 204 7777
Isle of Man Steam Packet Company 1800 805055

For further details on ferry companies see individual entries

Every effort has been made to ensure the accuracy of the information contained in this Guide, but the publisher cannot accept responsibility for errors or omissions.

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Foreword from our Chairman, Joe Burke...



Joe Burke

During 2002, Dublin Port Company set itself challenging objectives in a number of areas including infrastructure development, cost reduction and customer service. I am happy that, towards the end of 2003, there is a lot of progress to report.

Physically, Dublin Port continues to develop. Our programme of capital investment has let us keep a step ahead of market demands, ensuring a seamless transfer of goods into and out of Ireland. The total invested in capital infrastructure in the past five years is €130 million and this has ensured that we are positioned to meet the demands of our customers and the market in general.

However, it is not enough to just meet current demands, we must make sure that we are equipped to deal with future requirements. This brings us on to the proposal to extend Dublin Port eastwards to cater for projected demand and modern vessels. We look forward to an indication that a decision on our application for foreshore is forthcoming.

"During 2002, Dublin Port Company set itself challenging objectives in a number of areas including infrastructure development, cost reduction and customer service. I am happy that, towards the end of 2003, there is a lot of progress to report."

Dublin Port Company has also continued to grow commercially. Although growth is not at the phenomenal levels of the late nineties, the figures show that overall volumes passing through Dublin Port continue to grow year on year. On behalf of the Board, I would like to pay tribute to management on the performance of the Company. Despite significant challenges - both in the internal and external environment - Dublin Port Company has managed to sustain growth and profit.

Key to the commerciality of the Company is the strategy of exiting non-profit making services and in 2003 Dublin Port Company ceased providing cranage services, following previous exiting of, for example, warehousing and stevedoring. This strategy has also lead to the opening up of competition within Dublin Port, giving customers a wider choice of service providers.

In today's trading environment, competitiveness is key. As a strategic asset to the nation, I am pleased that Dublin Port is a positive contributor to our national competitiveness. It is a vital link in the transport chain and it is important that it performs to ensure the strength, and the competitiveness, of that chain. Particularly in recent years, substantial progress has been made in a number of areas. Charges to the unitised trade, which makes up 78% of total throughput, have been reduced by 35%. In addition, the facilities that we provide ensure that trading activity is unburdened by delays or inefficiencies.

Although, there has been a lot of focus on the operational aspects of Dublin Port, Dublin Port Company has also made some significant changes internally. For years, there were functions within the Company that were over-manned and carried a high cost that could not be justified if the Port was to remain competitive. Dublin Port Company has focussed on reducing the cost base in a measured and reasonable way.

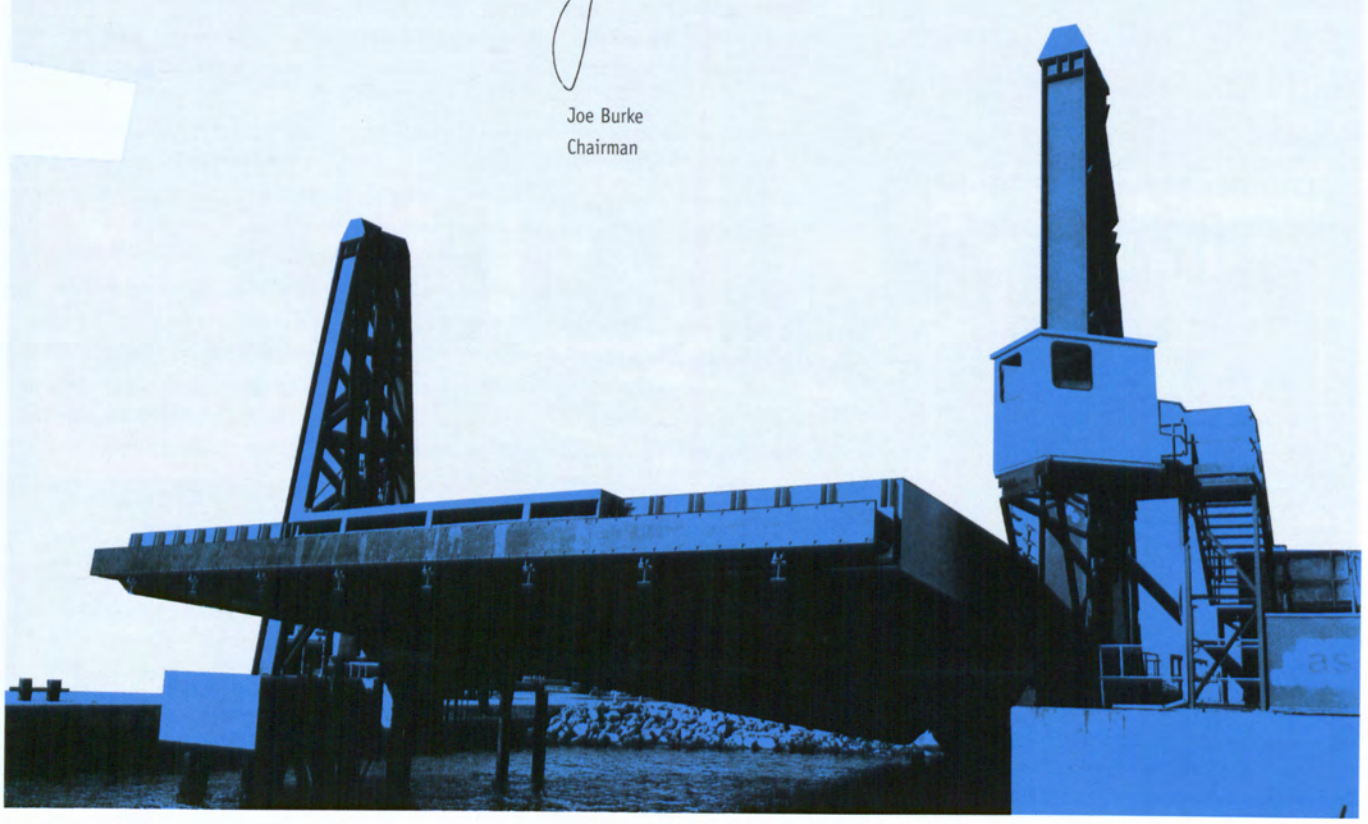
Dublin Port Company's programme of Corporate and Social Responsibility continues to develop. There have been a number of noteworthy projects this year. The Dublin Port Scholarship Fund is now coming into its third year and it continues to help people in the local community who have financial difficulty in progressing their education. We are also happy to support local projects such as the Ringsend and District Response to Drugs and the Rinn Development Initiative.

The official opening of the new two-tier ramp at Berth 51 in Terminal 2 in July 2003 was a special occasion for Dublin Port Company. I would like to thank An Taoiseach, Mr Bertie Ahern T.D. for attending this event. I would also like to thank the Lord Mayor of Dublin, Councillor Royston Brady who attended the Dublin Port Open Day this year. His public commitment to Dublin Port Company is a further reminder of the crucial role Dublin Port plays in our city's life.

Finally, I would like to acknowledge the Irish Port of the Year Award. This is evidence of our achievements in relation to performance, the creation of efficiencies and the development of infrastructure. We look forward to building on this success in 2004.

On behalf of the Board, I would like to thank all who have supported and continue to support Dublin Port and Dublin Port Company.

Joe Burke
Chairman



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



Enda Connellan

"The fact that Dublin Port was nominated for this award by its customers makes it all the more significant and I would like to take this opportunity, on behalf of all Dublin Port Company, to thank our customers for their support"

It is that time again when we review the passing year with some satisfaction and look forward to the New Year with some confidence.

It was satisfying to see the growth in trade despite the doom and gloom. Ro Ro grew by 3%, Lo Lo grew by over 8% and we had the welcome return of Tara Mines who resumed exports this year.

It was also satisfying to note that throughput is up over 5% on last year and that payroll is down over 9% in the same period. This strong performance allows us to meet the increasing demands on our resources for expansion of capacity at No. 2 Terminal and at DFT Container Terminal.

I am pleased to see that our chronic overstaffing problem is being addressed in a professional and sensitive manner with the establishment of a training and development unit that helps those who wish to take the opportunity to retrain for other work. I am pleased to see that already the first intake has made excellent progress and that the unit itself has received favourable attention both inside the Company and by outside observers. It is a great credit to unions and staff that we have made such progress in partnership. The accolade of Irish Port of the Year 2003 is a fitting award for all the hard work.

It is satisfying to note too that despite a very large increase in city rates and the increasing demands on funding of our pension deficit, we have been able to continue our investment programme without sizeable increases in borrowings. Dublin Port Company is helping national competitiveness by maintaining prices at historically low levels, reducing costs and continuing to invest.

Link between Competitiveness and Capacity

As well as enhancing competitiveness, investment at Dublin Port has helped us deal with capacity issues, at least in the short term. Two-tier ramps ensure a faster turnaround of vessels. Deepening berths likewise helps to facilitate the larger vessels coming on-stream. However, this is by no means a solution to the capacity problem in Dublin Port, which is due to reach critical levels within four years.

The process Dublin Port Company is undergoing in relation to its current application to extend Dublin Port, to facilitate increasing levels of trade and deeper drafted vessels, commenced in March 2002. Since that time, we have embarked on a comprehensive public information campaign that focused on addressing the concerns held by the local community and other interest groups. We are currently awaiting news from the Department of Communications, Marine and Natural Resources and hope to be informed that the statutory public consultation stage of the process is forthcoming. Progress on this issue would offer much needed certainty to Dublin Port Company in developing plans for the future.

My major concern moving into 2004 is that despite the great progress Dublin Port Company has made in relation to infrastructure development, creation of efficiencies and the performance of the company, the capacity issue represents a considerable constraint that will impact on our ability to fulfil our role as Ireland's premier Port in the medium to long term. The market will decide on the most efficient, most timely and most direct way to market and it is up to the ports industry to facilitate this. Any constraint will impact on our national competitiveness - ultimately resulting in higher prices, rising unemployment and lower foreign direct investment.

Link between Competitiveness and Efficiency

The drive to create efficiencies within the Port Company extends beyond reducing our manning levels. A lot of work has gone into developing operational efficiencies. I am satisfied with the progress of implementing Project Connect, which is good news for our customers. The end result is the Vessel Traffic Management Information System (VTMIS), which has resulted in enhanced processes, has improved customer relations and results in accurate and timely information on ship movements and service usage.

There has been a major focus within Dublin Port Company on how we can better facilitate our customers, however, we are also aware of many exciting developments within the wider Port estate during 2003. We had pleasure in welcoming the Stena Adventurer when she was christened here in Dublin Port, in July last. She is a truly magnificent ship and one which represents a strong confident outlook for the Irish economy - both for trade and tourism.

The Future

The importance of efficient and effective ports was highlighted in the Government's High Level Review on the future of Irish Ports. I strongly believe that when considering the future of ports, we must be careful not to create a model of ownership and direction that actually reduces competitiveness or creates a barrier to either participation or growth.

The issue that received most attention following the publication of the High Level Review was the question of an economic regulator for ports. It is the view of Dublin Port Company that effective regulation has to have clear policy objectives that are rational, relevant and sustainable. I do not believe that the case for a regulator has been made. With charges decreasing, internal efficiencies increasing and port companies performing well; the question has to be, "where is the problem that the regulator would be required to solve"?

The modern port requires the provision of an increasingly wide range of functions and services from towage, to stevedoring, to cranage, to pilotage. In the case of Dublin, there are 18 such services of which the vast majority are provided by third parties. So my second question in relation to regulation is "what services along the transport chain will the regulator regulate"?

The core economic issue for the policy makers is that Economic Regulation can stifle investment by setting prices below that necessary to maintain existing service quality and deliver increased capacity in the future. This issue must be balanced against the identifiable benefits of regulation of identifiable problems.

Dublin Port Company therefore welcomes an informed and robust debate on the possible role of a regulator, which will address competitiveness all along the transport supply chain and not just part of it.

We also look forward to having a meaningful role along with other port users in inputting to strategic transport and planning policy within a defined framework as proposed by the High Level Review of Ports.

Finally...

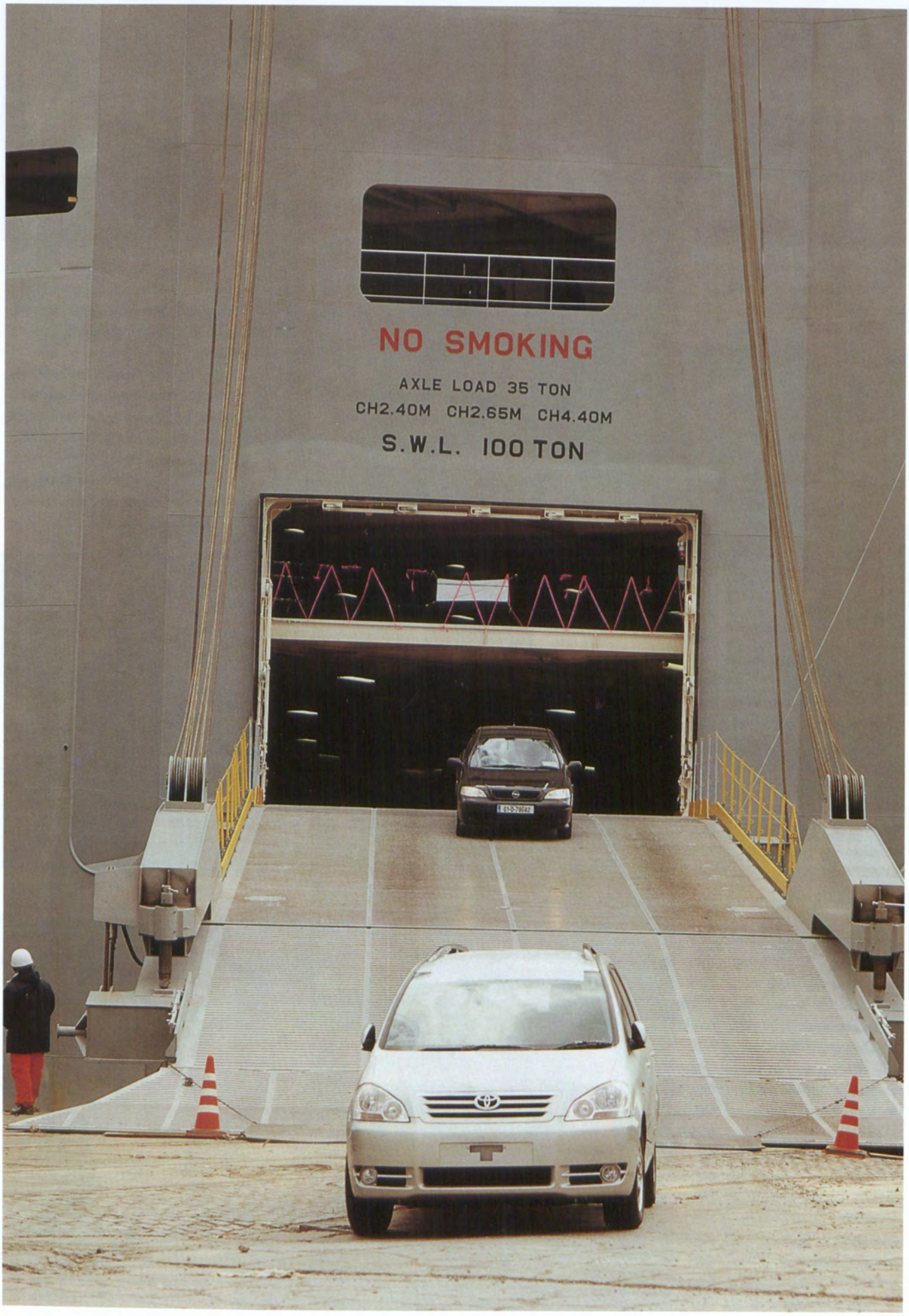
As in every business, new challenges constantly emerge and 2003 was no different for Dublin Port Company. It can sometimes be very frustrating when things don't progress as quickly as we would like, however it is equally gratifying when we witness advancements and improvements, and particularly when these are recognised by the industry as was the case this year at the Transport and Logistics Awards. I would like to congratulate two other Dublin Port based companies who also won awards at the All Ireland Transport & Logistics Awards. Eucon was awarded Shipping Line of the Year and O'Reilly Transport was awarded Haulier of the Year.

In my review of 2002, I wrote, "2002 will be seen as a year in which we focused on tackling a number of problem areas the resolution of which will prove key to the future performance of the Company". We have started to see our efforts bear fruit in 2003 and, all going according to plan, I am confident that we will see progress exceed our expectations in 2004.

Finally, I would like to thank everybody who has played a role in the achievements of the past year and say that I look forward to working with you to meet the challenges that 2004 will doubtlessly bring.



Enda Connellan
Chief Executive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Port Newsbytes

Ramping It Up...



Pictured at the official opening of Dublin Port's second two-tier ramp is, (l-r) Mr Joe Burke, Chairman, Dublin Port Company, Lord Mayor of Dublin, Councillor Royston Brady, Georgina Ahern and An Taoiseach, Mr. Bertie Ahern, T.D.

An Taoiseach, Mr. Bertie Ahern, T.D. officially opened Dublin Port's second two-tier ramp at Berth 51 in Dublin Port on Thursday 10th July 2003.

The considerable upgrade of Berth 51, which is located at Terminal 2 where Stena Line currently operates, involved an investment of €20 million. The development work at Berth 51 also included new quay walls and a deeper berth, which will enable the Port to facilitate new larger vessels.

The new ramp offers further evidence of Dublin Port Company's unfaltering commitment to investment in capital infrastructure and facilities at Dublin Port. On the day, Dublin Port Company Chairman, Joe Burke said: "From a national economic perspective, it is absolutely vital that Ireland maintains frequent freight sailings to and from the UK. As ships get bigger, they take longer to turn around. Therefore any time that can be saved on loading or discharging can make the crucial difference to our ability to maintain these frequent links with our largest trading partner. Dublin Port Company has prioritised the creation of efficiencies such as these at Dublin Port and I am delighted to see that the benefits are now being felt by our customers and all port users".

A further two-tier ramp at Berth 26, Terminal 3 - the third in Dublin Port – became operational in September 2003. This ramp is part of the North-Quay Extension and is used mainly by P&O. The first two-tier ramp at the Port was opened in early 1996 at Terminal 1. This ramp is used by Irish Ferries and Seacat and, from time to time, is also is used for project cargo.



The two-tier ramp at berth 51 in action

What's new on the high seas

Stena Line's new 211m long superferry, the Stena Adventurer, was christened in Dublin on Thursday 10th July by Georgina Ahern – daughter of An Taoiseach, Mr. Bertie Ahern, T.D.

The ship, which carries 1,500 passengers on the Dublin – Holyhead route, represents a significant investment in, and commitment to, Irish trade and tourism. It has increased passenger capacity on the Dublin-Holyhead route by 50% and freight capacity by 70%.

