DUBLIN PORT Co

YEAR BOOK 2006









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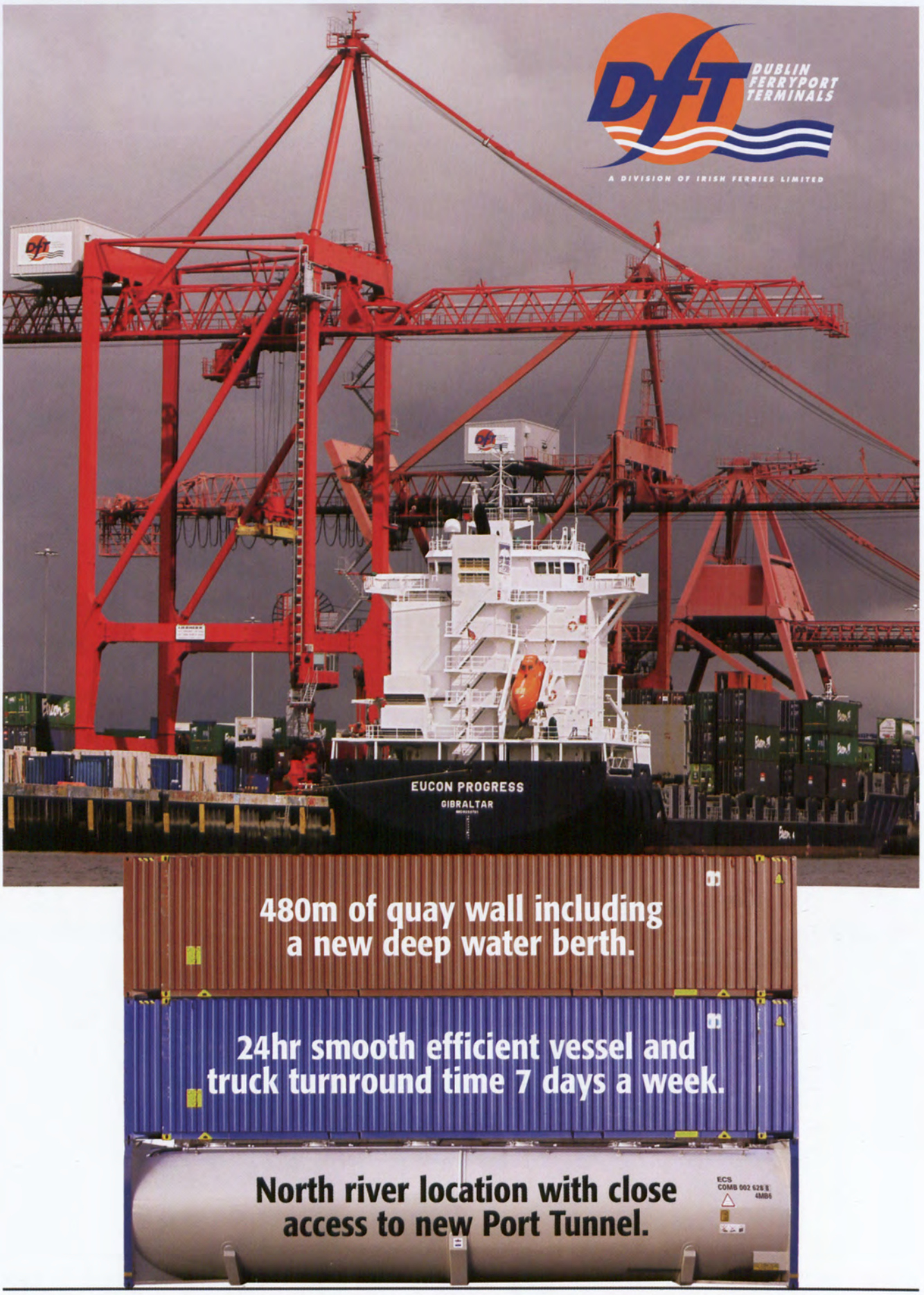