"There is a general growth trend in the freight market and one of the factors behind the launch of the new vessel is a growing demand from Stena Line's freight customers. The route also has good growth potential on the passenger side" according to Gunnar Blomdahl, Managing Director of Stena Line.

The Stena Adventurer offers customers first class on-board facilities, including cinema, casino, restaurants, lounges and children's play areas. With 3,400 lane metres, 148 luxury cabins and a speed of 22 knots, the 211m vessel will be the longest ship ever to sail on the Irish Sea.



Pictured are An Taoiseach, Mr. Bertie Ahern T.D., and Georgina Ahern at the christening of the Stena Adventurer on 10th July 2003

Dublin Named Irish Port of the Year

Dublin Port was confirmed as Ireland's leading port when it won the Irish Port of the Year Award at the All Ireland Transport & Logistics Awards 2003 held in Belfast on Friday 19th September 2003.

The Award recognises the major progress achieved since 1997 when Dublin Port Company was established as a corporate entity to manage the Port of Dublin on a commercial basis. Dublin Port is now Ireland's largest and busiest port handling over 42% by volume of all imports and exports from The State.

Speaking at the ceremony, Enda Connellan, Chief Executive said: "The port industry as a whole has come a long way in the past decade. I'm delighted to say that Dublin Port Company in particular has made remarkable progress, particularly in the areas of business management, customer service, community relations, the environment and planning for the future. The fact that this has been recognised by the industry gives us a massive boost and motivates us to continue to pursue our mission to be the best customer centred medium sized port in Europe. I'd like to take this opportunity to thank all Dublin Port Company employees for the hard work and innovation that led to us winning this award".



Mike Nesbitt - Awards Compère, Enda Connellan - Dublin Port, Gayle Williamson - Miss U.K. and Phil Shepherd - NorseMerchant Ferries



Pictured right are Lord Mayor of Dublin, Councillor Royston Brady and Dublin Port Company Chairman, Joe Burke, with the Irish Port of the Year Award on its arrival back to Dublin

Open Doors at Dublin Port

Even bad weather couldn't keep the crowds away from the popular Dublin Port Open Day which was held in 2003 on Saturday, 20th September. This was the 26th year of the Open Day and around 600 people turned out to enjoy the activities, including coach tours of the port, information stands on modern port activity and historic exhibitions as well as regular showings of the new Dublin Port film. To keep the younger visitors happy, there were face painters, balloon makers, clowns, colouring competitions and live music for all to enjoy.



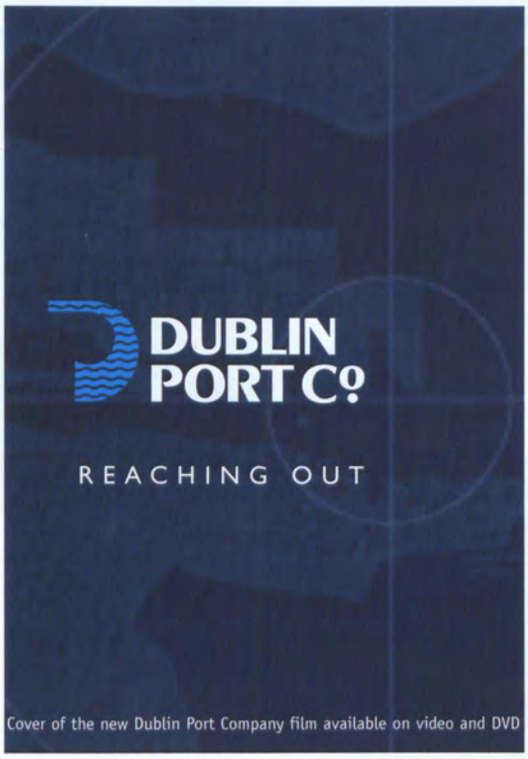
Mr Joe Burke, Chairman, Dublin Port Company and Lord Mayor of Dublin, Councillor Royston Brady pictured on board the Rinn Voyager on Open Day, performing the Casting of the Spear ceremony

A major attraction at this year's Open Day was the new Lord Mayor of Dublin, Councillor Royston Brady, performing the medieval Casting of the Spear ceremony. The practice of "Casting the Spear" dates back to the 15th Century, when the landing site of the spear demonstrated the extent of the city boundaries eastwards. Councillor Brady, in fulfilling his role as Admiral of Dublin Port, sailed out on a community built boat the Rinn Voyager into the middle of the Liffey and re-enacted the ancient tradition. He was watched and supported by coach loads of visitors and a TV3 news crew who came down to film the event for the news that evening.

Dublin Port "Uncovered"!

The Dublin Port Company film was released earlier in 2003. The film is approximately 30 minutes long but is divided up into six segments – introduction to the port; how Dublin Port works; history; business; community and future – so you could say it contains something for everyone!

It is hoped that this 'behind the scenes' look at Dublin Port will help people to understand what the port is about and demonstrate the important role that it plays in the lives of each and every person in Ireland.



Cover of the new Dublin Port Company film available on video and DVD

Funding for Education...

Building on the fantastic success stories from the past two years, Dublin Port Company, in association with the Dublin Port Community Liaison Committee (CLC) launched details of the 2003 Dublin Port Company Scholarship Programme in June. The Programme, which was first set up in 2001, has, to date, funded 67 people in secondary and third level education.

Charlie Murphy, Community Liaison Officer, Dublin Port Company, commended the role played by the Community Liaison Committee: "The idea of a scholarship fund emerged as a result of regular meetings between Dublin Port Company and the CLC. I would like to thank the CLC for all their hard work in making the scholarship programme the success it is. They should be really proud, both as individuals and as a group, about the impact they are having in their communities".

Community Celebrates with Drug Addiction Graduates

May marked the announcement by The Ringsend and District Response to Drugs (RDRD) that eight of its clients had remained drug free throughout 2002 and therefore qualified for graduation. The RDRD Graduation Event took place in Clanna Gael Hall, Ringsend and the awards were presented to the Graduates by Mr. Noel Ahern, Minister for State at the Department of Environment and Local Government. The event was sponsored by Dublin Port Company and was attended by local politicians, business people as well as families and friends of the graduates.

This year's event brought to 37 the number of people whose recovery from drug addiction has been assisted by the Ringsend Community Initiative since it was established in 1997.

Business in the Community Programme


Mr Joe Burke, Chairman, Dublin Port Company and Mr Charlie Murphy, Community Liaison Officer, Dublin Port Company pictured at the launch of the Business in the Community Programme. Dublin Port Company has signed up to this programme and is committed to developing and strengthening its Corporate and Social Responsibility Programme. Dublin Port Company recognises its corporate responsibility to employees, customers, suppliers and the communities that it neighbours.

Innovative Rehabilitation Initiative Declared a Major Success



Gerry Moran, Captain, Rinn Voyager, is pictured on board the vessel which was constructed by early school leavers and the long term unemployed.

Mr Noel Ahern T.D., Minister of State at the Department of the Environment and Local Government launched an Evaluation Report on the Rinn Development Sail Training Programme at a reception hosted by Dublin Port Company in February. The local drug rehabilitation pilot scheme, which has assisted 103 recovering addicts over the past 6 months, was declared a major success.

The pilot scheme, which was run by an inner city community group, Rinn Development Initiative, was developed to assist recovering addicts develop skills, build confidence and meet mental and physical challenges through a sailing programme on board the Rinn Voyager, a vessel constructed by early school leavers and the long term unemployed.

At the launch event, the Manager of Rinn Development Initiative, Denis Murphy, said: "We are overwhelmed by the positive feedback received from participants and the drug treatment services and would like to thank everyone who has made this project possible. Aftercare and support for recovering addicts is a critical aspect of drug treatment as it helps people cope with the aspects of daily life that can be stressful and lead to relapses. However, it is an area that is often compromised due to lack of resources, both financial and human. I look forward to developing our sail training project throughout the year ahead and, through it, supporting more people who take the brave decision to recover from drug addiction".

Workshops Go State-of-the-Art

The 1st May 2003, marked the beginning of a new area for those who worked in the workshops as the old premises at Port Yard closed and everyone was moved to a brand new, purpose built, modern premises - just of Promenade Road.

The new building was erected to modernise equipment, procedures and practices. For the first time in the Company's history all the different crafts are now operating under one roof.



Inside view of the new state of the art workshops

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Ro Ro rolls on and on

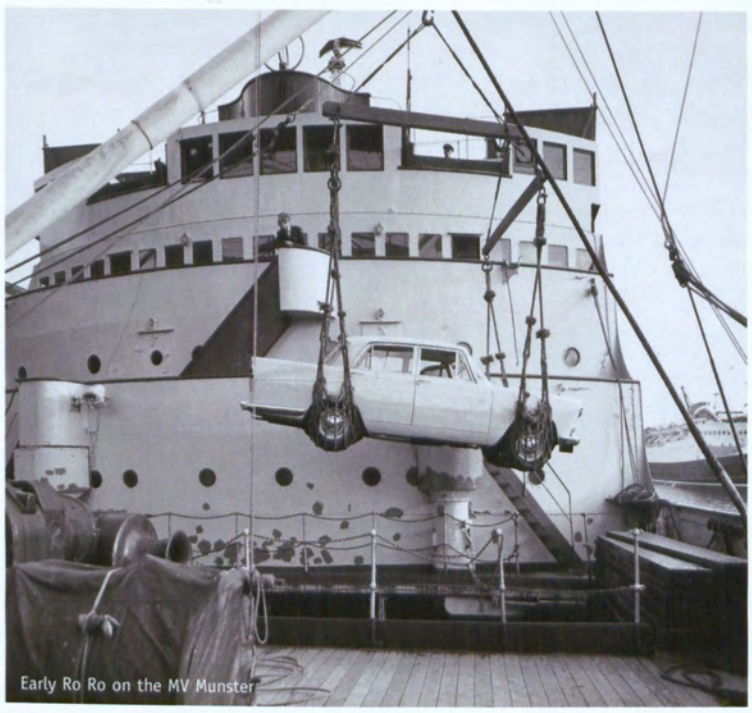
Roll on Roll off is now the single most important mode in Dublin Port, accounting for 57% of total throughput.

It is commonly believed that ships equipped with opening bow doors and ramps were first developed during the Second World War to land vast amounts of men, equipment and supplies on invasion beaches without the use of piers and port equipment. In fact, the first dedicated Roll on Roll off ramps in the British Isles were built at Larne and Stranraer in 1938 to serve the first purpose built Ro Ro car ferry in Britain, The Princess Victoria, which entered service in the summer of 1939.

Slow start

Dublin was quite slow in establishing a Ro Ro service, with the first Ro Ro vessel to operate out of the port, the B+I Line's MV Munster, starting operations between Dublin and Liverpool in May 1968. A year later, a Ro Ro service was started by British Railways between Holyhead and Dun Laoghaire.

The main reason for the delay in introducing Ro Ro in Ireland was trade union opposition. In fact, a Ro Ro ramp was installed in Dublin in 1956, but opposition from dockers prevented it from going into service. It wasn't until March 1973 that the ramp at Ocean Pier was first used when the Morland Navigation Company established a short-lived Ro Ro service between Dublin and Barry in Wales.



Early Ro Ro on the MV Munster

There was relatively little opposition to the new B+I service in 1968 for two reasons. The new ferry terminal, built on reclaimed land east of then eastern breakwater, was set apart from the main docks area. And there was a growing acceptance among the dock's labour force that the introduction of Ro Ro was inevitable.

The impact of Ro Ro and containerisation on the fortunes of Dublin Port and the general Irish economy cannot be overstated. Ro Ro made travel and trade cheaper and faster. It could take over a day to unload a conventional ship with non-containerised cargo using a team of 40 stevedores working at each hatch, but a Ro Ro vessel can be unloaded and re-loaded in less than two hours and needs only a small team of men to operate equipment, as customers driving their vehicles out of the ship's bow or stern doors do most of the loading and unloading themselves.

As increased trade due to Ro Ro and Lo Lo services helped fuel the Celtic Tiger, the booming economy in turn lead to a subsequent increase in trade. In 1969, 4.42 million tonnes of freight passed through Dublin Port; in 2003, the port had a throughput of 23 million tonnes, over 75% of which was unitised.

The introduction of the new MV Munster in 1968 had an immediate effect on tourism generally and on B+I specifically with the number of cars carried more than doubling from 18,500 in 1967 to 42,400 in 1969.

Speedier

Not only could the new Munster be loaded and unloaded more quickly than its conventional predecessor, it also made its passage across the Irish Sea to Liverpool in eight hours – nearly three hours faster than its predecessor. However, as a multi-purpose car ferry, the new Munster had certain restrictions. While the vessel could take 220 cars, the ship had only one 'high lane' so it was limited to carrying only seven lorries or buses. In addition a 12ft height restriction applied.

B+I added a second Ro Ro vessel, the MV Leinster, to the Dublin-Liverpool route in 1969. As well as having bow doors that were 12ft 10ins high, the new Leinster was equipped with swing decks, which meant the vessel could carry a greater number of trucks and buses. An indicator of the economic upturn at that time is that on its maiden voyage into Dublin, the Leinster was packed with Jaguars for sale on the Irish market.

The arrival of purpose-built car ferries marked another important social change in Irish Sea travel - the end of the distinction between first

and second-class. This was partly because the new ferries were aimed at the mass market, but it was also because air travel was becoming popular. Following the introduction of the first two car ferries in 1968 and 1969, it was quickly found that the two new vessels couldn't cope with the demand from freight customers, so the MV Nanomark was chartered by B+I in 1972 to run a freight-only service to Liverpool.

Spiralling ahead

The Isle of Man Steam Packet Company started its first car ferry service between Dublin and Douglas in 1974. Because the company didn't have access to the existing car ferry ramps at Dublin Port, it had to come up with a novel solution for its Ro Ro service, with ships being fitted with internal spiral ramps so that cars could be driven on or off at the appropriate level irrespective of the tide level.

In 1975, an additional freight-only service from Dublin - Fleetwood was established as a joint venture between B+I and P&O's subsidiary Pandoro, who first operated the MV Buffalo on the route. In 1979, the freight-only service to Fleetwood was intensified following the closure of B+I's Lo Lo service between Dublin and Liverpool and, as a result, two larger ships the MV Ibex and the MV Tipperary were put on the route. The fact that Ro Ro had well and truly arrived by 1979 was further underlined that year when the MV Tipperary carried an aeroplane to Fleetwood! A Lockheed Constellation aircraft, the only one remaining in Britain and Ireland, had lain derelict at Dublin Airport until the British Science Museum decided to buy it. The plane was broken into sections, with the 26-metre long fuselage, the two wings and the engines, propellers, tail and other parts being carried in a total of six sailings.



Tourists at Dublin Port

In 1979, B+I started introducing a new generation of car ferries on its Irish Sea routes, with a new MV Leinster, capable of taking 1,500 passengers and 350 cars, coming into service on the Dublin - Liverpool route. The following year, B+I used the first of its new generation ferries, the MV Connaught, to establish a new Dublin-Holyhead route, a move that led to a short-term 'ferry war' between B+I and Sealink, with staff from each company attempting to prevent their rival's vessels from docking. In 1980 the B&I line opened a new daytime passenger service to Liverpool using a jetfoil. This new vessel, named Cú na Mara, was the first high speed to operate in these waters and was capable of making the journey to Liverpool in three hours. It was now possible to operate two services in each direction in summertime. However the jetfoil was not successful for a number of reasons and the service was suspended at the end of the 1981 season.

When B+I and Pandoro switched their freight-only service from Fleetwood to Liverpool in 1988, the Ibex and the Tipperary proved to small for the job. Pandoro returned the MV Buffalo to Dublin, but only after it had been lengthened to provide additional sleeping accommodation for lorry drivers. At this time, B+I replaced the Tipperary with the MV Bison, a sister ship of the Buffalo, which was chartered from Pandoro. In 1992, Pandoro decided to opt out of the joint venture and to go it alone with its own Dublin terminal.

The last decade

There have been substantial developments in the last 10 years in Ro Ro and there is now greater competition among ferry companies than at any stage in the second half of the last century.

Stena Line, who bought the Sealink fleet in 1991, started a Dublin - Holyhead service in 1995. This twice daily service caters for tourism and freight and is now serviced by the Stena Adventurer, a new superferry launched in Dublin in July 2003. In 1995, Merchant Ferries moved their Warrenpoint - Heysham Ro Ro freight service from Warrenpoint to Dublin putting three vessels, the Merchant Venture, the Merchant Brilliant and the Merchant Bravery, on the Dublin - Heysham Route. Also in 1995 Irish Ferries brought the Isle of Inisfree to the Dublin - Holyhead route. At the time this was the biggest ferry operating out of Dublin. Two years later it was replaced by the Isle of Inishmore. Also in 1995 the SuperSeacat service commenced between Dublin and Liverpool. This high speed reduced the transit time from eight hours for a conventional ferry to just over three and a half hours. In addition SuperSeacat docked at Pier head, close to the centre of Liverpool making the service very attractive from a tourism point of view.

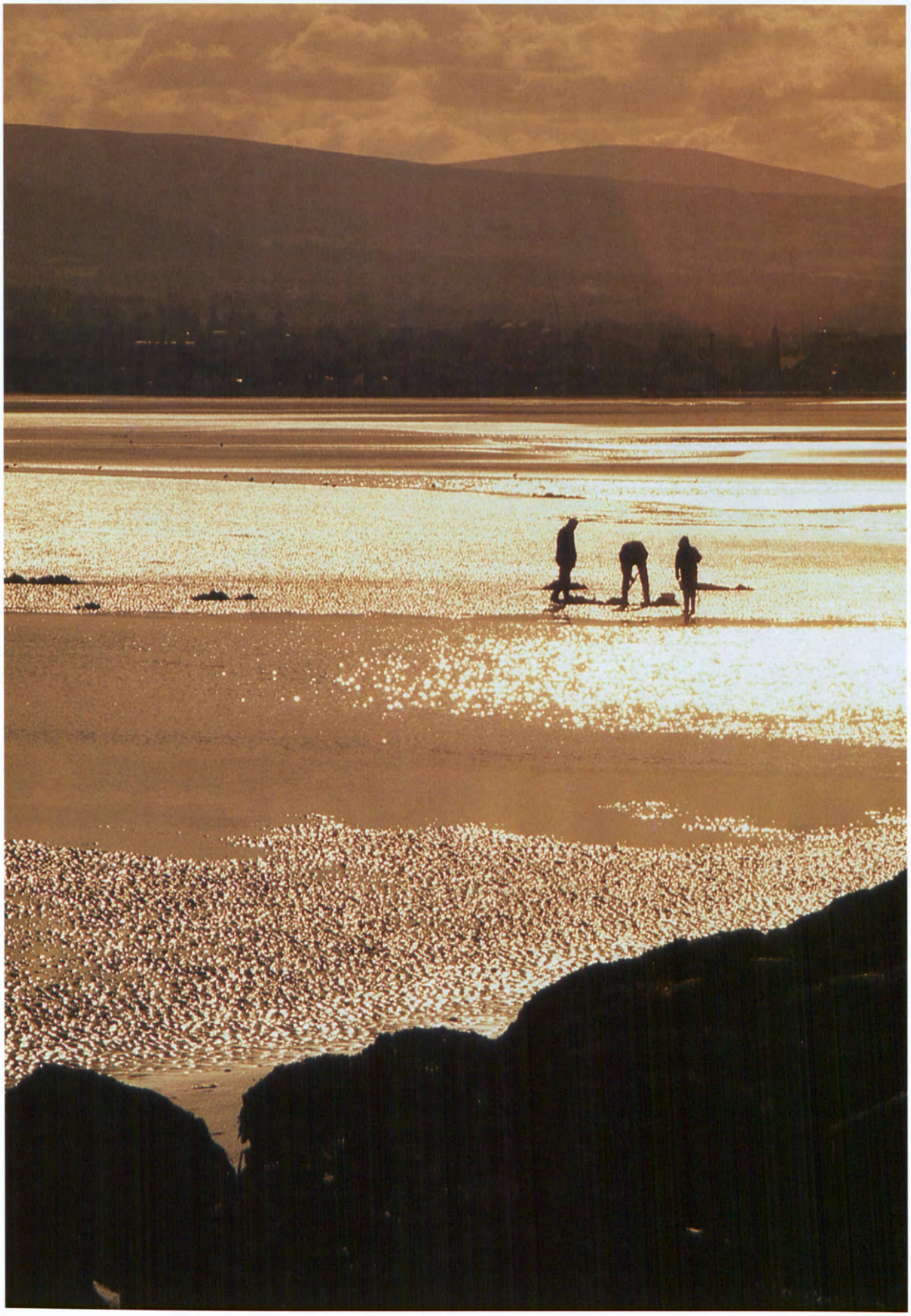
In 1999 Irish Ferries introduced the high speed Jonathan Swift to the Dublin – Holyhead route. This vessel, which caters for the tourism trade, can achieve four round trips daily. Also in 1999 Merchant Ferries entered the tourism market with two new vessels the Brave Merchant and the Dawn Merchant on the Dublin - Liverpool route, however in February 2003 the company left the tourism market to concentrate on freight only business.

The year 2001 will be remembered for the arrival of three new ferries to Dublin. In January P&O brought the European Ambassador to the Dublin – Liverpool route. In March of that year The Ulysses, the worlds biggest car ferry, arrived for Irish Ferries. July saw the arrival of the Stena Forwarder. All three vessels were launched in Dublin making 2001 a special year for ferries in Dublin Port. In late 2001 P&O opened a new route between Dublin and Mostyn with two round trips daily and in 2002 they commenced a weekly service to Cherbourg. Finally, in July 2003 the Stena Adventurer was launched in Dublin and operates twice daily between Dublin and Holyhead.

There are now five ferry companies operating services to the UK from Dublin. Irish Ferries offer five sailings a day to Holyhead, P&O Irish Sea offers two sailings to Liverpool and two sailings to Mostyn in Wales (plus seasonal sailings to Cherbourg in France); Stena Line runs two sailings a day to Holyhead; the Isle of Man Steam Packet Company, in partnership with its former parent company Sea Containers, runs seasonal SuperSeacat fast-ferry services to Liverpool and to Douglas; and NorseMerchant Ferries run two sailings a day to Liverpool and two to Heysham.

Roll on Roll off is now the single most important mode in Dublin Port, accounting for 57% of total throughput. In 2003 this mode accounted for 565,000 freight vehicles, 1.45 million passengers and 335,000 tourist cars, in addition to a sizeable portion of the 100,000 trade cars imported through Dublin Port.


The Tipperary on route to Dublin



Lord Mayor
Admiral of Dublin Port



When it comes to local representation on the board of Dublin Port Company, you probably couldn't find a finer example than that of Lord Mayor of Dublin, Councillor Royston Brady.

Born and raised in Dublin's docklands, the Brady family have been living in the North Wall for four generations. The Lord Mayor's grandfather worked herding livestock on to the Port's cattle boats and several of his uncles worked as dockers in the Port.

Born into a family of five children, Royston originally lived on the North Wall before his family moved to the North Strand.

As a boy, Royston says he just took the amenities of the port for granted, but they have made a lasting impression on him. "My father used to take us fishing down towards the Point Depot and, although we never caught a lot, I now like fishing as a way to relax and get away from the hustle and bustle of work."

Growing up, Royston says he never thought of a career in the Port or at sea. Instead, he went into hotel management, a career that first took him to Knock, Co. Mayo. He then went to hotels in Amsterdam and Brussels, and then on to the Gresham Hotel in Dublin, where he served for two years, at the age of 19. Afterwards, he went to the US to work with the Hilton organisation, before returning to Dublin in 1997 to join the Ryan Hotel Group, where he was the organisation's youngest general manager. He jokes: "The closest I came to a career at sea was when I once looked into working on Caribbean cruises!"

In May 1999, he gave up hotel management to concentrate full-time on the council elections in June of that year. Following his election he took up a post as a training advisor with CERT, with whom he is still employed.

Following his election to Dublin City Council in 1999 when, at the age of 26, he became Dublin's youngest councillor, Royston was appointed as a local authority nominee on the Dublin Port Company Board.

Looking at his experience so far, he believes he has personally gained from the appointment. "It was the first board on which I served," he says, although now he is a member of the boards at Dublin City Enterprise Board, Dublin Docklands Development Authority Council, Dublin Inner City Partnership, Dublin Tourism Board, East Link Bridge Board and the North Inner City Drugs Task Force.

His relative youth has coloured his perception of the Port, for he says he was too young to be aware of those times when port traffic was in decline, when dockers were being laid off and when the world economy was in recession. "I just took it for granted when I was young," he says. "I never really knew the hard times. It's nice to be involved now when things are on the upturn."

Now that he is living in East Wall, Royston says that the new Port Tunnel will make a huge difference to the quality of life in the area. "Growing up we took the heavy traffic for granted," he says. "But the Port Tunnel will make a massive difference."

Looking to the future, he says the biggest challenge for Dublin Port is how it will continue its present level of development and how it will continue to expand. He says: "In general, I think people on the local community regard the Port Company quite positively. When I'm going around from door to door meeting constituents, the general feeling is that the Port has been a huge benefit to the area. Certainly, the feeling is that Dublin Port Company does its bit supporting the community, for example, in sponsoring things like meals-on-wheels and a range of local initiatives set up to combat drugs and long term unemployment. In recent years it has also introduced the Dublin Port Company Scholarship Fund, which has proved hugely beneficial to many people who otherwise would not have had the option of further education."



Dublin Port: a thousand years a growing



View of Bus Arás

The story of Dublin Port is as much a story of land as it is of the sea.

For over a thousand years, the story of Dublin Port has been a story of land reclamation starting with Viking settlers who first built earthen banks and wooden wharves or jetties near the present day Wood Quay in the 10th century.

These first embankments, designed to provide berths for longboats, are now 110 metres inland from the present day quay wall at Wood Quay, but they mark the start of a process that was to see most of central Dublin, east of this point, being built on reclaimed land. Today, the capital's eastern shore line is over a mile away from where it originally stood and where once there was a clear vista of sea and shifting sands between Ballybough and Ringsend, there are now thriving residential and business communities - East Wall, the Port estate and the IFSC.

Looking at the landscape around the Port today, it is hard to image how much it has changed since the time when the Liffey was a broad, shallow and treacherous river. Not only are all of the 260 hectares that currently comprise the Dublin Port area on reclaimed land, so too is the whole parish of the East Wall on the north side and most of City Quay parish on the southside. Thanks to land reclamation, large tracts of land have been made available for housing and four major public parks: Fairview Park, Ringsend Park, Sean Moore Park and Irishtown Nature Park. Furthermore, some of Dublin's most famous landmarks are built on reclaimed land, including Bus Aras and Trinity College.

Lie of the Land

The biggest clue in how the city and port have grown eastwards is in street and place names describing a long vanished geography. The very name 'Dublin', which means 'black pool' in English, is redundant, as that now lies buried beneath the garden of Dublin Castle. On the northside, there is no strand next to the North Strand and Fairview Strand roads, while on the southside, town's end is no longer at Townsend Street. The eastwards move of Dublin docklands began when a Custom House Quay and wharf were built between Dame Street and the Liffey in 1620. As trade increased during the 17th century, two new bigger Custom House buildings were needed on what is now Essex Quay.

Following the building of Essex Bridge in 1697, where Capel Street Bridge now stands, ships could go no further than what is now Wellington Quay. The largest vessels that could berth here could carry no more than a 160 tonnes of cargo, but this was the main shipping berth and the site of Dublin's Custom House until 1791, when the present day Custom House was built.

In the 18th century, with the establishment of a Ballast Office, work commenced to create a direct channel from Ringsend to the city centre and it was decided in 1711 that 'the easiest and aptest way [to enclose the channel] will be by the laying of kishes [wicker baskets] and filling them with stones and backing them with sand and gravel... to withstand all the force of the floods that come down the river and so began the building of the North Wall.

When the North Wall reached a point opposite Ringsend in 1728 it was turned northwards along the southern side of the Tolka River to form the East Wall. The 178 hectares enclosed by the East and North Walls became known as the North Lotts, because tracts of lands within the enclosure were allocated to purchasers on the basis of a lottery. However, large parts of the enclosed area remained underwater for several decades and it was not until the early 1840s that the process was completed. Because there was no mains water supply to the area, it wasn't until the 1920s that some parts of the North Lotts became suitable for residential development.

On the southern side of the Liffey, a former Lord Mayor of Dublin, Sir John Rogerson was granted the lease of all tidal lands between the city and the River Dodder and by building a seawall, which was completed in 1728, he reclaimed some 60 hectares of land. This wall was extended, between 1748 and 1790, as far as the Poolbeg lighthouse and now the Great South Wall stretches 7km eastwards from O'Connell Bridge. It is one of the longest sea walls in Europe.



View of Talbot Memorial bridge and Custom House

Despite the shelter provided by the new southern sea wall, Dublin remained one of Europe's most dangerous ports during the 18th century. Among the consultants hired to make recommendations on how to improve the port was Captain William Bligh, who correctly surmised that, by narrowing the port's mouth, a scouring effect would counteract siltation. Completed in 1825, the North Bull Wall immediately improved navigation, while also leading to the creation of Bull Island, which today is home to two golf clubs and is also an internationally renowned wildlife reserve.

Changing customs

After decades of debate, work on building the present day Custom House and O'Connell Bridge began in 1781 and was completed in 1791 with the design including a complex of docks, two of which still survive. Land-reclamation around the Custom House Docks and within the North Lotts was greatly speeded up by the arrival of steam-powered dredging in 1812.

A new port authority, the Dublin Port and Docks Board, was established in 1867 and one of its first priorities was to provide deepwater berthage. This was first achieved by rebuilding the quay wall at St John Rogerson's Quay, but port engineer Bindon Blood Stoney predicted that this alone would not be adequate and in 1869 work began to extend the North Wall Quay. This project was accompanied by the start of a land reclamation process that resulted in the present day port area north of the river. The first tenant on the new lands was WHM Gouldings who applied for three acres of land for a chemical fertilizer plant a year before the project started.

In 1897, the Anglo-American Oil company sought eight and a half acres of reclaimed land for a barrel factory and a petroleum storage area and the first oil tanker, the Potomac arrived in Dublin in 1899.

Accelerated development

The process of land reclamation speeded up even further in 1899 when a suction dredger was used to hydraulically pump spoil ashore. An indication of how speedily land could now be reclaimed is indicated by the fact that it took less than 14 months to reclaim 10 acres of foreshore when B+I announced in 1967 that it wanted to set up the Port's first Ro Ro ferry service.



View of O'Connell bridge and the city in the background

During the 1920s, Dublin Corporation suddenly found that it had a major waste disposal problem and it entered into an agreement with the Port Board in 1931 where household refuse was added to dredging spoil for landfill. The first area to be filled in this manner was a triangular patch of land to the north of the East Wall Road. By the end of the 1920s, the area between Fairview Strand and the railway embankment was reclaimed to form Fairview Park.

During the 1930s and early 1940s the area south of Tolka Quay Road, as far as Breakwater Road, was landfilled on the northside, while on the southside land reclamation had led to the creation of Ringsend Park.

The 1950s saw Promenade Road become the Port's new northern boundary with Tolka Quay Road becoming an internal port road while on the southside Irishtown lost its link the sea as the area southeast of Ringsend Park was reclaimed.

Following the closure of the Howth tram line in 1959, landfill was used to convert the line to the coast road which now runs along St Anne's Park from Clontarf to Kilbarrack.

During the late 1960s and 1970s, the area east of the Belfast to Dublin railway line was reclaimed to form what is now known as Alfie Byrne Road. This period also saw land reclamation in the area which is now occupied by the Eastpoint Business Park.

Land reclamation has always been part of Dublin and Dublin Port, a process that began over 1,000 years ago.

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The French Connection

A day in the life of Dublin Port Company's Facilities Administrator


Francois Aupy

Hauliers, car drivers and foot passengers crossing the Irish Sea might be surprised to hear that the Dublin leg of their journey goes a lot more smoothly thanks to a little French diplomacy.

Behind the scenes at Dublin Port, the man in charge of all three terminals is Facilities Administrator, Francois Aupy, a proud citizen of France. Despite living in Ireland for the past sixteen years, his accent is discernibly French as is his genial manner.

There are some ironies about Francois' current position. He was brought up in Tours, which is many miles from the sea and some 200km from Nantes, the nearest seaport. Nevertheless, he has always had a love of the sea, particularly surfing, which he used to enjoy very much in his youth. Francois' professional background is catering management and he was hired by Dublin Port Company in 1998 to manage Terminal One and the rest as they say is history.

However, there is a certain symmetry to his current post, as when he came to Ireland it was via Dublin Port and he has been in love with Ireland ever since. "The Irish are very friendly" he says. "The business culture here is much more informal, but Irish people are very sharp when it comes to business. I find it very challenging."

Jour

Officially, Francois' hours are nine to five but more often than not he works from eight thirty to seven thirty. "Because of the diversity of the job, the day goes very quickly. I like to get in early to meet either Vincent Buchanan or Ann Lyons, the duty supervisors, in order to discuss any problems or potential problems. It could be anything - a ferry arriving in late, a difficult passenger, a breakdown of equipment or a security issue. No two days are ever the same."

Immediately after this first meeting of the day, Francois goes on a daily tour of inspection of all three terminals in the port. "I like to liaise with the ferry operators - Irish Ferries, Stena, P&O and Seacat – to see if are there any issues requiring attention," he says "During my walk around, I would also inspect equipment to ensure it is working properly and that it is being properly maintained. I would check that the catering is working smoothly and that the premises are clean. Basically I ensure that everything is up to a high standard".

After his inspection, there are a host of other ongoing issues to manage, particularly the maintenance contracts for terminal equipment, which involve the negotiating and renewals of contracts. "There are contracts where maintenance people come in once a week, twice a month or twice a year and I have to ensure that all of these are being fulfilled. In addition there is a constant emphasis on health and safety issues" he says. "After that, each day is different. Sometimes my work involves organising special projects or events, such as the launch of a new ferry. "

Another issue requiring constant monitoring is signage and how directional aids can be improved. Francois also pays attention to disabled access and there is a strong emphasis on ensuring that port terminals are constantly wheelchair-friendly.

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Protocol

According to Francois, his work is greatly helped by the fact that there is now a protocol in place between the ferry operators and the Port Company on how operational issues are handled. The protocol, which was drafted by Francois, before being amended and adopted by all relevant parties, ensures that news of any delay is relayed to passengers more quickly and that passenger services remain available as long as they are needed."

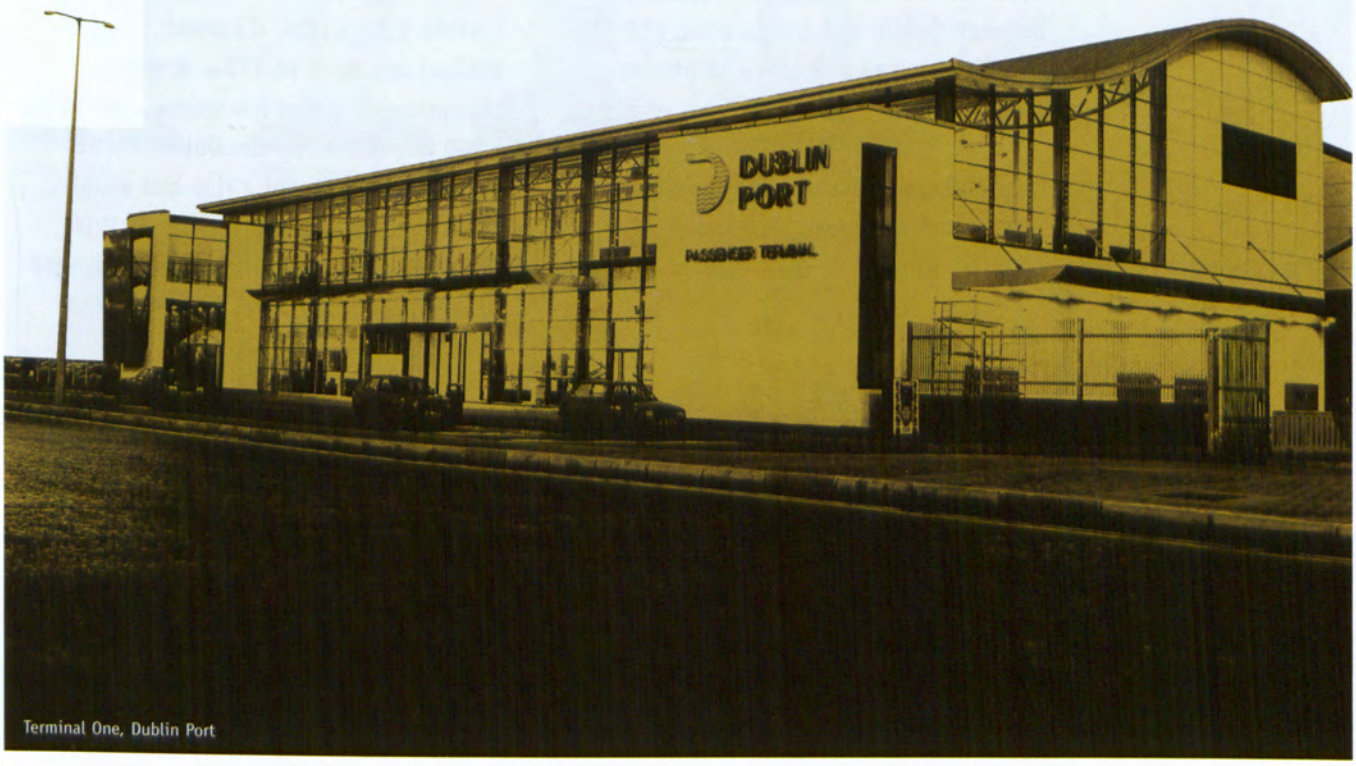
As part of the protocol, Francois has formal quarterly meetings with each of the ferry operators, where any issues not raised during his daily informal meetings can be discussed.