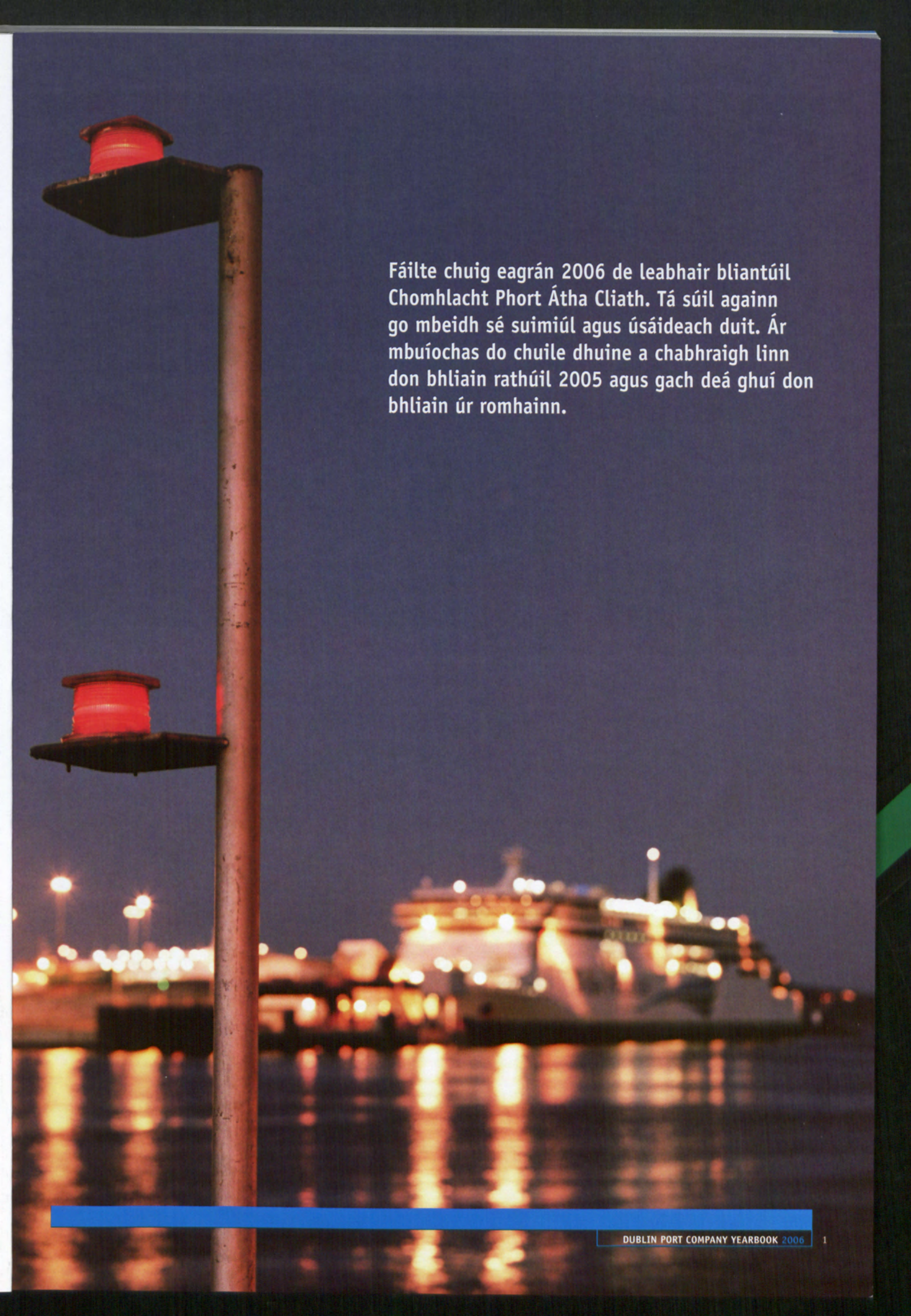








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Fáilte chuig eagrán 2006 de leabhair bliantúil Chomhlacht Phort Átha Cliath. Tá súil againn go mbeidh sé suimiúl agus úsáideach duit. Ár mbuíochas do chuile dhuine a chabhraigh linn don bhliain rathúil 2005 agus gach deá ghuí don bhliain úr romhainn.



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Services Guide

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For further details on ferry companies see individual entries

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Foreword from Chairman, Joe Burke...

"As a business though we do not exist in a vacuum, we are part of the local community and the community is part of us."

As the year 2006 dawns, it is worth spending a little time reflecting on the successes of the year just passed. 2005 was another record year (14th in succession) for the port of Dublin and Dublin Port Company. We are happy to report another record year of growth and strong profit. Our annual throughput for the year was 27 million tonnes, a fact reflected in our fast paced and growing economy.

I would like to congratulate our customers on their continued investment in new and larger vessels as well as extended routes. Dublin Port Company's investment in Port infrastructure has also contributed significantly to an overall improved service to the Dublin market.

The Cruise Line business has also experienced huge growth. Dublin Port played host to 70 Cruise Liners in 2005. This was a 30% increase in the numbers of Cruise Liners visiting Dublin on the 2004 figures. Visiting vessels landed 60,000 passengers and 28,000 crew in our beautiful city. These high spend visitors, boosted spending by a staggering €45million.

The International Cruise industry has also seen phenomenal growth over the last number of years with 2.8 million Europeans taking a cruise in 2004.

This trend is set to continue, offering Dublin further growth potential as it continues to be the fastest growing section in the global travel and leisure industry.

Indeed in July of this year Dublin Port Company hosted 100 guests from various businesses around the city at lunch onboard one of these magnificent vessels "The Golden Princess" owned by Princess Cruises.

As a business though we do not exist in a vacuum, we are part of the local community and the community is part of us. Over the years we have endeavoured to strengthen our commitment to being a good corporate citizen, focused on our local communities. As neighbours, Dublin Port Company appreciates that what we do impacts on those living and working around us. In recent years, Dublin Port Company has put a major focus on enhancing our relations with our neighbour. The community Liaison Committee continues to play a vital role in how Dublin Port Company communicates with its neighbours, and I thank all those involved for their valued contribution.

Last year in partnership with one of our local communities we undertook a corporate social responsibility initiative of international dimensions. Following December 2004's Asian Tsunami, Dublin Port Company together with our local communities helped to generate the funds to reconstruct a school in one of the worst hit areas of Banda Aceh in Northern Sumatra. Dublin Port Company sincerely thanks the local communities, businesses and staff of Dublin Port Company for their generous support and donations. I am delighted to announce that the school was officially opened in November 2005.

Our success gives us the confidence to focus on and face challenges in other areas. You may recall I spoke about the capacity issue at Dublin Port in the 2005 Yearbook. Unfortunately I have no good news to report. We continue to await a decision from the Department of Communications Marine and Natural Resources on Dublin Port Company plans to address this increasingly pressing issue.

A shortfall in operational capacity will not only affect the cruise industry, but will limit our customer's ability to trade with the rest of the world.

The Irish Exporters Association recently published a report on the capacity constraints facing Dublin Port Company. They concluded that unless immediate investment in made, port congestion would prove to be the single biggest challenge facing the Irish Export industry over the coming years. Backlogged exports, inefficient road haulage and disgruntled customers will inevitably constrain export to zero growth, unless we see urgent action.

In terms of port development, Dublin Port Company have the plans and the resources to solve the problem facing Dublin Port and the Irish economy.

We must therefore very much hope that 2006 brings us a step closer to resolving the remaining obstacles, which unfortunately are outside our control.

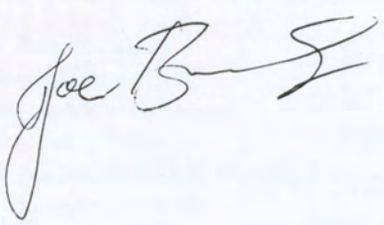
Responsibility for Commercial ports has recently been transferred to the Department of Transport. We in Dublin Port Company look forward to a positive business relationship with our new colleagues in Transport. In passing, I would like to take this opportunity to thank the Department of Communications, Marine and Natural Resources for their guidance over the last number of years. In particular I would like to thank Mr. Michael Guilfoyle for his advice and support. I wish Michael a long and happy retirement.