Busy days

The Christmas holiday season is not as busy as it used to be, mainly because cheap flights from the UK to Ireland are more readily available. Indeed, while being interviewed for this article just before the October bank holiday, Francois was in the middle of one of his busiest days of the year. In just over three hours, three passenger ferry sailings were due to leave the Port from Terminal One. "The October bank holiday is especially busy because of additional sailings to the Isle of Man for an annual Daniel O'Donnell concert," says Francois. Whenever there is a large crowd in the terminal buildings, we have to be focussed on ensuring that people are able to move around the terminal comfortably and easily."

Place of work

Happily, Francois says that the design of Terminal One provides plenty of room and a light and airy atmosphere. "It reminds me of an airport, rather than a traditional ferry terminal because of the facilities provided" he says. "There is a check-in, a place to leave your luggage and a purpose built departure lounge with catering provided by the Bad Ass Café, who are very good. In fact, I would say that it is probably the best ferry terminal building in Ireland."



Terminal One, Dublin Port

Some interesting facts about Dublin Port

- 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 - 42% 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 completed a thorough and accurate chart of Dublin Bay in September 1800. This was the most superior chart of the bay to date.
- 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.



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Enda Connellan,
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Royston Brady


Cathy Bryce


Brenda Daly


Tony Ennis


Tom Hussey


Brian W Kerr


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Seamus Martin


Eamonn O'Brien


John Stafford

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Chief Executive


Michael Sheary
Company Secretary &
Financial Controller


Seamus McLoughlin
Head of Operations


Captain Bob Wiltshire
Harbour Master

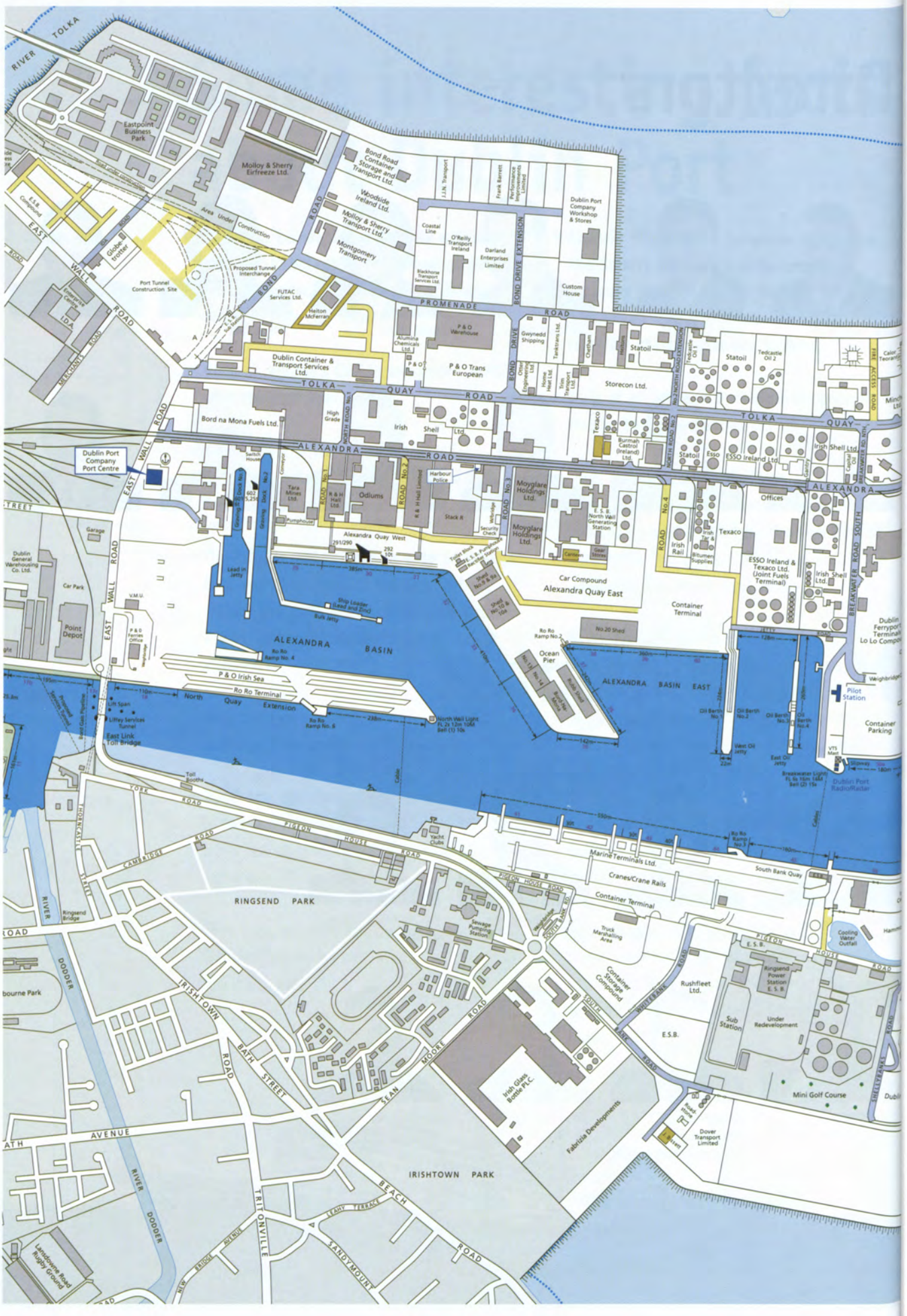

Ken Whelan
H.R. Manager


Ciarán Callan
Maintenance &
Services Manager

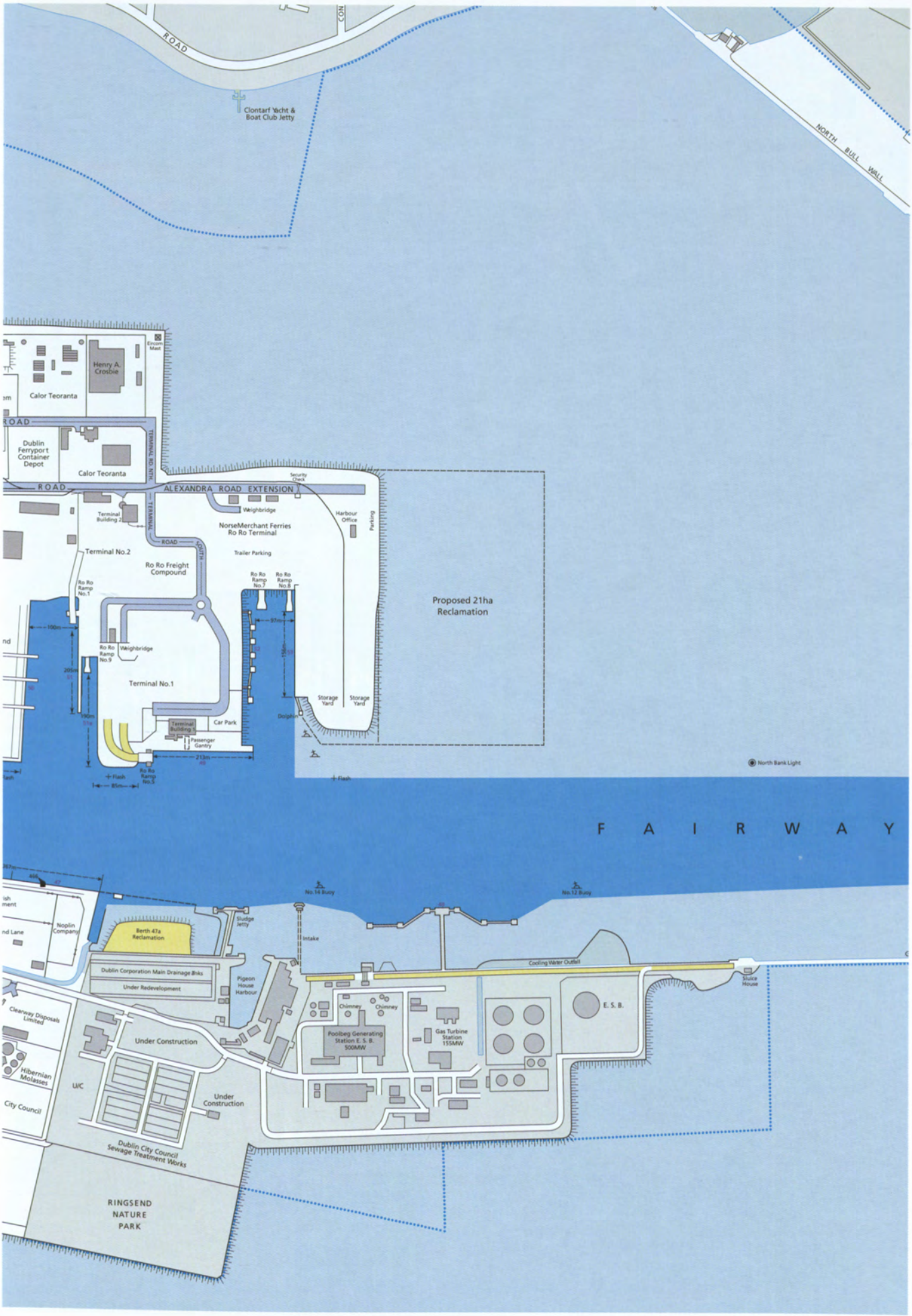

Conor Farrell
IT Manager


Joseph Hiney
Finance Manager





Map of Dublin Port


Clontarf Yacht & Boat Club Jetty
NORTH BULL WALL
Henry A. Crosbie
Calor Teoranta
Dublin Ferryport Container Depot
Calor Teoranta
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ALEXANDRA ROAD EXTENSION
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Ro Ro Freight Compound
Ro Ro Ramp No.1
Ro Ro Ramp No.7
Ro Ro Ramp No.8
Ro Ro Ramp No.9
Ro Ro Ramp No.5
Terminal No.1
Car Park
Terminal Building 1
Passenger Gantry
Storage Yard
Storage Yard
Dolphin
Proposed 21ha Reclamation
North Bank Light
Flash
F A I R W A Y
No.14 Buoy
No.12 Buoy
Noplin Company
Berth 47a Reclamation
Sludge Jetty
Intake
Cooling Water Outfall
Sluice House
Dublin Corporation Main Drainage Works Under Redevelopment
Pigeon House Harbour
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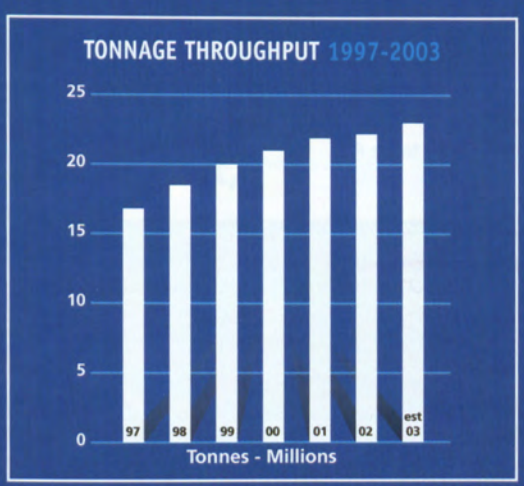
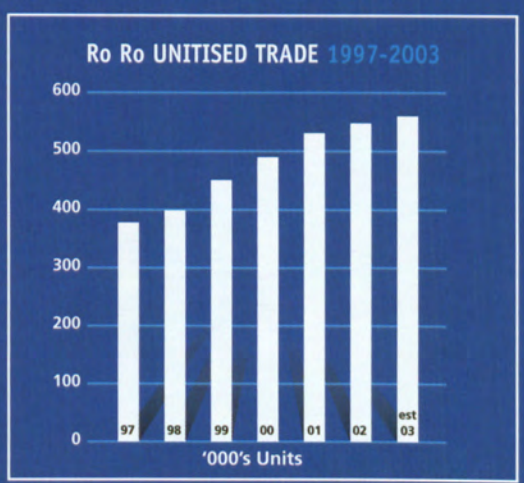
Dublin Port Throughput Figures

	2003 Est.	2002
Total Tonnage	23.25m tonnes	22.2m tonnes
Imports	15.0m tonnes	14.4m tonnes
Exports	8.25m tonnes	7.8m tonnes
Ro Ro	565,000 units	548,000 units
Lo Lo	490,000 TEU's	456,000 TEU's
Liquid Bulk	3.4m tonnes	3.47m tonnes
Dry Bulk	1.7m tonnes	1.35m tonnes
Break Bulk	100,000 tonnes	100,000 tonnes
Trade Cars	100,000	118,000
Passenger Nos.	1.45m	1.44m
Tourist Cars	335,000	317,000









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 1790. 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 is to act as a safety valve 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 bar 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 North 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 currents 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 golf courses and world famous bird sanctuary was thus created by the building of the two great walls in the Port.



Poolbeg Lighthouse

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

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

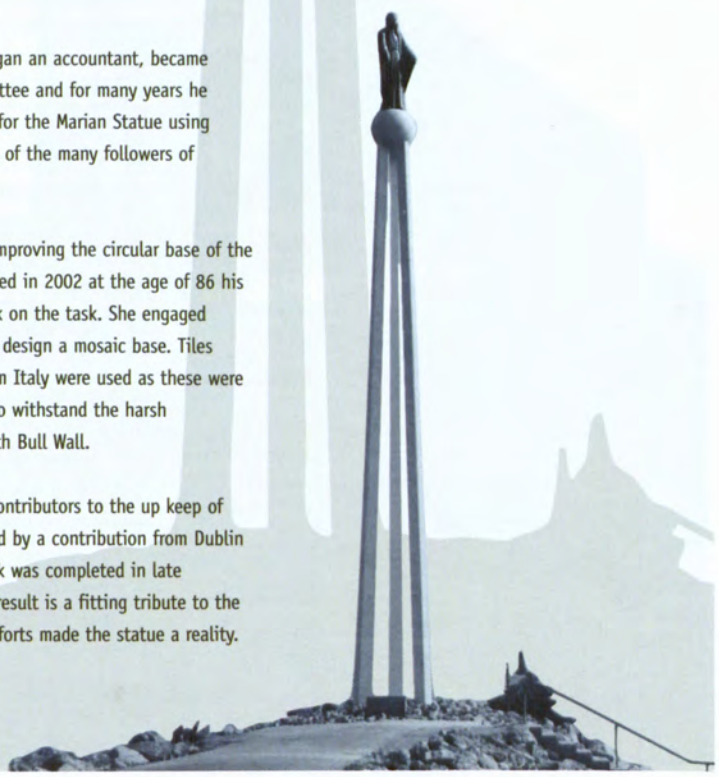
There is an interesting history behind this statue which all started at a retreat for dockers in 1950, the Marian Year. The dockers decided that they would like to pay tribute to Our Lady by building a statue in her honour.

Following a 22 year battle 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) pillars. Mary wears a halo of twelve stars, which are of cut glass, 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 can be seen all over Dublin Bay.

In 1971 William Rhatigan an accountant, became involved in the committee and for many years he maintained and cared for the Marian Statue using financial contributions of the many followers of Our Lady.

He had talked about improving the circular base of the statue and when he died in 2002 at the age of 86 his daughter Suzanne took on the task. She engaged artist Elaine Prunty to design a mosaic base. Tiles specially imported from Italy were used as these were considered best able to withstand the harsh conditions on the North Bull Wall.

Using the fund from contributors to the up keep of the statue and assisted by a contribution from Dublin Port Company the work was completed in late September 2003. The result is a fitting tribute to the many people whose efforts made the statue a reality.



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 Company 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 Company 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 dock is 202 metres long and can be divided to accommodate small or medium sized vessels.

Diving

Diving Port Company provides a full diving service catering for hull inspections, video inspections and propeller 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 are licensed by Dublin Port Company to provide stevedoring services in the port.

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



Modes of Transport

[Ro Ro] - Roll on Roll off

Dublin Port has become the leading Ro Ro port in Ireland handling 560,000 units in 2003 representing approximately 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 weekly service from Dublin to Cherbourg.



The demand for Ro Ro access to Dublin continues to grow. During the last 3 years Ro Ro has increased by over 12%. This added business was facilitated by an investment in new and larger ships by the ferry companies, matched by the Port Company investment in state of the art on-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
Isle of Man Steam Packet Company
Stena Line

[Ro Ro]



[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 ten 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.

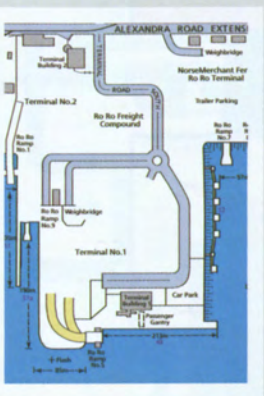
In March 2001, Irish Ferries' biggest commitment to Dublin Port so far was demonstrated by the introduction of the world's largest car ferry Ulysses, which now services the Dublin - Holyhead route.

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 six years in a row, Irish travel agents voted Irish Ferries winners of Ireland's 'Best Ferry Company' Award. Just last year 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
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
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes



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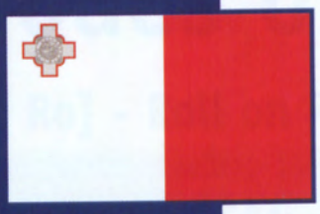

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Jim Martin	jmartin@awairl.ie
John Paul Hally	jphally@awairl.ie
Tony Ennis	tennis@awairl.ie

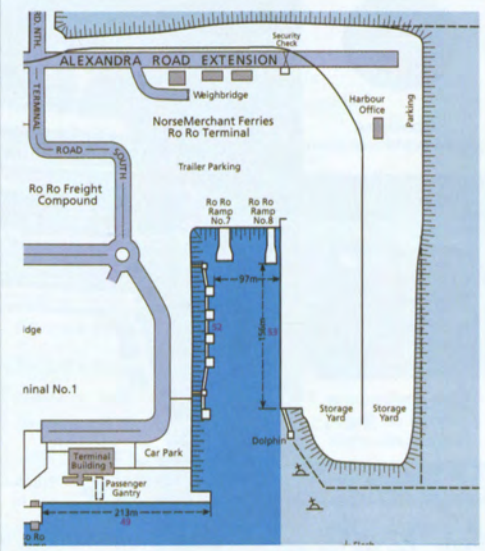
Henry Gowan & Co. (Dublin) Limited
Conway House,
East Wall Road, Dublin 3.
Ph: 00353 1 8556221 Fax: 00353 1 8557234

[Ro Ro] - NorseMerchant Ferries

NorseMerchant Ferries offers a choice of two routes from a dedicated terminal at Alexandra Road Extension, the Dublin - Heysham route and the Dublin - 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 - Liverpool route offers the complete range of Ro Ro 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 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 freight traffic from Dublin.