I would like to welcome the three new directors to the board Cllr. Paddy Bourke, Cllr. Christy Burke and Cllr. Kevin Humphreys.

I applaud our Chief Executive Mr. Enda Connellan, his management team and all staff for their efforts in achieving another successful year for the company.

On behalf of Dublin Port Company I would like to thank our customers for your valued business. We look forward to maintaining the highest level of service in meeting your needs in 2006, and I wish you every success in your individual businesses.

Finally I would like to thank the board of directors who continue with determination to ensure that our port facility and the services provided will match the highest standards, while interacting successfully with the local communities.



Joe Burke
Chairman



An Overview from Chief Executive, Enda Connellan...

2005 – A Year at Dublin Port Company

Dublin Port continues its satisfactory growth path with the tonnage figures emphasising the port's importance to the Dublin area in particular, as well as to the Irish economy as a whole. Throughput increased by 7% in 2005, where the value of imports and exports through Dublin Port reached €20 billion and €32 billion respectively. While these trade figures continue to grow it is more apparent than ever that the port is rapidly reaching its maximum unitized capacity. On the basis of our current and projected throughput, we will not be able to cope with the continued demand for competitive unit load services at Dublin Port by the end of 2007. A decision on Dublin Port Company's plans to expand is more pressing than ever to meet this urgent national need.

To meet this shortfall we are in the process of making a planning application to Dublin City Council to reclaim part of the foreshore owned by the company in order to increase unitised capacity at Dublin Port.

We welcome the transfer to the Department of Transport, of administrative responsibility for the commercial ports, as I believe that ports are an integral part of the transport chain. With the Minister laying out his transport plans for the years ahead, the transfer of the country's commercial ports should benefit most notably the Irish economy. I wish to thank the Marine Minister for his attention and assistance and that of his officials over the past several years.

Competition

Competition for port services within the port has been fostered over the last number of years and this policy has helped reduce a major cost element of using Dublin Port. The Company continues to invest in infrastructure required by our customers and we have addressed our own cost base, in order to create the conditions necessary to facilitate competition within the port.

Investment

Since incorporation in 1997, Dublin Port Company has invested €156 million in port infrastructure. It is important to note that just 12% of this investment came via EU grants and the Irish Exchequer, as compared to up to 50% for other ports on the island of Ireland. The company's own cash resources and commercial bank borrowings financed the remaining 88% of the ports capital investment programme.

One of the key investments in 2005 was the dual carriageway on Promenade road that runs for 600 metres. This carriageway will connect the new port tunnel with the main unitised terminals in the port and will greatly improve access to and from the port's cargo and passenger terminals while also facilitating the 9,000 trucks that transit Dublin Port every day.

Origin/Destination data required

Decisions concerning HGV management policy should not be taken without firstly conducting the necessary and appropriate studies to support such decisions. An origin/destination study is a prerequisite to any HGV management policy and we trust the Department of Transport will ensure that such a study is properly conducted before any HGV policy is implemented. Without such studies, decisions are fraught with danger and explain why products destined for the Dublin market are often trucked into the city from ports afar with additional costs to the consumer, the ecology and the economy.

A central theme of EU transport policy is to shift traffic from the roads and onto sea and rail. It is therefore more sensible to ship goods directly to the heart of the market, which reinforces the argument for having greater capacity at Dublin Port.

Tourism

Tourism through the port is a major source of income for the Irish economy, but it is rarely acknowledged. There are two sources: ferries and cruise liners.

Ferries transport 1.5 million passengers through Dublin Port annually, the majority with vehicles to take them further into the country, particularly to the west where the tourism industry is struggling. Such visitors stay longer, contribute more to regional tourism than the city break visitor who travels by air and are therefore higher earners for the industry than are air passengers.

The number of cruise liners visiting the port continues to grow, with 70 visiting Dublin in 2005. While generally no cruise liner spends more than a day at the port, the direct and indirect spend of passengers touring Dublin and beyond is calculated at €90 million. This represents a sizeable revenue stream for the economy. Dublin Port Company, despite its unitized capacity problem, has invested heavily and continues to look at new ways to accommodate more cruise liners in the future. However, this sector may be curtailed due to the lack of capacity at the port.

Highlights

2005 saw the 10th anniversary of the arrival of NorseMerchant Ferries (now owned by Norfolk Line) and Stena Line at Dublin Port. Indeed, when Stena Line began trading from Dublin Port they were moving just 30,000 units a year; today they move 130,000. This has been the result of increased investment in shore facilities by Dublin Port Company and Stena Line as well as larger vessels. NorseMerchant Ferries have recently introduced two new ships to the Dublin route "The Dublin Viking" which arrived in August 2005 and "The Liverpool Viking" in January 2006.

Eleven cruise liners, each over 100,000 gross tons visited Dublin Port in 2005, and together with other cruise liners carried 88,000 cruise passengers and crew. This is an increase of 81% on 2004.

This year for the first time the inaugural Dunlaoghaire Regatta week brought together the four Dublin yacht clubs, in a four day regatta that saw nearly 500 pleasure boats take to the water. This was a fantastic spectacle. Overseen by the Harbour Master, it demonstrated how pleasure boats and the operations of commercial ships can be successfully and safely integrated within Dublin Bay.

On the 5th June 2005 APL commenced a Lo/Lo service from Dublin. The vessel "Achiever" calls at Dublin every Sunday from Rotterdam and Zeebrugge and has a capacity of 502 Teu's.

The year ahead

The major event for 2006 will be the opening of the Port Tunnel, which will have many positive affects for the port, particularly in enabling our customers to move their goods more efficiently by road.

We expect to build a new operations centre encompassing all marine and security operations in one building with an all round view of the port supported by appropriate electronic surveillance devices.

Dublin Port Company will come under the remit of the Department of Transport. The company is very grateful for all the help of the Department of the Marine, Communications and Natural Resources over the past several years, and looks forward to working closely with both Departments in the future.

The Fire Station Art Studio, Dublin Port Company and St. Joseph's co-educational school East Wall Art Project, commenced in 2005, will come to fruition in 2006 through the talents of the pupils of St. Joseph's. The project illustrates how flowers from all over the world have been brought to Ireland on ships trading with Dublin Port.

Remarkably, 2006 sees the 50th anniversary of the first container shipment (from New York). Today, commodities are increasingly being shipped in containers, and container growth is projected to increase in the next ten years by 83% worldwide, and 72% in North West Europe.

Finally, my thanks to the Chairman and Board of Directors for their continued advice and support. Dublin Port Company is a success story and this could not have been achieved without the co-operation and investment of our customers and the commitment and loyalty of our Staff.



Enda Connellan
Chief Executive Officer



Back to School

Reuniting A Community

December 26th, 2004, is not a date that anyone will forget, least of all Edel Currie from Dublin Port Company. On holiday with three friends she escaped the tsunami but witnessed the disaster first hand. Upon her return and having lost all her personal belongings, the Company asked Edel if there was anything they could do to help her. Her reply was simple: help the people who lives have been devastated by the disaster.





Front Scene, Ventilation Instalment



Front Scene, Teacher and Staff Office



Front Scene, Steel Slop Instalment



Front Scene

The company decided to donate the staff charities fund to this worthy cause. Another piece of good fortune was to follow: Charlie Murphy, the Port's Community Liaison Officer, called on the expertise of a fellow colleague, who had worked for the UN in Indonesia for a number of years, and had many contacts in the area.

The Chief Executive of Dublin Port Company Enda Connellan then set about identifying how best this money could be spent.

Making Contact

Contact was made with UNICEF, they in turn directed us to Forum Bangun Aceh (FBA), an organisation of local people from Aceh province, where the worst effects of the earthquake and tsunami were felt. The following figures make horrendous reading:

- Population in Province of Aceh: 4.1 million
- 200K dead
- 400K homeless
- 160K missing (presumed dead)
- Majority of dead and missing are women and children

To progress the project as effectively as possible, there were two essential objectives:

- Talk to Forum Bangun Aceh and identify what was needed most urgently for Banda Aceh
- Fund the project directly so that the project could be advanced quickly, ensuring that the project did not get embroiled in bureaucracy.

Rebuilding a Community

Forum Bangun Aceh wanted to rebuild the Lampoh Daya elementary school in Northern Sumatra, as this once thriving coastal port had lost all its schools, 10 of its 11 teachers, and 216 of its 236 school children. A new school would encourage the displaced community to return, create jobs and help the community of Banda Aceh start to rebuild their lives.

A suitable location was found to build the new school. Appropriately it was where the previous school had stood, which had been reduced to a few floor tiles and nothing else.



"The response was immediate with a variety of fundraising events organised, including a quiz night, race night and auction night."

A delegation from Dublin Port Company then visited the area, where they met a representative from the Republic of Indonesia's Department of Education. Along with members of Forum Bangun Aceh and the Mayor of Banda Aceh various issues concerning the project were discussed: the cost, the logistics and the legalities. Once the project was given the green light, building commenced in April 2005. The projected cost was estimated at €200K.

A Dublin Community Effort

It was around this time that the local community surrounding Dublin Port learned of the project. Their response was immediate with a variety of fundraising events organised, including a quiz night, race night and auction night. Primary and secondary schools, along with companies from the IFSC, all got involved in a more official fundraising capacity – one that included Dragon boats racing down the Liffey. These efforts were vital and welcomed by Dublin Port Company. These fundraising events now grew the fund to a fantastic €225K.

It was agreed that the extra funds (€25K) would be used to install a computer facility within the school. This was unheard of in the area and would offer children access to email and the Internet as well as gaining valuable skills in IT.

Making it Happen

The advise to Dublin Port Company was that the project should be overseen by an independent engineering consultant, because the logistics of putting this project together were enormous, for example the task of transporting materials for the project by road involved a 15 hour trek over the mountains. Forum Bangun Aceh, who also helped to supervise the project on a daily basis, sourced all labour locally. The engineering consultant was so impressed with the design and the quality of the building, said: "I assure you that the school will be there for a very long time."

On November 15th, 2005, the school was officially opened. Forum Bangun Aceh's objective of drawing families back to the area had worked: where once only two tents had stood near the demolished school, now hundreds of tents surrounded the new six classroom structure. At the opening, children performed traditional dances before a variety of dignitaries that included the Mayor, the Chairperson of FBA and Joe Burke Chairman of Dublin Port Company. The school has room for 250 children, yet it remains the only solid structure in the vicinity.