The Dublin - 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. They offer landbridge services to Continental Europe through its English Channel partners.



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

No. 8 Ramp

Length 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



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Capacity

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x 2000

Largest car ferry capacity in the world



177 luxury cabins available on board



2 return sailings a day from Dublin Port to Holyhead



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Speed 22 Knots
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[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, Lo Lo tank and 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.

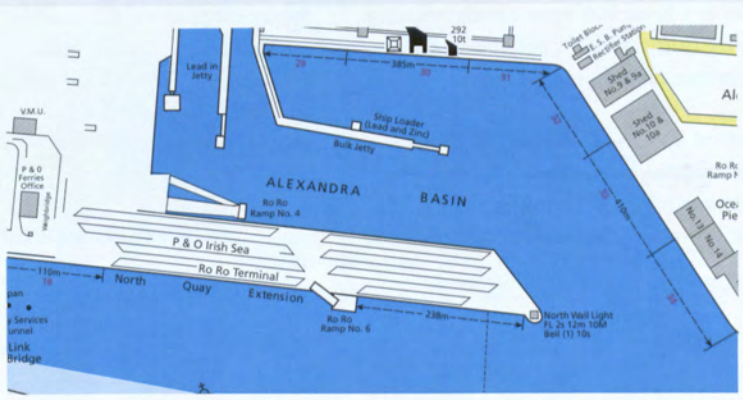
Our timetable on this route will offer evening departures from Mostyn and early morning arrivals in Dublin allowing you to avoid heavy traffic en route to and from the ports.

June 2002 saw the launch of the first ever service between Dublin and Cherbourg catering for passenger and freight service.

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

Terminal Details

No. 4 Ramp	
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
No. 6 Ramp	
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] - Isle of Man Steam Packet Company

Dublin/IOM Services 2004

A strong Celtic heritage and culture have long since conjoined the two nations of Ireland and the Isle of Man. We at the Isle of Man Steam Packet Company have in our long history assisted that association by providing sea services between the ports of Dublin and Douglas in the Isle of Man. Since the inception of Seacat fast craft our two countries have been brought even closer together linking them with a crossing time of around three hours.

Fast craft services will commence on 25th March this year until 26th September offering return crossings up to 3 times weekly. Additionally we operate the highly popular October Bank holiday Weekend providing an entertainment packed weekend in the Isle of Man in a 'home from home' atmosphere and a return Christmas sailing operated by the classic passenger car ferry, Lady of Mann.

Both of our vessels incorporate a cafeteria , bar, shopping and promenade facilities plus a play area for the children. (Car plus 2 passengers in 2004 will start from just €139)

Dublin/Liverpool Services 2004

Steam packet will be operating this service in 2004 with fast craft SuperSeacat Two. This service begins on 27th February and continues until 1st November.

Providing a daily return service the route offers a 'city centre to city centre' operation affording travellers an easy way to taste the sights and sounds of two of the most vibrant and cosmopolitan cities.

At weekends during the peak season, Seacat Isle of Man will operate extra sailings.

Complimenting our operations both to and from Dublin is our inclusive package holiday company, Magic Holidays who can provide very attractive packages for our customers. Contact with them can be made via telephone 1800 523 177 or website at www.magic-holidays.com

A further addition to all our vessels is the Blue Riband Lounge where members can enjoy the many privileges afforded to them following a joining fee. Alternatively, passengers can upgrade to our 1st class lounge at a moderate charge whether at time of booking or when boarding and can partake of its benefits.

Bookings can be made by
telephone: 1800 805055,
via the website: www.seacat.co.uk
or in person at Dublin Maritime,
Maritime House, North Wall, Dublin 1.

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
Length of Ramp	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes



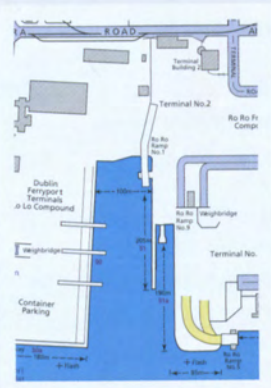
[Ro Ro] - Stena Line

In 2001 Stena line introduced the Stena Forwarder to the Dublin - Holyhead route providing customers with speed and enhanced capacity.

In July 2003 Stena Line introduced an even larger Ropax ferry, the brand new Stena Adventurer to the Holyhead - Dublin route. It offers 3,400 lane metres, an increase in capacity of almost 70% over the previous vessel and improved flexibility by featuring drive through loading and 120 reefer points. The exceptional facilities onboard, including a spacious Truckers' lounge and cabins, guarantee drivers will arrive at their destination refreshed and ready for work.

Stena Line operates a twice daily service to Holyhead from Dublin.
Dedicated reservations are available via one number (01) 204 7722 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

Ferryport Terminal No. 2 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 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	45m
Width of Ramp	20m
Maximum Vehicle Load	180 tonnes



Ro Ro Schedule - Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin
Heysham	**NorseMerchant Ferries**			
	Tel: (01) 819 2900	2	05.15	09.00
			17.00	21.00
Holyhead	**Irish Ferries**			
	Cruise Ferry (Passengers & Freight)	2	06.05	09.05
	Tel: (01) 661 0511		18.15	21.05
Holyhead	Fast Ferry (Passengers)	4	11.09	12.15
			16.39	17.30
			22.04	06.50
			04.19*	23.30*
Holyhead	**Stena Line**			
	Cruise Ferry (Passengers & Freight)	2	05.45	08.30
	Tel: (01) 204 7777		17.45	20.45
Liverpool	**Isle of Man Steam Packet Company**			
	Fast Ferry	1	12.15	13.00
	Tel: 1800 551 743			
Liverpool	**NorseMerchant Ferries**			
	Tel: (01) 819 2900	2	05.55	10.30
			18.15	22.30
Liverpool	**P&O Irish Sea**			
	Cruise Ferry (Passengers & Freight)	2	05.30	10.00
	Tel: 1800 409 049		17.30	22.00
Mostyn	Cruise Ferry (Passengers & Freight)	2	05.40	14.00
			16.00	21.15
Cherbourg	Cruise Ferry		Seasonal	Seasonal
Douglas	**Isle of Man Steam Packet Company**		Seasonal	Seasonal
	Fast Ferry			
	Tel: 1800 551 743			

* Summer only

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.


BALLINROE

Modes of Transport

[Lo Lo] - Lift on Lift off



The Lo Lo mode represents 19% of total throughput 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 transshipment services. This mode is serviced by Dublin Ferryport Terminals (DFT), Marine Terminals Ltd. (MTL) and in the Lo Lo common user area of the Port by Portroe Stevedores.

[Lo Lo]





[Lo Lo] - Dublin Ferryport Terminals (DFT)

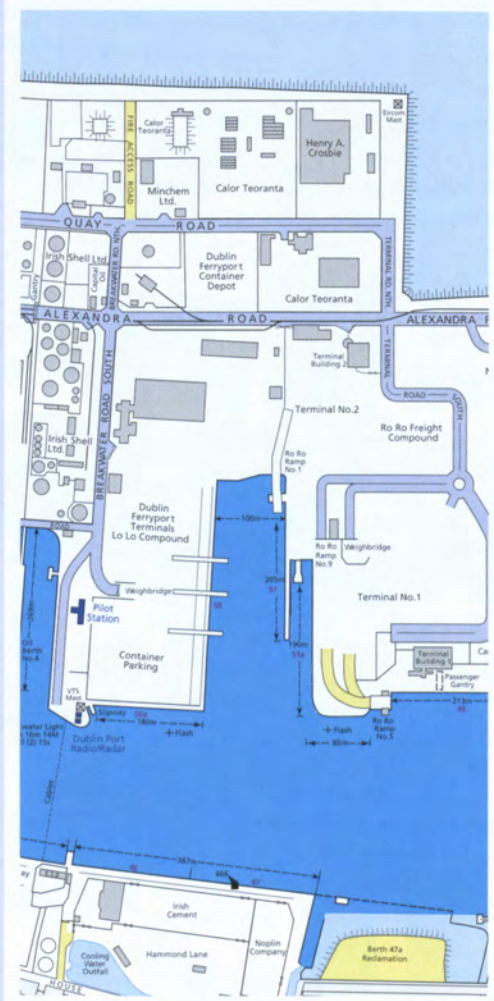
DFT's modern terminal provides container handling services to Eucon, Eurofeeders, Norfolk, Geest, Zim Line, Gracechurch, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe and Thamesport.

The terminal is equipped with three gantry cranes, six straddle carriers, six RTG cranes and three fork-lift trucks. This investment will be complemented in the Spring of 2004 by the completion of a new river berth. This berth will be 180 metres and capable of being dredged to 11 metres LAT

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

Terminal Details

Length of berths	480 m
Depth at L.A.T.	9.00-11.00 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



[Lo Lo]



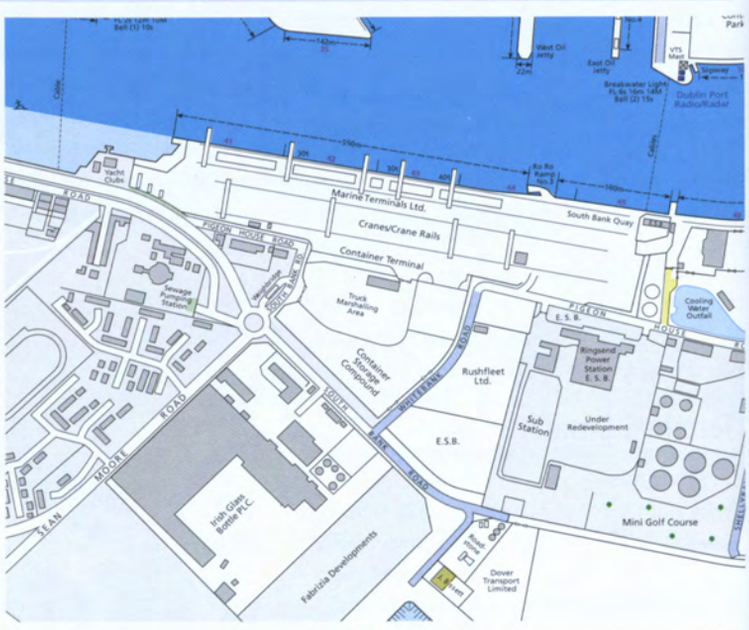
[Lo Lo] - Marine Terminals Ltd. (MTL)

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 5 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.

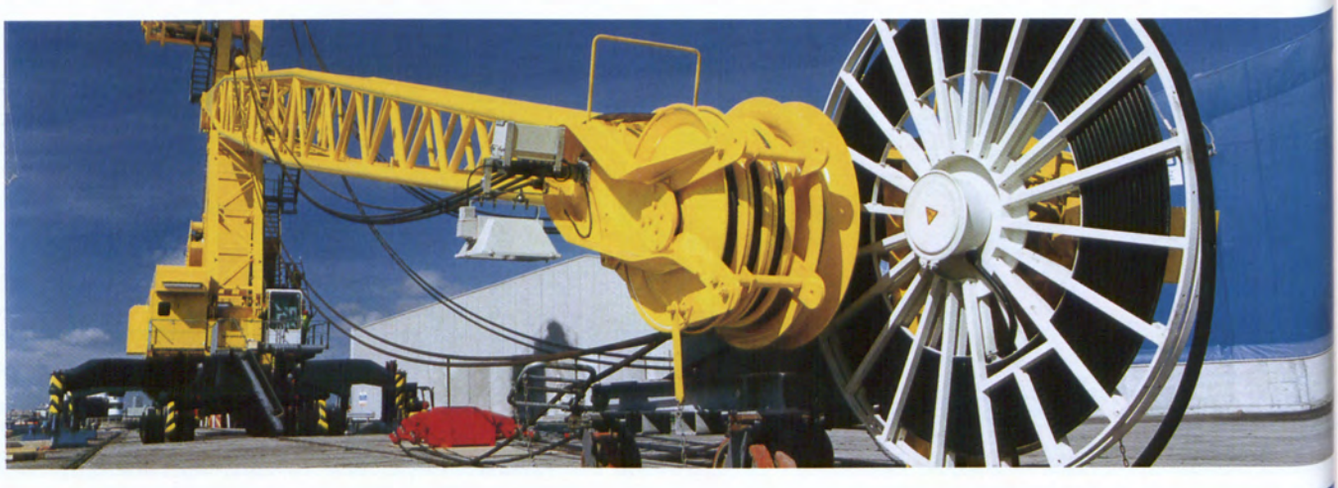
A 2 hectare extension was recently completed at a cost of approx.. €2.5m.



Terminal Details

Length of berth	700 m
Depth at L.A.T.	8.5-11m standard
Cranes	3 x 45 tonne gantry
	2 x 30 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300

[Lo Lo]



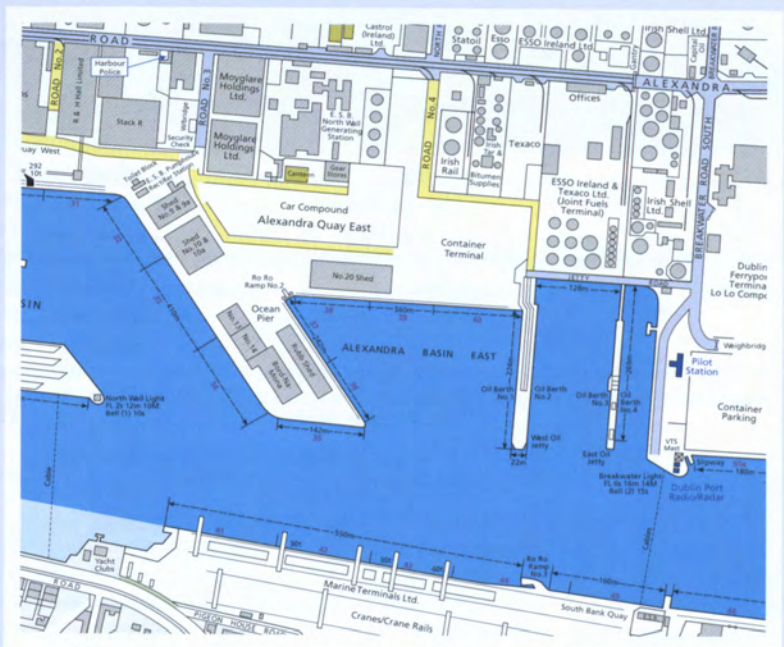
[Lo Lo] - Common User Container Terminal

The commoni-user container terminal is located in the Alexandra Quay East on the northside of the river.

Portroe Stevedores Limited operates in this terminal providing handling services for Seawheel and McAndrews 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.

The new terminal facilities enable greater efficiencies and safety of operations.



Terminal Details

Length of Berth	300m
Depth at L.A.T.	8.5m
Cranes	2 x 65 tonnes mobile cranes
	1 x 104 tonnes mobile cranes
Second-handling equipment	7 kalmar reach stackers
	2 heavy fork-lift trucks
Reefer Points	55

[Lo Lo]





Lo Lo Scheduled Sailings Dublin Port

Lo Lo – European

Country	Port	Frequency	Line/Agent
Belgium	Antwerp	2 sailings weekly	BG Freight Line
		2 sailings weekly	Eucon
		1 sailing weekly	MSC (IRL)
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	BG Freight Line
		2 sailings weekly	Eucon
		1 sailing weekly	Derek Horner Agencies Ltd.
		1 sailing weekly	MSC (IRL)
	Nantes	1 sailing weekly	McAndrews
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	1 sailings weekly	Norfolk Line
		4 sailings weekly	Seawheel
		5 sailings weekly	Eucon
		3 sailings weekly	EuroFeeders Dublin
		6 sailings weekly	BG Freight Line
Portugal	Leixoes	1 sailing every 10 days	McAndrews
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	MSC (IRL)
	Lisbon	1 sailing every 10 days	McAndrews
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
		1 sailing weekly	MSC (IRL)
Spain	Bilbao	1 sailing weekly	McAndrews
		2 sailings weekly	Seawheel
	Vigo	1 sailing weekly	MSC (IRL)
	Cadiz	1 sailing weekly	MSC (IRL)
Valentia		1 sailing weekly	MSC (IRL)

Lo Lo Scheduled Sailings Dublin Port

Lo Lo – Irish Sea

Port	Frequency	Line/Agent
Cardiff	3 sailings weekly	Coastal
Felixstowe	1 sailings weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight Line
Greenock	1 sailing weekly	Seawheel
Liverpool	1 sailing weekly	Derek Horner Agencies Ltd.
	7 sailings weekly	Coastal
	1 sailing weekly	MSC (IRL)
Southampton	1 sailing weekly	EuroFeeders Dublin
	1 sailing weekly	BG Freight Line
Tilbury	1 sailing weekly	EuroFeeders Dublin

Lo Lo – Non European

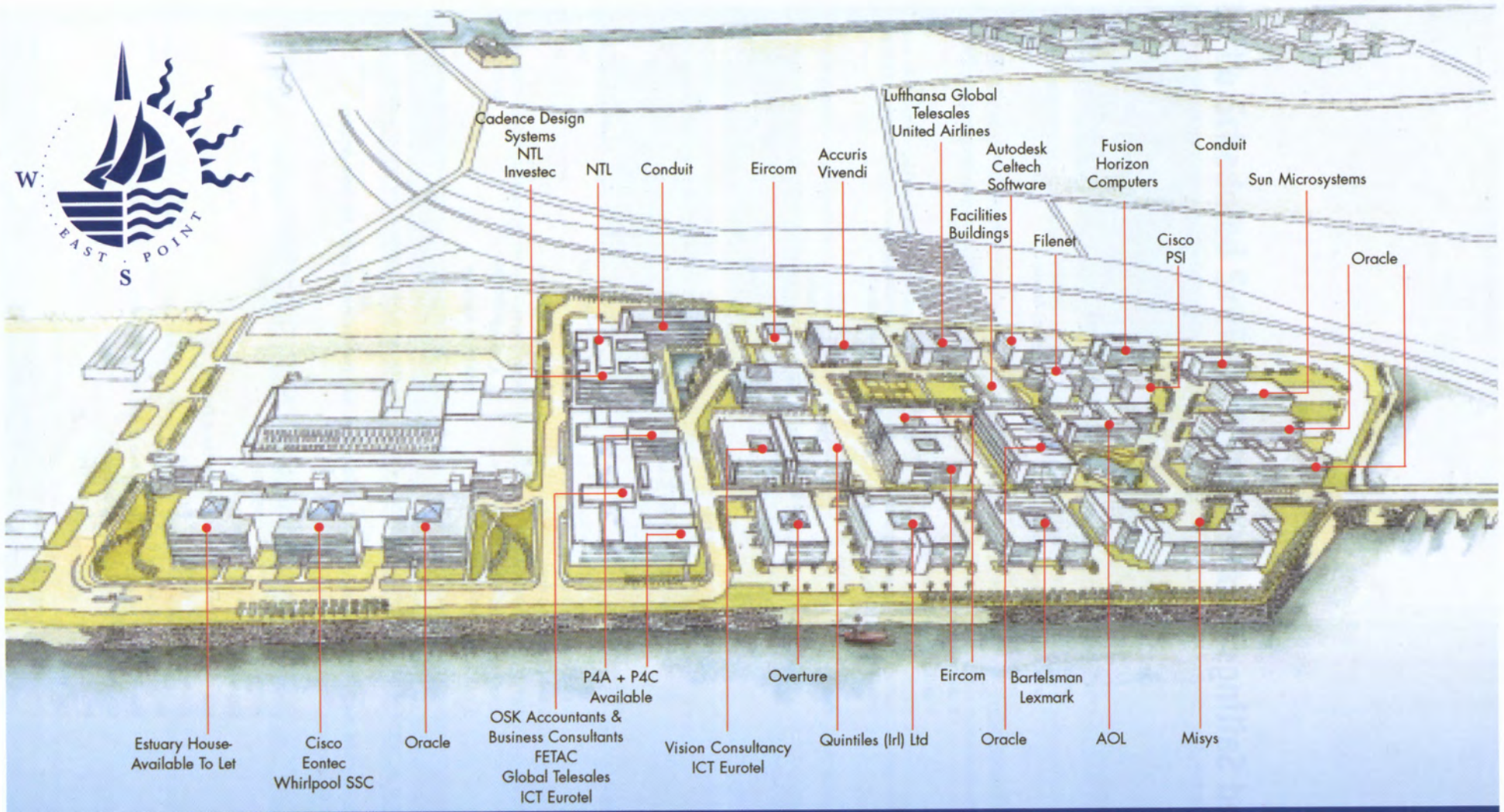
Country	Port	Frequency	Line/Agent
Israel	Haifa	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies
	Ashdod	1 sailing every 10 days	Henry Gowan
		1 sailing every 10 days	R. A. Burke
		1 sailing every 10 days	Jenkinson Agencies

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 worldwide transhipments from the destination ports. For more detail on transhipments please contact the agents as listed.