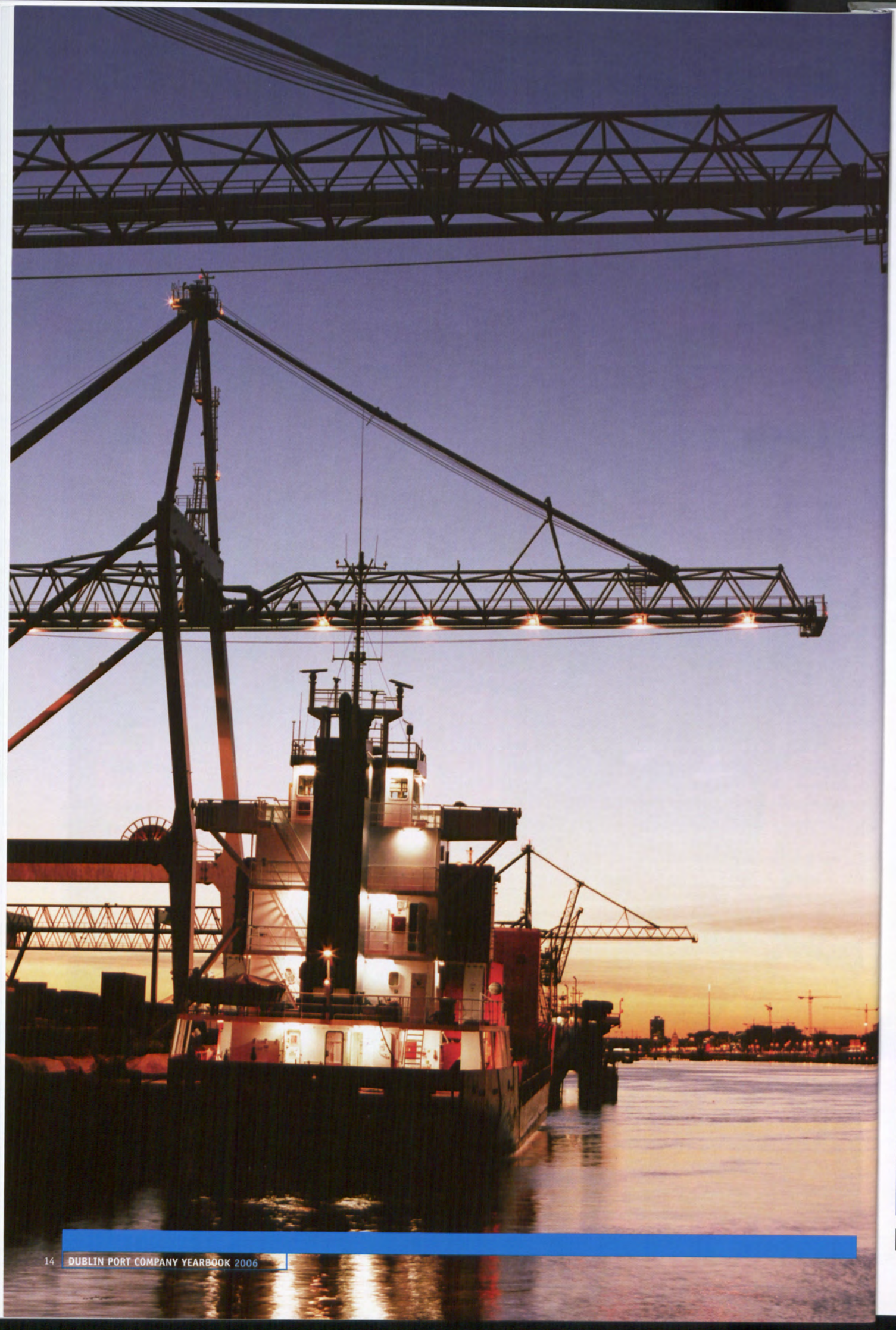
Next Steps

The involvement of Dublin Port Company and the surrounding communities doesn't end there however: it is hoped that each of the six classes in the new school will be twinned with classes in a Dublin primary school close to the port. This valuable link, conducted by email, will help Dublin school children understand and appreciate the culture and experiences of children thousands of miles away, and vice-versa.

The FBA has high hopes that a community hall will be built in the future. To that end Dublin Port Company are continuing their efforts, lending their expertise and lobbying the Irish government for funds. These efforts have drawn dramatic responses, inspiring many people, including a north county accountant who has agreed to fund a water treatment plant for the village of Lampoh Daya, while a south-side surgeon has pledged to fund a health and dental centre for the village in 2006.

For further information/donations email info@dublinport.ie







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Dublin Port Tunnel – A New Era



Dublin's Port Tunnel is due to open mid 2006. The Tunnel, approximately five kilometres in length, will link the existing M1 and M50 motorway's with the entrance to Dublin Port. Indeed, with the 9000 trucks currently transiting Dublin Port every day, the tunnel will play a significant role in helping to relieve traffic congestion in the city.

In order that the port's customers gain the maximum benefits from the tunnel, Dublin Port Company is pursuing its own construction efforts inside the port boundary. These will be completed by January 2006 and include 600 metres of dual carriageway, which runs from the port entrance linking directly to the main Ro-Ro and Lo-Lo terminals. It is also anticipated that the junction at Alexandra Road will be changed to allow trucks to exit in a southern direction. Ultimately, this construction work will accommodate the Port Tunnel, but, more importantly, it is to facilitate Dublin Port's customers by offering vehicles faster access to and from the road network outside the port.

Interesting facts about the tunnel

The tunnel is actually two tunnels running parallel to one another. The tunnels were constructed using a combination of "cut and cover" method and the use of a tunnel-boring machine (TBM). This machine was nicknamed "Grainne", weighed some 1,600 tonnes, was 156 metres in length and cut and opening some 12 metres in diameter. This massive machine arrived in large sections through Dublin Port, was transported to the construction site where it was assembled. The average tunnelling speed was about 10 metres per day and was operated by some 90 personnel. The total rock dug out by "Grainne" was approximately half a million cubic metres. This material created an enormous mound outside the southern end of the tunnel, some of which was later reused in the project. The opening was then lined with pre-cast concrete sections giving the finished internal diameter and road level.

The tunnels are designed to operate with two lanes of traffic in each tunnel, two lanes north and two lanes south. The toll plaza and administration offices are located at the southern end of the tunnel. When the tunnel infrastructure is completed,





a period of some three months will be taken to carry out commissioning trials and safety checks before it is open to the public.

Naturally, a construction project of this scale has resulted in major disruption for commuters however; when the tunnel is completed the benefits derived will be seen to outweigh the inconvenience caused.

The Challenges

There has been considerable discussion regarding the height of the tunnel, and the impact this may have for over-height vehicles. Research has shown that just over 1% of trucks that may use the tunnel are over-height. In fact, the height of this tunnel is similar or higher than the majority of tunnels across Europe.