Line/Agent	Telephone	Line/Agent	Telephone
McAndrews	855 2644	MSC (IRL)	294 8704
BG Freight Line	803 8700	Norfolk	051 301430
Coastal Line	618 5400	NorseMerchant Ferries	819 2900
Eucon	607 5555	P&O Irish Sea	855 7001
Eurofeeders	607 5545	R. A. Burke	819 2600
Henry Gowan	855 6221	Isle of Man Steam Packet Company	1800 805055
Horner	855 0007	Seawheel	631 0900
Irish Ferries	855 2222	Stena Line	204 7777
Jenkinson Agencies	816 3500		



east point
the right choice

For further information contact:

CB Hamilton Osborne King
6181300
email offices@cbhok.com

Palmer McCormack
01 418 5800
Email: info@pmcc.ie

Jones Lang LaSalle.
01 673 1600
www.joneslanglasalle.ie
10/11 Molesworth Street Dublin 2

Modes of Transport

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, ecocem (furnace slag) cement fines, etc.

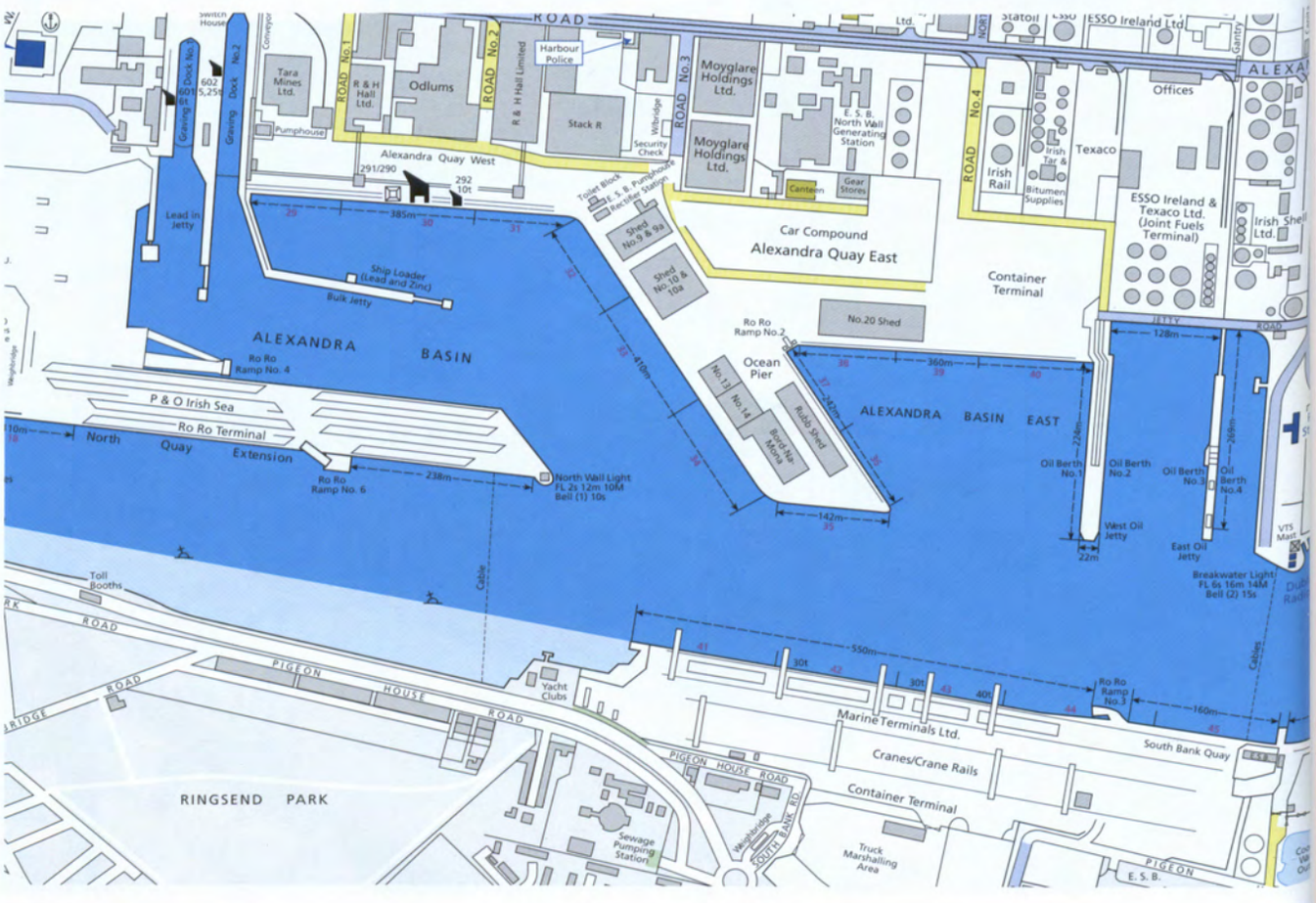
Four mobile cranes 1 x 104 tonnes and 3 x 64 tonnes, operate in this area. Cranes are capable of hook, spreader and grab work. Three electric portal grabbing cranes of 2x10 tonne and 1x20 tonne capacity, conveyors and hoppers are also available for dry bulk cargoes.

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.

Break - Bulk

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

The main commodities in this area are timber, newsprint and linerboard.



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

Alexandra Quay East

Length of Berth	360m
Depth at L.A.T.	9.6 – 10.3m standard

Ocean Pier West

Length of Berth	410m
Depth at L.A.T.	9.5m standard

Ocean Pier East

Length of Berth	242m
Depth at L.A.T.	9.7m standard

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	1 x 10 tonnes 1 x 64 tonnes

This quay is also equipped with pipelines for discharge of molasses.

Stevedoring Companies:	Phone Nos.
Dublin Port Stevedores	(01) 6762259
Poolbeg Stevedoring	(01) 836 5736
Portroe Stevedores	(01) 836 5736



Tourism

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 2003 1.4 million passengers used Dublin Port.

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

Ferry Operators

Irish Ferries

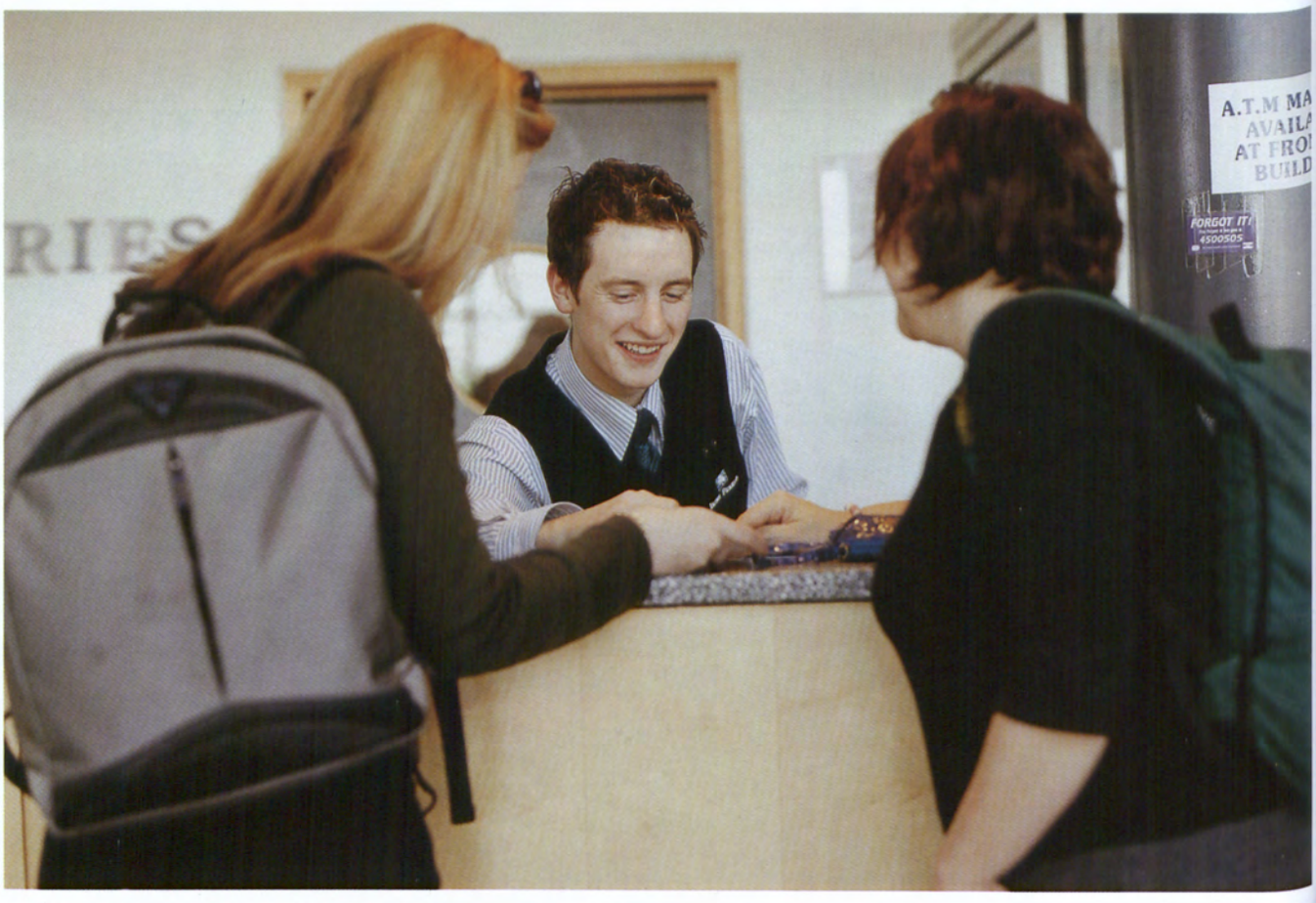
P & O Irish Sea

Isle of Man Steam Packet Company

Stena Line



[Tourism]



Passenger Schedule - Ferry Companies Operating in Dublin Port

Port	Ferry Company	Sailings Per Day	Ferry Times Arriving Dublin	Ferry Times Departing Dublin	Terminal
Holyhead	**Irish Ferries** Cruise Ferry (Passengers & Freight) Tel: (01) 661 0511	2	06.05 18.15	09.05 21.05	Terminal 1
Holyhead	Fast Ferry (Passengers)	4	11.09 16.39 22.04 04.19*	12.15 17.30 06.50 23.30*	Terminal 1
Holyhead	**Stena Line** Cruise Ferry (Passengers & Freight) Tel: (01) 204 7777	2	05.45 17.45	08.30 20.45	Terminal 2
Liverpool	**Isle of Man Steam Packet Company** Fast Ferry Tel: 1800 551 743	1	12.15	13.00	Terminal 1
Liverpool	**P&O Irish Sea** Cruise Ferry (Passengers & Freight) Tel: 1800 409 049	2	05.30 17.30	10.00 22.00	Terminal 3
Mostyn	Cruise Ferry (Passengers & Freight)	2	05.40 16.00	14.00 21.15	Terminal 3
Cherbourg	Cruise Ferry		Seasonal	Seasonal	Terminal 3
Douglas	**Isle of Man Steam Packet Company** Fast Ferry Tel: 1800 551 743		Seasonal	Seasonal	Terminal 1

* Summer only

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 Operators

Ireland and Dublin, in particular, have become popular destinations for cruise line vessels and in 2003, 56 cruise liners carrying 52,000 visitors visited Dublin Port.

In 2003 the Grandeur of the Seas made two calls to Dublin with over 2,000 passengers on board on each occasion. This liner is over 280 metres long and is owned by Royal Caribbean who also own Brilliance of the Seas which is the largest cruise liner ever to call to Dublin.

Also in 2003 the Royal Princess made 6 calls to Dublin. It was by far the most frequent caller in 2003. There was a substantial extension to the cruise line season in 2003 with calls up until early December. Usually the last cruise liners for the season call in early September.

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.

[Tourism]




EUROPA
NASSAU

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 **2004**

JANUARY

	Time	m		Time	m
1 Th	0006	1·31	**16** F	0551	3·53
	0705	3·39		1127	1·36
	1230	1·61		1809	3·70
	1911	3·56			
2 F	0114	1·38	**17** Sa	0015	1·09
	0803	3·45		0657	3·54
	1338	1·57		1239	1·36
	2010	3·53		1919	3·68
3 Sa	0216	1·40	**18** Su	0125	1·11
	0855	3·55		0804	3·63
	1438	1·48		1350	1·27
	2105	3·54		2033	3·72
4 Su	0308	1·36	**19** M	0233	1·05
	0940	3·66		0908	3·78
	1529	1·37		1458	1·09
	2154	3·57		2140	3·82
5 M	0349	1·31	**20** Tu	0332	0·94
	1021	3·76		1004	3·95
	1611	1·26		1557	0·87
	2236	3·61		2239	3·93
6 Tu	0425	1·26	**21** W ●	0422	0·83
	1057	3·84		1055	4·11
	1649	1·17		1649	0·65
	2314	3·64		2331	3·99
7 W ○	0456	1·21	**22** Th	0507	0·74
	1131	3·89		1141	4·22
	1723	1·09		1735	0·50
	2348	3·68			
8 Th	0526	1·16	**23** F	0018	4·00
	1204	3·93		0549	0·71
	1754	1·01		1226	4·26
				1820	0·43
9 F	0022	3·70	**24** Sa	0103	3·94
	0555	1·11		0630	0·74
	1236	3·95		1310	4·24
	1826	0·94		1904	0·46
10 Sa	0058	3·73	**25** Su	0146	3·83
	0627	1·08		0712	0·82
	1312	3·97		1353	4·17
	1901	0·88		1949	0·56
11 Su	0138	3·73	**26** M	0230	3·70
	0705	1·08		0757	0·93
	1353	3·96		1438	4·05
	1942	0·83		2035	0·72
12 M	0220	3·72	**27** Tu	0316	3·56
	0748	1·10		0845	1·08
	1437	3·95		1525	3·89
	2027	0·82		2122	0·92
13 Tu	0306	3·69	**28** W	0405	3·43
	0835	1·15		0937	1·25
	1523	3·91		1615	3·70
	2115	0·85		2211	1·15
14 W	0356	3·63	**29** Th ☽	0500	3·31
	0926	1·21		1034	1·42
	1612	3·85		1713	3·50
	2208	0·92		2306	1·38
15 Th ☾	0450	3·57	**30** F	0602	3·24
	1024	1·29		1135	1·56
	1707	3·77		1819	3·34
	2307	1·01			
			31 Sa	0008	1·56
				0707	3·24
				1246	1·63
				1926	3·26

FEBRUARY

	Time	m		Time	m
1 Su	0121	1·65	**16** M	0104	1·34
	0809	3·32		0745	3·46
	1403	1·59		1341	1·31
	2031	3·27		2030	3·51
2 M	0238	1·60	**17** Tu	0224	1·28
	0905	3·45		0856	3·62
	1508	1·46		1458	1·10
	2127	3·35		2141	3·64
3 Tu	0330	1·48	**18** W	0329	1·10
	0954	3·60		0958	3·83
	1554	1·29		1557	0·83
	2215	3·46		2241	3·78
4 W	0407	1·33	**19** Th	0418	0·90
	1035	3·73		1050	4·01
	1631	1·11		1645	0·58
	2256	3·57		2328	3·86
5 Th	0438	1·18	**20** F ●	0500	0·75
	1110	3·84		1134	4·13
	1702	0·95		1726	0·43
	2330	3·66			
6 F ○	0506	1·04	**21** Sa	0009	3·87
	1141	3·93		0537	0·65
	1731	0·79		1212	4·17
				1805	0·37
7 Sa	0001	3·74	**22** Su	0044	3·83
	0534	0·91		0613	0·61
	1213	4·00		1249	4·16
	1801	0·66		1843	0·40
8 Su	0034	3·81	**23** M	0117	3·76
	0606	0·81		0649	0·64
	1247	4·06		1325	4·09
	1836	0·55		1919	0·50
9 M	0110	3·85	**24** Tu	0150	3·68
	0641	0·74		0728	0·72
	1326	4·09		1403	3·98
	1914	0·51		1957	0·67
10 Tu	0150	3·86	**25** W	0227	3·58
	0721	0·74		0809	0·85
	1407	4·08		1444	3·82
	1956	0·53		2038	0·88
11 W	0233	3·83	**26** Th	0308	3·47
	0806	0·79		0854	1·02
	1452	4·03		1529	3·63
	2042	0·62		2120	1·12
12 Th	0320	3·75	**27** F	0351	3·34
	0854	0·90		0946	1·24
	1541	3·92		1618	3·40
	2133	0·79		2208	1·38
13 F ☾	0412	3·63	**28** Sa ☽	0448	3·19
	0950	1·06		1046	1·45
	1636	3·76		1721	3·18
	2231	1·01		2309	1·62
14 Sa	0511	3·50	**29** Su	0606	3·09
	1055	1·24		1158	1·60
	1741	3·58		1844	3·05
	2340	1·23			
15 Su	0625	3·42			
	1213	1·36			
	1904	3·47			

MARCH

	Time	m		Time	m
1 M	0023	1·77	**16** Tu	0051	1·49
	0726	3·12		0734	3·39
	1319	1·61		1339	1·22
	2000	3·07		2031	3·41
2 Tu	0159	1·74	**17** W	0219	1·37
	0831	3·25		0849	3·57
	1440	1·45		1454	0·98
	2104	3·20		2141	3·57
3 W	0308	1·55	**18** Th	0319	1·15
	0926	3·44		0951	3·78
	1529	1·21		1547	0·72
	2154	3·38		2235	3·71
4 Th	0346	1·32	**19** F	0405	0·92
	1010	3·62		1042	3·95
	1604	0·96		1631	0·52
	2234	3·55		2319	3·78
5 F	0415	1·09	**20** Sa ●	0443	0·73
	1045	3·79		1123	4·04
	1634	0·72		1709	0·41
	2306	3·70		2355	3·78
6 Sa ○	0442	0·86	**21** Su	0520	0·61
	1116	3·93		1156	4·06
	1702	0·51		1744	0·39
	2335	3·82			
7 Su	0509	0·66	**22** M	0022	3·75
	1147	4·05		0552	0·56
	1733	0·35		1226	4·03
				1816	0·45
8 M	0006	3·91	**23** Tu	0046	3·72
	0541	0·52		0626	0·56
	1220	4·13		1258	3·96
	1808	0·26		1849	0·56
9 Tu	0040	3·97	**24** W	0115	3·68
	0616	0·44		0701	0·62
	1258	4·17		1334	3·87
	1846	0·26		1922	0·71
10 W	0119	3·98	**25** Th	0149	3·64
	0656	0·44		0738	0·74
	1341	4·14		1411	3·73
	1928	0·36		1957	0·89
11 Th	0202	3·93	**26** F	0226	3·56
	0739	0·53		0820	0·91
	1427	4·05		1454	3·56
	2014	0·55		2034	1·11
12 F	0249	3·82	**27** Sa	0306	3·43
	0830	0·70		0906	1·12
	1518	3·88		1540	3·34
	2106	0·81		2118	1·36
13 Sa ☾	0341	3·66	**28** Su ☽	0354	3·26
	0927	0·93		1005	1·34
	1615	3·65		1638	3·12
	2207	1·11		2217	1·62
14 Su	0443	3·48	**29** M	0457	3·09
	1039	1·16		1119	1·50
	1730	3·43		1802	2·96
	2320	1·38		2338	1·79
15 M	0604	3·35	**30** Tu	0637	3·03
	1206	1·29		1237	1·52
	1905	3·33		1926	2·99
			31 W	0107	1·78
				0755	3·14
				1355	1·37
				2033	3·15

APRIL

	Time	m		Time	m
1 Th	0224	1·57	**16** F	0256	1·18
	0852	3·33		0934	3·79
	1448	1·10		1526	0·69
	2123	3·36		2218	3·68
2 F	0308	1·30	**17** Sa	0341	0·97
	0936	3·55		1024	3·90
	1526	0·81		1608	0·57
	2203	3·57		2259	3·73
3 Sa	0340	1·01	**18** Su	0421	0·80
	1012	3·76		1103	3·94
	1600	0·54		1645	0·53
	2235	3·75		2333	3·73
4 Su	0410	0·74	**19** M ●	0457	0·69
	1045	3·94		1137	3·93
	1631	0·32		1720	0·55
	2304	3·90		2356	3·71
5 M ○	0441	0·51	**20** Tu	0531	0·64
	1117	4·09		1205	3·88
	1704	0·17		1751	0·62
	2337	4·01			
6 Tu	0514	0·34	**21** W	0019	3·71
	1154	4·18		0605	0·65
	1741	0·12		1236	3·83
				1820	0·72
7 W	0012	4·07	**22** Th	0047	3·71
	0552	0·27		0639	0·70
	1234	4·20		1310	3·75
	1820	0·19		1851	0·84
8 Th	0053	4·07	**23** F	0119	3·69
	0633	0·31		0715	0·80
	1319	4·13		1348	3·64
	1904	0·37		1925	0·99
9 F	0136	4·00	**24** Sa	0157	3·63
	0721	0·44		0755	0·93
	1410	3·99		1430	3·51
	1953	0·62		2002	1·16
10 Sa	0227	3·88	**25** Su	0238	3·53
	0817	0·64		0841	1·09
	1505	3·79		1515	3·34
	2048	0·93		2045	1·36
11 Su	0322	3·71	**26** M	0325	3·37
	0922	0·88		0937	1·26
	1611	3·55		1610	3·16
	2153	1·23		2141	1·57
12 M ☾	0428	3·53	**27** Tu ☽	0422	3·21
	1038	1·07		1045	1·37
	1735	3·37		1720	3·03
	2309	1·46		2257	1·71
13 Tu	0554	3·43	**28** W	0540	3·12
	1202	1·15		1156	1·38
	1904	3·33		1843	3·04
14 W	0037	1·52	**29** Th	0018	1·71
	0719	3·47		0701	3·17
	1328	1·06		1303	1·24
	2024	3·43		1950	3·18
15 Th	0157	1·39	**30** F	0125	1·55
	0834	3·62		0803	3·34
	1435	0·88		1359	1·01
	2127	3·57		2041	3·38

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 **2004**

MAY

	Time	m		Time	m
1 Sa	0216	1·29	**16** Su	0312	1·10
	0851	3·55		0956	3·82
	1444	0·74		1541	0·77
	2122	3·59		2231	3·67
2 Su	0256	1·01	**17** M	0356	0·97
	0932	3·77		1038	3·82
	1522	0·49		1619	0·77
	2157	3·78		2304	3·69
3 M	0334	0·73	**18** Tu	0435	0·88
	1011	3·97		1113	3·79
	1600	0·30		1655	0·81
	2232	3·95		2331	3·70
4 Tu	0411	0·50	**19** W ●	0511	0·85
	1050	4·11		1144	3·75
	1638	0·19		1727	0·87
○	2309	4·07		2356	3·72
5 W	0450	0·35	**20** Th	0547	0·85
	1133	4·18		1216	3·70
	1717	0·19		1756	0·94
	2349	4·13			
6 Th	0533	0·29	**21** F	0026	3·74
	1218	4·18		0622	0·88
	1801	0·30		1250	3·65
				1827	1·01
7 F	0033	4·13	**22** Sa	0058	3·74
	0619	0·34		0658	0·94
	1308	4·09		1328	3·59
	1847	0·50		1901	1·10
8 Sa	0121	4·07	**23** Su	0136	3·70
	0712	0·46		0738	1·01
	1402	3·94		1410	3·50
	1939	0·75		1939	1·21
9 Su	0214	3·96	**24** M	0219	3·63
	0813	0·63		0821	1·09
	1504	3·75		1455	3·40
	2038	1·02		2023	1·33
10 M	0313	3·82	**25** Tu	0305	3·53
	0920	0·80		0913	1·17
	1612	3·56		1546	3·29
	2143	1·26		2115	1·46
11 Tu	0424	3·68	**26** W	0357	3·42
	1032	0·93		1011	1·21
	1730	3·43		1643	3·21
☾	2253	1·43		2217	1·55
12 W	0541	3·61	**27** Th	0456	3·35
	1147	0·99		1113	1·20
	1847	3·40		1747	3·20
			☽	2324	1·56
13 Th	0009	1·48	**28** F	0601	3·36
	0657	3·63		1213	1·11
	1301	0·97		1851	3·28
	1959	3·46			
14 F	0122	1·41	**29** Sa	0027	1·47
	0806	3·70		0704	3·46
	1404	0·89		1308	0·96
	2058	3·55		1948	3·42
15 Sa	0223	1·26	**30** Su	0124	1·29
	0905	3·77		0759	3·62
	1456	0·82		1359	0·78
	2149	3·63		2035	3·60
			31 M	0213	1·07
				0851	3·79
				1447	0·60
				2120	3·79

JUNE

	Time	m		Time	m
1 Tu	0259	0·83	**16** W	0412	1·11
	0940	3·95		1048	3·65
	1532	0·46		1631	1·08
	2204	3·95		2304	3·71
2 W	0344	0·63	**17** Th ●	0453	1·06
	1029	4·07		1123	3·64
	1615	0·39		1704	1·10
	2248	4·08		2335	3·76
3 Th ○	0432	0·49	**18** F	0530	1·03
	1119	4·13		1158	3·62
	1700	0·41		1737	1·11
	2333	4·15			
4 F	0520	0·41	**19** Sa	0006	3·79
	1209	4·12		0606	1·02
	1747	0·49		1233	3·60
				1808	1·12
5 Sa	0020	4·17	**20** Su	0040	3·80
	0612	0·42		0641	1·02
	1301	4·04		1310	3·58
	1834	0·64		1840	1·14
6 Su	0111	4·14	**21** M	0117	3·79
	0707	0·48		0717	1·02
	1359	3·92		1349	3·56
	1928	0·83		1917	1·17
7 M	0204	4·07	**22** Tu	0157	3·76
	0807	0·58		0757	1·02
	1458	3·77		1431	3·52
	2024	1·03		1959	1·22
8 Tu	0305	3·97	**23** W	0241	3·72
	0909	0·70		0842	1·02
	1603	3·62		1518	3·48
	2123	1·20		2045	1·27
9 W ☾	0410	3·87	**24** Th	0329	3·67
	1014	0·81		0932	1·02
	1709	3·50		1607	3·43
	2226	1·34		2136	1·33
10 Th	0517	3·77	**25** F ☽	0419	3·62
	1119	0·92		1025	1·02
	1815	3·44		1700	3·40
	2331	1·42		2232	1·36
11 F	0625	3·72	**26** Sa	0514	3·59
	1223	1·00		1123	1·00
	1919	3·44		1758	3·41
				2333	1·35
12 Sa	0039	1·43	**27** Su	0615	3·60
	0728	3·69		1220	0·97
	1326	1·04		1857	3·47
	2019	3·48			
13 Su	0142	1·38	**28** M	0033	1·29
	0827	3·68		0717	3·66
	1423	1·06		1319	0·91
	2111	3·54		1956	3·58
14 M	0240	1·29	**29** Tu	0134	1·17
	0920	3·68		0819	3·75
	1511	1·07		1416	0·83
	2156	3·60		2051	3·73
15 Tu	0329	1·19	**30** W	0233	1·00
	1007	3·67		0919	3·87
	1554	1·08		1509	0·74
	2232	3·66		2144	3·90

JULY

	Time	m		Time	m
1 Th	0329	0·81	**16** F	0438	1·16
	1017	3·97		1103	3·56
	1601	0·67		1646	1·22
	2234	4·05		2316	3·80
2 F ○	0422	0·64	**17** Sa ●	0513	1·08
	1110	4·04		1140	3·59
	1649	0·63		1717	1·16
	2323	4·16		2348	3·85
3 Sa	0514	0·50	**18** Su	0547	1·00
	1202	4·06		1213	3·62
	1735	0·64		1747	1·10
4 Su	0011	4·22	**19** M	0019	3·89
	0605	0·44		0618	0·94
	1254	4·01		1247	3·65
	1823	0·70		1818	1·05
5 M	0058	4·23	**20** Tu	0053	3·91
	0658	0·44		0650	0·89
	1346	3·91		1322	3·66
	1911	0·81		1851	1·02
6 Tu	0150	4·18	**21** W	0131	3·92
	0752	0·51		0725	0·84
	1440	3·78		1402	3·67
	2002	0·94		1929	1·01
7 W	0244	4·09	**22** Th	0213	3·91
	0847	0·62		0807	0·82
	1534	3·64		1445	3·66
	2055	1·09		2011	1·04
8 Th	0340	3·96	**23** F	0256	3·88
	0943	0·78		0852	0·83
	1632	3·51		1530	3·62
	2151	1·24		2059	1·09
9 F	0439	3·82	**24** Sa	0344	3·82
	1039	0·95		0943	0·88
	1730	3·41		1619	3·56
☾	2249	1·36		2150	1·17
10 Sa	0541	3·68	**25** Su ☽	0436	3·74
	1138	1·13		1036	0·97
	1830	3·36		1714	3·50
	2352	1·46		2248	1·26
11 Su	0646	3·57	**26** M	0535	3·65
	1240	1·27		1138	1·07
	1931	3·37		1816	3·47
				2354	1·32
12 M	0058	1·50	**27** Tu	0644	3·59
	0748	3·51		1246	1·14
	1343	1·35		1925	3·51
	2027	3·43			
13 Tu	0206	1·46	**28** W	0107	1·30
	0845	3·49		0800	3·62
	1441	1·37		1355	1·12
	2118	3·52		2031	3·65
14 W	0306	1·38	**29** Th	0220	1·16
	0939	3·50		0911	3·72
	1530	1·34		1458	1·03
	2201	3·63		2132	3·83
15 Th	0356	1·27	**30** F	0325	0·93
	1024	3·53		1012	3·85
	1611	1·29		1554	0·89
	2241	3·73		2225	4·03
			31 Sa ○	0421	0·68
				1106	3·96
				1642	0·76
				2313	4·18

AUGUST

	Time	m		Time	m
1 Su	0510	0·48	**16** M ●	0521	0·84
	1155	4·00		1151	3·71
	1726	0·69		1723	0·97
	2358	4·27		2354	3·99
2 M	0556	0·37	**17** Tu	0548	0·73
	1241	3·97		1220	3·77
	1808	0·67		1751	0·87
3 Tu	0041	4·28	**18** W	0026	4·04
	0641	0·36		0618	0·64
	1325	3·89		1253	3·81
	1850	0·72		1822	0·80
4 W	0125	4·23	**19** Th	0101	4·07
	0728	0·45		0653	0·60
	1410	3·77		1331	3·83
	1934	0·82		1858	0·78
5 Th	0211	4·12	**20** F	0141	4·06
	0814	0·60		0732	0·61
	1455	3·64		1410	3·82
	2020	0·96		1939	0·82
6 F	0259	3·96	**21** Sa	0224	4·01
	0904	0·80		0816	0·69
	1541	3·51		1455	3·77
	2111	1·12		2026	0·91
7 Sa	0350	3·77	**22** Su	0311	3·91
	0953	1·04		0905	0·84
	1634	3·38		1543	3·67
☾	2207	1·30		2116	1·06
8 Su	0449	3·57	**23** M	0403	3·76
	1046	1·28		1001	1·04
	1733	3·29		1638	3·54
	2306	1·47	☽	2217	1·24
9 M	0556	3·39	**24** Tu	0506	3·58
	1145	1·49		1106	1·25
	1839	3·26		1744	3·44
				2331	1·39
10 Tu	0015	1·59	**25** W	0627	3·45
	0708	3·29		1226	1·39
	1254	1·62		1904	3·45
	1943	3·31			
11 W	0134	1·59	**26** Th	0058	1·39
	0814	3·28		0757	3·48
	1413	1·62		1346	1·36
	2042	3·44		2021	3·60
12 Th	0249	1·47	**27** F	0221	1·19
	0915	3·35		0912	3·62
	1511	1·52		1455	1·20
	2134	3·59		2125	3·82
13 F	0341	1·29	**28** Sa	0327	0·90
	1004	3·46		1012	3·80
	1553	1·38		1549	0·99
	2218	3·73		2218	4·04
14 Sa	0419	1·12	**29** Su	0418	0·61
	1045	3·56		1103	3·92
	1626	1·23		1634	0·80
	2255	3·85		2303	4·20
15 Su	0452	0·97	**30** M ○	0502	0·41
	1120	3·64		1147	3·96
	1656	1·09		1711	0·67
	2326	3·93		2342	4·27
			31 Tu	0541	0·32
				1225	3·94
				1748	0·62

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 **2004**

SEPTEMBER

Day	Time	m	Day	Time	m
1 W	0019 0619 1258 1826	4·28 0·34 3·87 0·64	16 Th	0547 1222 1754	0·42 3·97 0·60
2 Th	0057 0658 1334 1904	4·21 0·46 3·78 0·72	17 F	0032 0622 1258 1830	4·19 0·42 3·99 0·60
3 F	0136 0738 1411 1946	4·09 0·64 3·68 0·85	18 Sa	0111 0701 1339 1912	4·16 0·50 3·96 0·67
4 Sa	0220 0820 1451 2033	3·92 0·87 3·57 1·04	19 Su	0155 0745 1424 1959	4·07 0·67 3·88 0·82
5 Su	0305 0905 1536 2126	3·71 1·13 3·45 1·25	20 M	0244 0835 1513 2054	3·91 0·92 3·75 1·04
6 M	0358 0957 1631 ☾ 2226	3·48 1·39 3·32 1·47	21 Tu	0341 0934 1611 ☽ 2201	3·69 1·21 3·59 1·27
7 Tu	0506 1056 1745 2337	3·25 1·64 3·22 1·63	22 W	0453 1049 1724 2327	3·47 1·46 3·47 1·41
8 W	0630 1208 1904	3·12 1·80 3·23	23 Th	0630 1216 1853	3·36 1·57 3·48
9 Th	0101 0748 1341 2011	1·65 3·14 1·78 3·36	24 F	0101 0802 1342 2013	1·35 3·45 1·49 3·65
10 F	0228 0852 1449 2108	1·48 3·27 1·61 3·54	25 Sa	0223 0912 1447 2116	1·10 3·64 1·27 3·87
11 Sa	0318 0943 1530 2153	1·25 3·45 1·40 3·73	26 Su	0320 1008 1536 2208	0·80 3·82 1·03 4·07
12 Su	0354 1022 1601 2229	1·01 3·61 1·18 3·88	27 M	0405 1053 1617 2250	0·56 3·92 0·83 4·19
13 M	0424 1056 1628 2259	0·81 3·73 0·99 3·99	28 Tu	0445 1131 1655 ○ 2327	0·41 3·95 0·70 4·23
14 Tu	0449 1124 1655 ● 2326	0·63 3·83 0·82 4·09	29 W	0521 1204 1728 2359	0·38 3·92 0·64 4·21
15 W	0516 1151 1723 2356	0·50 3·91 0·68 4·16	30 Th	0555 1232 1804	0·44 3·88 0·64