A complete new road network was necessary to ensure a smooth interface between the port area, the existing road infrastructure and the tunnel. To achieve this, Dublin Port Company has worked very closely and successfully with engineers from Dublin City Council in order to make certain that a minimum of disruption was caused. For example, during the major construction works on East Wall Road normal southbound traffic was re-routed through the port in order to facilitate these works. Dublin Port Company very much appreciates the cooperation received from the various Dublin City Council personnel involved.



The tunnel will undoubtedly relieve the current situation whereby large numbers of trucks pass through the city centre, creating traffic congestion. However, in order to maximise the considerable benefits of the tunnel, it will be necessary to ensure that effective traffic management plans for the associated road networks are developed.

Tunnel vital to economy

Some 55% of Ireland's imports and 80% of exports transit the Port of Dublin, reflecting the vital role that the Port plays in the national economy. Dublin Port Company and its customers are eagerly awaiting the commissioning of the tunnel, as it will play a significant role in the efficiency with which goods will reach their destinations and markets and relieve a major cause of traffic congestion in the city.

Cruise Liners and the Irish Economy



"In general terms the cruise holiday experience enjoys 98% customer satisfaction and 95% employee satisfaction. Clearly this is a market that will grow and grow, and the Irish economy will benefit from such growth. How much it benefits will depend on the importance given to it by tourism organisations and the Government."

As a cruise destination Ireland in particular, is increasingly attractive to North American visitors, who make up 73% of the 13.4 million cruisers worldwide.

In 2005 Dublin Port played host to 70 cruise liners an increase of 30% on the 2004 figures. These magnificent vessels carried 60,000 passengers and 28,000 crew, on visits to Dublin. This resulted in €45 million in direct trade for Dublin, yet the contribution of these tourists is not properly recognised by tourist organisations. You may wonder what these visitors do when they get to Dublin. The Cruise liners arrive early in the morning to be met by up to sixty coaches. They discharge their passengers on pre-booked excursions to explore Dublin City, Glendalough, Newgrange and other historical and cultural attractions, before returning to the vessel for a late evening departure to their next destination.

It is estimated that the economic impact for Ireland in terms of direct and indirect trade from cruise liners is in the region of €90 million. This is no idle calculation: rather it is based on independent research conducted for Cruise Ireland (of which Dublin Port Company is a member) by Dr. Richard Moloney and Mr. Donagh O'Sullivan of the Centre for Policy Studies at National University of Ireland, Cork. Cruise ship visitors get a taste for Ireland on their brief stay, with many choosing to return in the future to experience a different type of holiday.

Appreciating Cruise Liners Value

Compare this €90 million figure to the €50 million projected annual income from the soon-to-be-built National Conference Centre. There is a yawning disparity between the importance given to the Centre versus cruise liners. What's more, the huge impact that cruise liners have on the Irish economy is only set to grow with an industry investment of $11 billion and 21 new ships on order.

To fully appreciate the numbers of visitors that cruise ships bring to Ireland, here are some figures: of the 70 ships visiting Dublin Port, 13 had over 2,000 passengers (and 1,000 crew) while two ships owned by Royal Caribbean (Jewel of the Seas and Constellation) each carried 2,500 passengers and exceeded 290 metres in length.

The Untapped Market

Cruising is the fastest growing product of the leisure industry, with 13.4 million passengers carried in 2005. This was a 5% increase on 2004, which was only constrained by the lack of capacity on ships: hence the 21 new ships on order. So what makes cruising so attractive? Passengers unpack just once, all food is paid for upfront, pools, theatres, cabaret and many other activities are all provided on-board. Add to this an increasing ageing population with greater disposable income and the growth trend is self-evident.

Western Europeans account for 21% of all cruise passengers, yet they remain a vast untapped market with just 2.4 million cruising in 2004. This equates to less than 1% of the population and offers significant opportunities to tourism in Ireland, especially when 70% of this 2.4 million number cruise to one of the four European cruise destinations: British Isles, Iceland, The Baltic and the West Coast of Europe.

Of these four European cruise routes; The Baltic is Ireland's biggest competitor for North American tourists. From St. Petersburg some cruise line companies as part of their itinerary offer an airline excursion to Moscow. This is an overnight stay and costs $600 – it is rarely anything but fully booked. The success of this destination for cruise passengers has encouraged St. Petersburg to set aside 25 hectares to cater for the growing demand – that's 25 hectares dedicated to cruise ships and facilities alone. Compare that with Dublin Port Company's proposed reclamation of 21 hectares for multi-purpose use. If St. Petersburg is taking it so seriously, perhaps it's time that Dublin City did too.

Opportunities

Cruise Ireland is an all island marketing co-operative, formed in 1994 to promote Ireland as a premier destination for the international cruise liner industry. Members include the five principal ports as well as tour operators, ship agents, retailers and national tourism organisations.

Each year representatives from Cruise Ireland visit the largest cruise trade conference in the world, in Miami, the world's cruise capital. The objective is to sell the attractions of Ireland to cruise line owners. Satisfaction with the Irish 'product' remains high and Cruise Ireland is creating opportunities wherever they appear. For instance, there is talk of a new cruise route, along the old Viking route, taking in Ireland, Scotland and Scandinavia.

The Future of Cruise Liners in Dublin

In general terms the cruise holiday experience enjoys 98% customer satisfaction and 95% employee satisfaction. Clearly this is a market that will grow and grow, and the Irish economy will benefit from such growth. How much it benefits will depend on the importance given to it by tourism organisations and the Government.
Dublin Port has almost reached its capacity from a trade perspective, yet it is accommodating those cruise liners that want to visit Dublin, even though the income to the port generated by these liners is comparatively small. There are also no dedicated on-shore cruise liner facilities (e.g. terminal, reception area, tourist shop) with shuttle buses simply picking up passengers and taking them on pre-booked excursions.

Part of the problem is that tourists who do not spend a night in Irish accommodation do not register on the radar of tourism organisations, like Dublin Tourism. Were this to change, and the appropriate facilities created at the port, Dublin could become a Home Port for cruise liners. Passengers would arrive at Dublin Airport, travel through the Port Tunnel and meet their ship. The resulting direct and indirect spend would see a significant boost to the €90 million currently being spent by these tourists.

Next Steps for the Cruise Industry

Continued growth is inevitable: Easygroup is about to enter the market with an economy product for a new audience. The company will also be providing a hop-on, hop-off facility, which will benefit the economy of each destination visited. The Virgin Group has also accepted the significance of the cruise industry and may be getting in on the act too. And where these two important players lead, others are sure to follow.



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100 Flowers



100 Flowers Art Project is a team effort that combines the resources of the Fire Station Art Studio, the Community Liaison Committee and Dublin Port Company, as well as St. Joseph's National School, East Wall.

Dublin Port Company work closely with the local Community Liaison Committee to exchange ideas and information, but also to encourage the communities surrounding Dublin Port to get involved with what goes on inside the port. This committee is made up of representatives from the Pearse Street, Sheriff Street, Ringsend and East Wall communities. Dublin Port Company Community Liaison Officer, Charlie Murphy, meets these representatives regularly to discuss ideas, which might enhance the areas, and it was from one of these meetings that the idea of an art project came to light.

Charlie Murphy approached Clodagh Kenny and Liz Burns of the local, Fire Station Art Studio, on Buckingham Street to explore the possibility of them becoming involved in the art project. He gave them a very open brief so that they could create their own ideas as to the type of project that would work in the port/community environment. Clodagh and Liz enthusiastically received the idea.

The aim of the project is to incorporate the visual arts in a meaningful way into the landscape of Dublin Port and the surrounding area.

Part of the criteria for the competition would be for the winning artist to involve the local community. The competition attracted entries from Ireland, the UK and beyond. From the entries submitted four artists were shortlisted, and a winner was then selected by a judging panel made up of representatives from the Community Liaison Committee, Dublin Port Company the Fire Station Art Studio and independent experts. After long and arduous deliberation, the project was awarded to Mr. David Jaques a young artist from Liverpool.

100 Years

Over the past 100 years, thousands of ships have visited Dublin Port from all over the world. Many used a ballast of rocks or clay. Caught up in this ballast were seeds from the ship's home country – be it the Mediterranean or the Far East. These seeds blew onto land and germinated (many within the port itself). This was the premise of the winner, David Jaques, and this is no flight of fancy: the Botanical Gardens have documented many of these flowers and plants.

The community aspect of David's work would involve St. Joseph's primary school East Wall with whom he had made contact in the early stages of the competition. The Parents, teachers and children of St. Joseph's received this proposal with great excitement.

The task for the children would be to research the different varieties of flowers, including visits to the Botanical Gardens. David had started working with the children in the school in September 2005, helping them to draw the flowers from the 100 flowers that have germinated in Ireland from all over the world. The drawing of the flower would then be reproduced on tapestry.

When the project is completed in June 2006, banners with the name of the flower, the name of the child who drew the flower will be displayed on the new road leading from the Port Tunnel for visitors from all over the world to see. A number of silk tapestries will also be produced, for Dublin Port Company its customers and for the school.

The idea of the project has significant comparisons to today's Dublin: these flowers from around the world can be compared to the many new people from around the world who are moving into the community. The flowers have established themselves and have thrived in their new habitat, demonstrating that these new people can, similarly, live in harmony within existing communities. It is an important cultural element that children and their families are learning about.

Dublin Port Company looks forward to seeing the children's art in the coming months and would embrace the idea of a biannual art project with our neighbours the local community.



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	DUBLIN	TUESDAY
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	LEIXOES	TUESDAY
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Great South Wall - A New Chapter

Captain William Bligh may well be best known for his exploits on the HMS Bounty, but he has left a lasting legacy for Ireland as well. His work in Dublin Bay and his ensuing recommendations have directly influenced the success that Dublin port enjoys today and the environment in Dublin Bay.



Typically tides in Dublin Bay flow in one direction for six hours, and the opposite direction for the next six. The shape of Dublin Bay has resulted in a different ebb and flow, with the tide flowing north for nine hours, carrying sand and silt. In Bligh's day this sand and silt blocked the channel and caused major problems for ships attempting to enter the port. Bligh recommended that a wall be built which would interrupt the northern flow of sand and silt into the channel. Ultimately the plan was to direct the sand elsewhere, allowing the tide to scour the channel naturally, thus making the port more accessible for ships. While Bligh was not involved in the building of the Great South Wall, it was his recommendation that set it all in motion.

200 years later and the wall remains relatively untouched, still helping to facilitate the movement of ships in and out of the port while also providing a much coveted amenity for local communities.

The Wall Construction

Considering how long ago it was built, the Great Southern Wall is a remarkable feat of engineering. It is constructed from large, loose granite blocks - some weighing up to 2 tonnes - and these were carefully dropped onto the floor of the bay, forming a base of two separate walls. The gap between them was then filled with stones and gravel, before being capped by the granite blocks that are walked on today. This design gives the wall a solid but deliberately flexible structure.

In several places the wall is not linear, but this too is deliberate: from their knowledge of the sea floor the engineers were able to place the granite blocks in the most suitable and solid places.

The Modern World

Times have changed since the wall was built: the frequency and power of storms are increasing and waves are growing in height. Whether this is due to global warming or just a cyclical occurrence, the wall is being subjected to ever greater pressures. Combined with the wall's age the potential for serious deterioration is becoming a concern.

Dublin Port Company regards the Great Southern Wall as a necessity for the operation of the port, but also as an historical landmark and social amenity. A number of steps have been taken by the company in recent years to ensure the wall's integrity. The first was to place boulders along the south side of the wall, to reduce the waves' impact – but this has not been sufficient to prevent waves from impacting on top of the wall thus subjecting the structure of the wall to greater stresses. Alternative solutions had to be found.