OCTOBER

Day	Time	m	Day	Time	m
1 F	0032 0629 1301 1839	4·13 0·57 3·83 0·71	16 Sa	0006 0554 1230 1808	4·25 0·38 4·13 0·53
2 Sa	0108 0703 1335 1918	4·02 0·75 3·77 0·84	17 Su	0049 0634 1314 1853	4·19 0·53 4·09 0·63
3 Su	0149 0741 1413 2002	3·86 0·97 3·69 1·01	18 M	0136 0721 1402 1945	4·06 0·77 3·99 0·81
4 M	0233 0821 1455 2052	3·66 1·21 3·57 1·23	19 Tu	0231 0816 1455 2047	3·87 1·06 3·85 1·03
5 Tu	0322 0911 1544 2153	3·43 1·47 3·43 1·44	20 W	0334 0922 1558 ☽ 2200	3·64 1·35 3·70 1·22
6 W	0425 1015 1650 ☾ 2304	3·20 1·72 3·28 1·60	21 Th	0457 1038 1716 2324	3·45 1·57 3·60 1·30
7 Th	0554 1130 1822	3·06 1·88 3·22	22 F	0630 1204 1840	3·42 1·63 3·62
8 F	0023 0717 1256 1936	1·62 3·10 1·86 3·32	23 Sa	0053 0752 1322 1956	1·21 3·53 1·52 3·76
9 Sa	0148 0823 1410 2034	1·47 3·26 1·68 3·49	24 Su	0204 0858 1424 2058	1·00 3·70 1·32 3·93
10 Su	0240 0913 1455 2120	1·21 3·47 1·44 3·69	25 M	0259 0950 1513 2150	0·79 3·84 1·11 4·06
11 M	0318 0953 1527 2156	0·96 3·66 1·19 3·87	26 Tu	0344 1034 1556 2234	0·64 3·92 0·94 4·13
12 Tu	0347 1025 1556 2226	0·72 3·82 0·96 4·02	27 W	0424 1111 1634 2310	0·57 3·94 0·82 4·12
13 W	0415 1052 1624 2256	0·52 3·94 0·75 4·14	28 Th	0459 1142 1710 ○ 2341	0·59 3·93 0·77 4·08
14 Th	0445 1120 1655 ● 2328	0·39 4·04 0·60 4·23	29 F	0533 1208 1745	0·67 3·91 0·77
15 F	0519 1154 1730	0·34 4·11 0·52	30 Sa	0013 0604 1236 1822	4·01 0·79 3·89 0·82
			31 Su	0049 0636 1310 1900	3·91 0·93 3·86 0·92

NOVEMBER

Day	Time	m	Day	Time	m
1 M	0128 0711 1348 1942	3·78 1·10 3·80 1·06	16 Tu	0129 0708 1349 1941	4·03 0·88 4·11 0·76
2 Tu	0210 0749 1428 2030	3·62 1·30 3·70 1·22	17 W	0228 0804 1447 2044	3·86 1·13 4·00 0·91
3 W	0258 0835 1515 2126	3·44 1·51 3·56 1·39	18 Th	0337 0911 1551 2154	3·68 1·37 3·89 1·04
4 Th	0356 0937 1612 2231	3·26 1·72 3·41 1·51	19 F	0455 1022 1703 ☽ 2310	3·55 1·53 3·81 1·11
5 F	0511 1052 1726 ☾ 2340	3·13 1·85 3·31 1·53	20 Sa	0612 1137 1818	3·52 1·59 3·79
6 Sa	0632 1206 1844	3·14 1·86 3·33	21 Su	0025 0725 1250 1926	1·10 3·59 1·53 3·83
7 Su	0049 0738 1312 1945	1·43 3·27 1·73 3·45	22 M	0134 0828 1353 2030	1·02 3·69 1·40 3·90
8 M	0146 0830 1404 2034	1·23 3·46 1·52 3·63	23 Tu	0231 0922 1447 2125	0·94 3·79 1·25 3·95
9 Tu	0230 0912 1444 2113	0·99 3·66 1·27 3·81	24 W	0319 1008 1533 2212	0·88 3·86 1·12 3·97
10 W	0306 0946 1519 2150	0·77 3·84 1·03 3·99	25 Th	0401 1048 1615 2252	0·86 3·90 1·02 3·95
11 Th	0341 1018 1553 2228	0·58 3·99 0·81 4·13	26 F	0438 1120 1655 ○ 2327	0·89 3·92 0·96 3·90
12 F	0417 1052 1631 ● 2306	0·46 4·12 0·64 4·21	27 Sa	0511 1149 1733 2359	0·95 3·93 0·95 3·85
13 Sa	0453 1130 1710 2349	0·43 4·20 0·54 4·23	28 Su	0544 1219 1809	1·02 3·93 0·97
14 Su	0534 1211 1754	0·49 4·22 0·54	29 M	0034 0616 1251 1847	3·78 1·11 3·92 1·02
15 M	0037 0618 1257 1844	4·16 0·65 4·19 0·62	30 Tu	0111 0650 1328 1926	3·70 1·20 3·88 1·09

DECEMBER

Day	Time	m	Day	Time	m
1 W	0152 0726 1407 2009	3·61 1·32 3·80 1·18	16 Th	0226 0752 1437 2034	3·90 1·05 4·17 0·70
2 Th	0237 0809 1452 2056	3·50 1·45 3·70 1·26	17 F	0327 0851 1536 2136	3·76 1·23 4·07 0·83
3 F	0326 0859 1540 2149	3·38 1·59 3·58 1·33	18 Sa	0432 0954 1639 ☽ 2241	3·64 1·37 3·96 0·96
4 Sa	0424 0958 1635 2248	3·29 1·70 3·49 1·37	19 Su	0540 1100 1745 2347	3·56 1·48 3·86 1·08
5 Su	0528 1106 1734 ☾ 2348	3·26 1·75 3·45 1·34	20 M	0646 1208 1851	3·54 1·52 3·79
6 M	0633 1209 1836	3·31 1·70 3·48	21 Tu	0054 0749 1315 1955	1·16 3·58 1·49 3·75
7 Tu	0046 0731 1305 1934	1·24 3·43 1·57 3·58	22 W	0157 0845 1417 2054	1·19 3·65 1·41 3·73
8 W	0138 0820 1355 2026	1·09 3·60 1·38 3·73	23 Th	0252 0937 1512 2149	1·19 3·73 1·31 3·72
9 Th	0226 0904 1441 2116	0·92 3·78 1·16 3·89	24 F	0340 1021 1600 2234	1·18 3·80 1·21 3·72
10 F	0311 0947 1526 2204	0·77 3·95 0·94 4·03	25 Sa	0421 1059 1643 2313	1·17 3·87 1·12 3·71
11 Sa	0353 1029 1612 2253	0·66 4·10 0·74 4·12	26 Su	0456 1131 1721 ○ 2347	1·17 3·91 1·07 3·69
12 Su	0436 1113 1659 ● 2342	0·61 4·22 0·60 4·16	27 M	0530 1204 1758	1·16 3·94 1·03
13 M	0521 1159 1748	0·64 4·28 0·53	28 Tu	0020 0601 1234 1833	3·68 1·17 3·94 1·02
14 Tu	0033 0608 1247 1839	4·12 0·73 4·29 0·53	29 W	0054 0632 1308 1907	3·66 1·18 3·92 1·02
15 W	0126 0658 1341 1935	4·03 0·88 4·25 0·60	30 Th	0131 0704 1345 1942	3·63 1·21 3·89 1·03
			31 F	0210 0741 1426 2020	3·59 1·26 3·83 1·05

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

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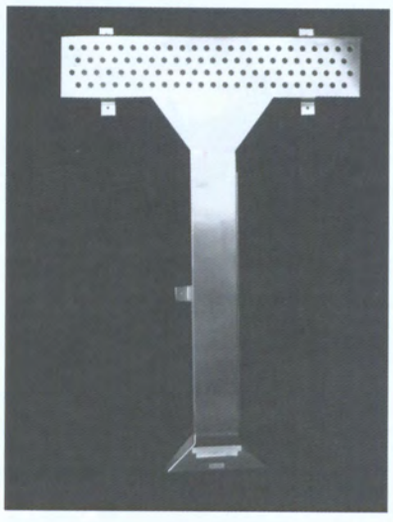

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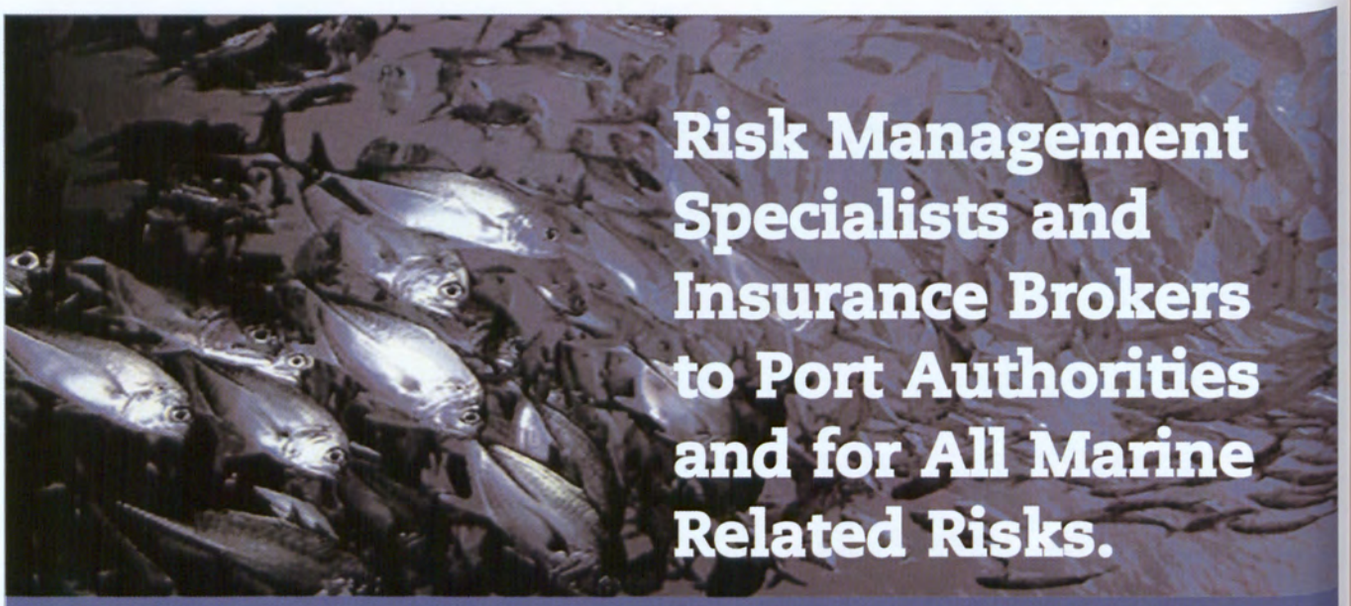

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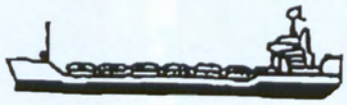

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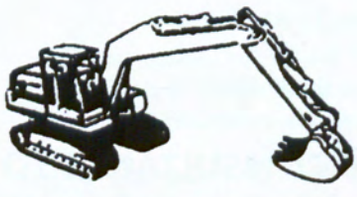



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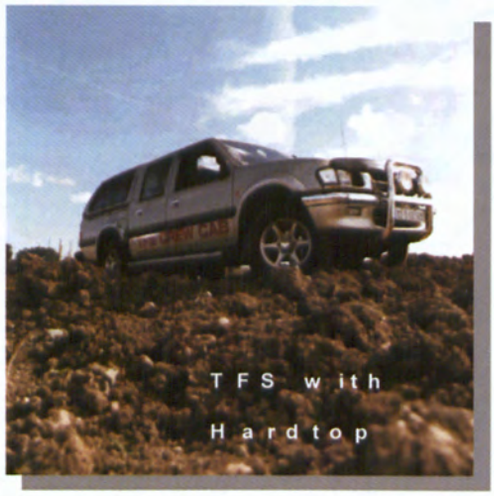



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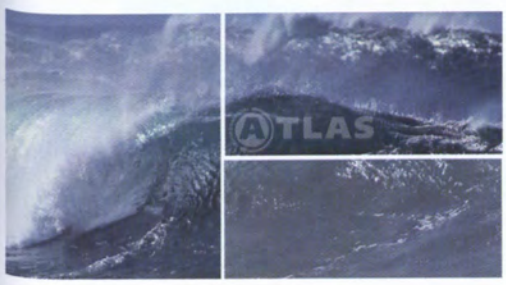





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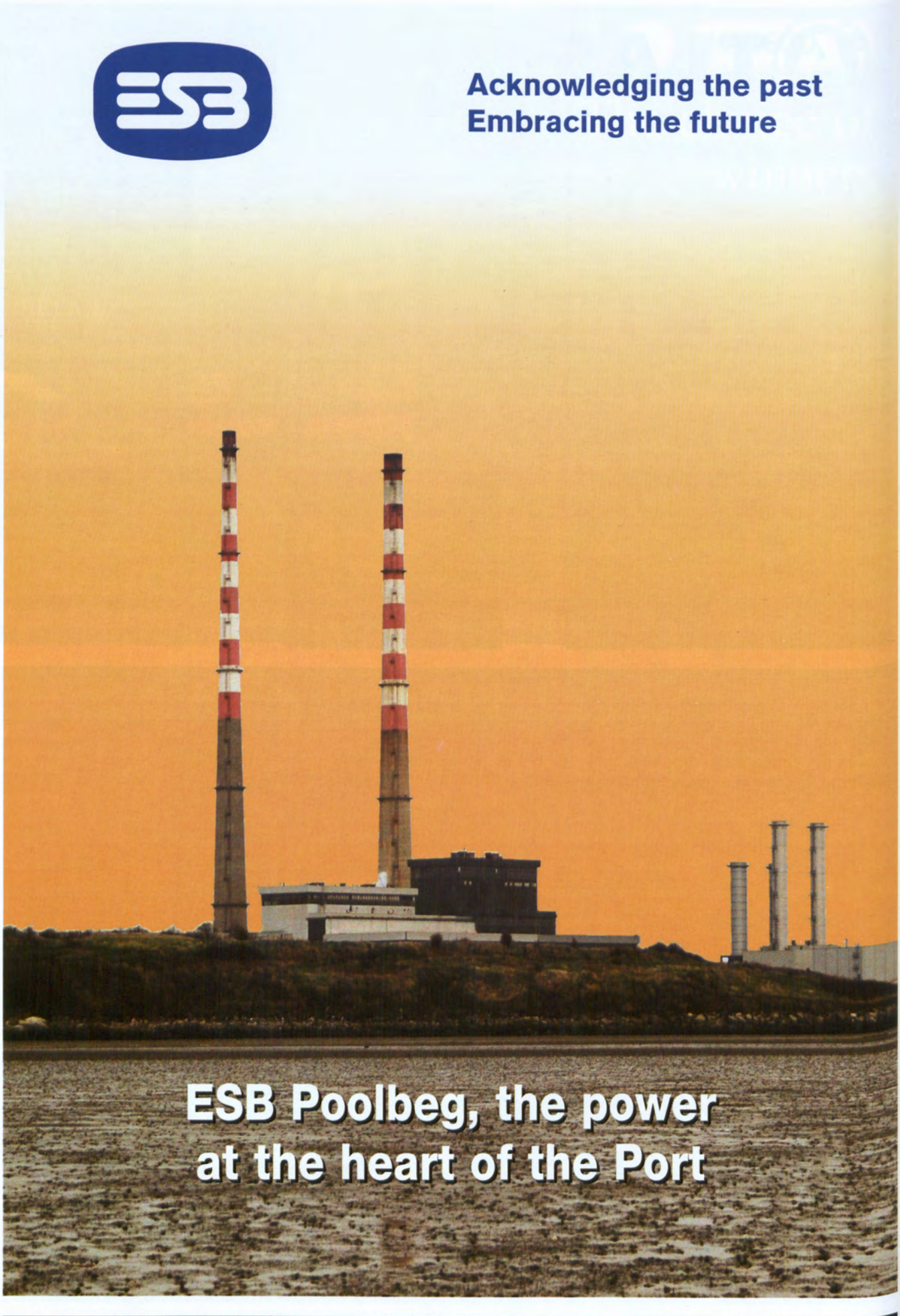
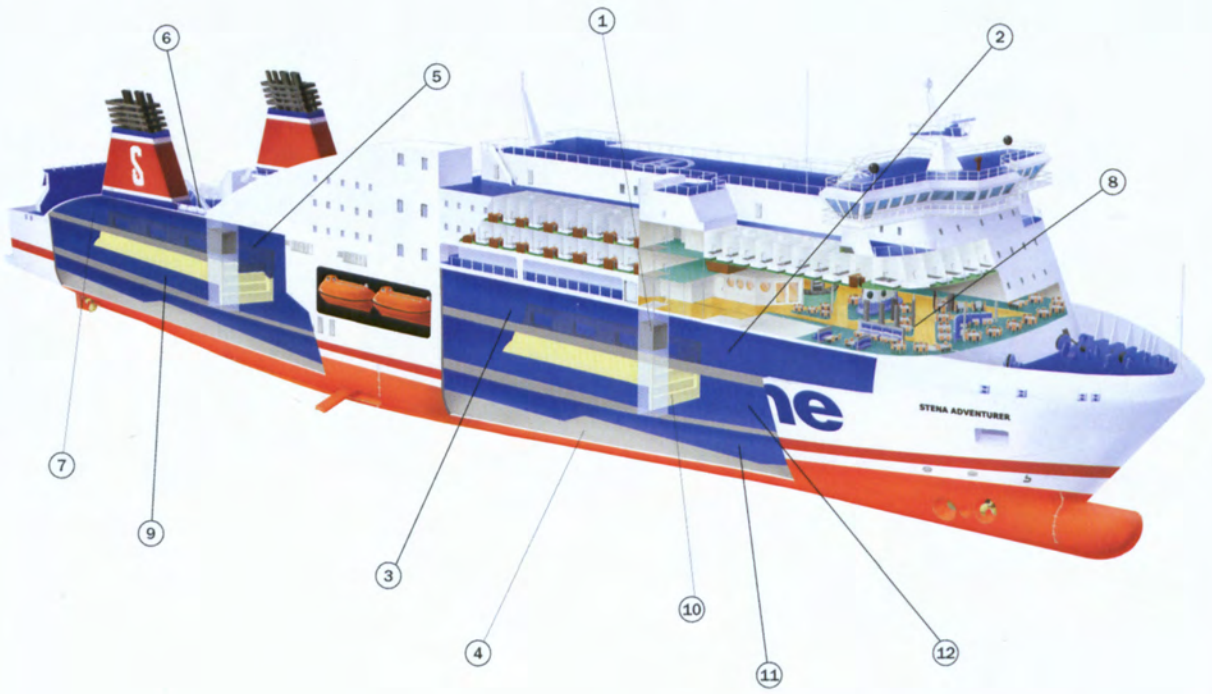

Acknowledging the past
Embracing the future
ESB Poolbeg, the power
at the heart of the Port

The secret of the new *Stena Adventurer* revealed.



Key

(1) Capacity	(5) Capacity	(9) Capacity
(2) Capacity	(6) Capacity	(10) Capacity
(3) Capacity	(7) Capacity	(11) Capacity
(4) Capacity	(8) Capacity	(12) Capacity

The brand new superferry *Stena Adventurer* is now in service on our Holyhead–Dublin route. With 3,400 lane metres the new ship offers 70% more capacity than its predecessor the *Stena Forwarder.* But more capacity isn't the only freight-friendly feature of our new ship. Drive-through, two-tier loading via bow and stern ramps means rapid embarkation and discharge. To find out more about the new *Stena Adventurer,* contact your nearest Stena Line Freight office.

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