Last year, Dublin Port brought in specialist engineers who bored into and through the granite. They lowered cameras to discover what had become of the stone and gravel filling, and found that much of it had been washed away by the tides over 200 years. Special instruments were then left in place so that the movement of the wall could be monitored. Indeed, in September 2004, a large storm hit the bay moving the wall by 10 to 15mm. Over the following weeks the wall gradually moved back to its original position and while the movement wasn't much, it demonstrated the importance of the wall's flexibility.

A number of cracks had appeared in the top surface of the wall, with the result that waves were now breaking onto the wall, and generating internal hydraulic pressures that threatened its very structure. Dublin Port Company has spent some €50,000 in 2005 in filling these cracks with a special sealant that will remain flexible but will seal the cracks effectively.

New Wall Proposals

With the expected changes in weather patterns and possible increase in storm frequency, Dublin Port Company examined a number of possible solutions to protect the wall, including raising the height of the wall. One proposal was to cap the existing wall with a thick layer of concrete, but it was felt that this would severely detract from the original, historical structure.

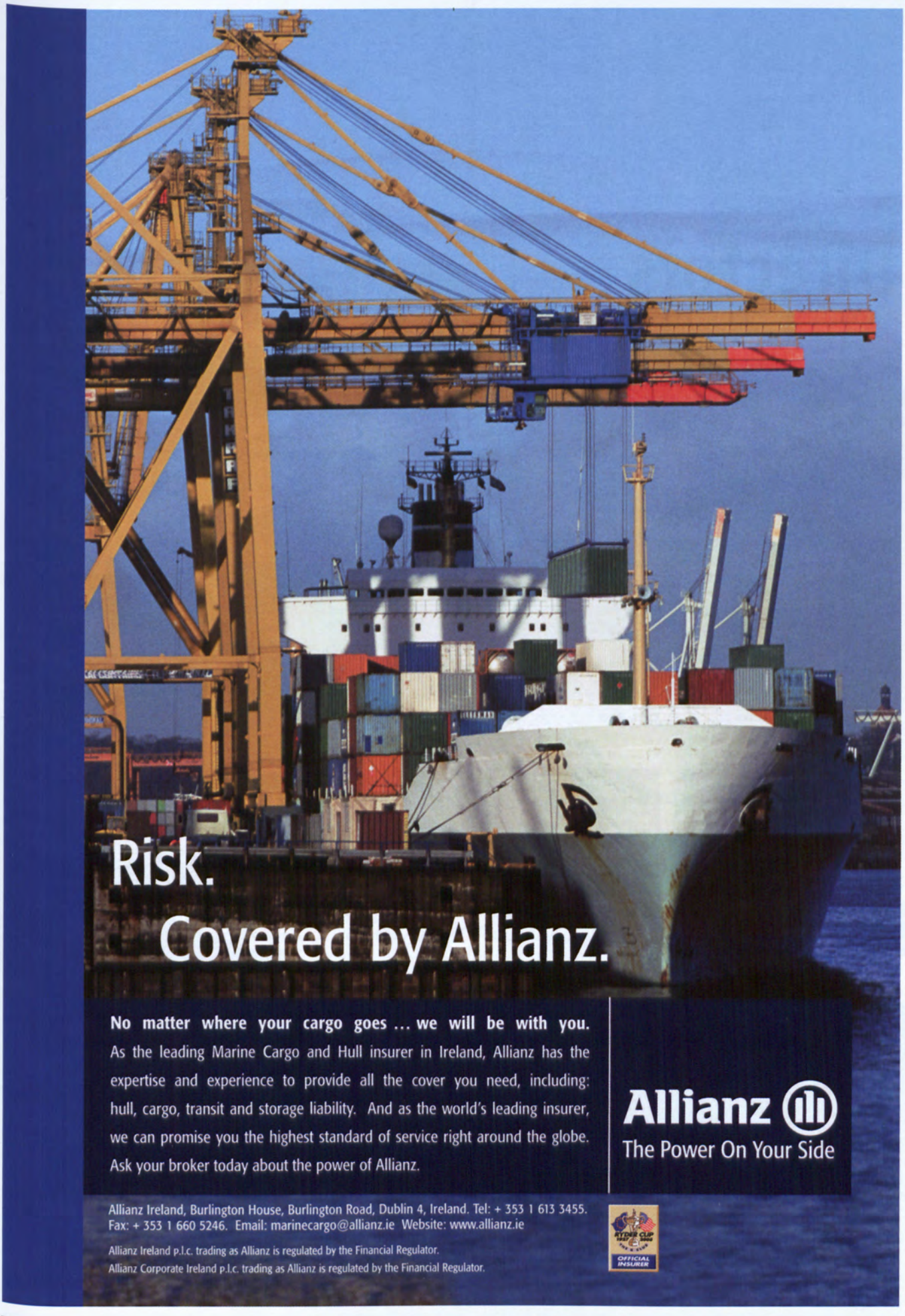
Another possible solution was to build a new wall to protect the existing structure. This would be located just to the south of the existing one and would be approximately two metres higher. A new, higher wall would offer greater protection from the north running tides and storms. The Great South Wall is part of Dublin Port but it is also an important piece of Irish heritage. It would also ensure that walkers could continue to use this historic facility as has been the tradition for hundreds of years.

Next Steps

To build such a wall requires a lot of investigation and planning. Last year's investigations focused on the condition of the wall; this year they are providing the data that will show how to protect the wall. It is a gradual process but the holes that were previously bored by the engineers are now being used to investigate ground conditions. Instruments that have broken through the sea bed surface are assessing the type and design of structure that the sea bed can hold. Once the data has been gathered and analysed a viable design can be identified, and an indication of the likely cost of such a project produced.

When Captain Bligh first recommended the wall in the early 1800s, he had no idea that one of the by-products would be the creation of Bull Island. This has resulted from the alteration in the movements of sand caused by the walls construction and its configuration within Dublin bay. Bull Island is now home to a beautiful beach, two golf courses and a world famous nature reserve.





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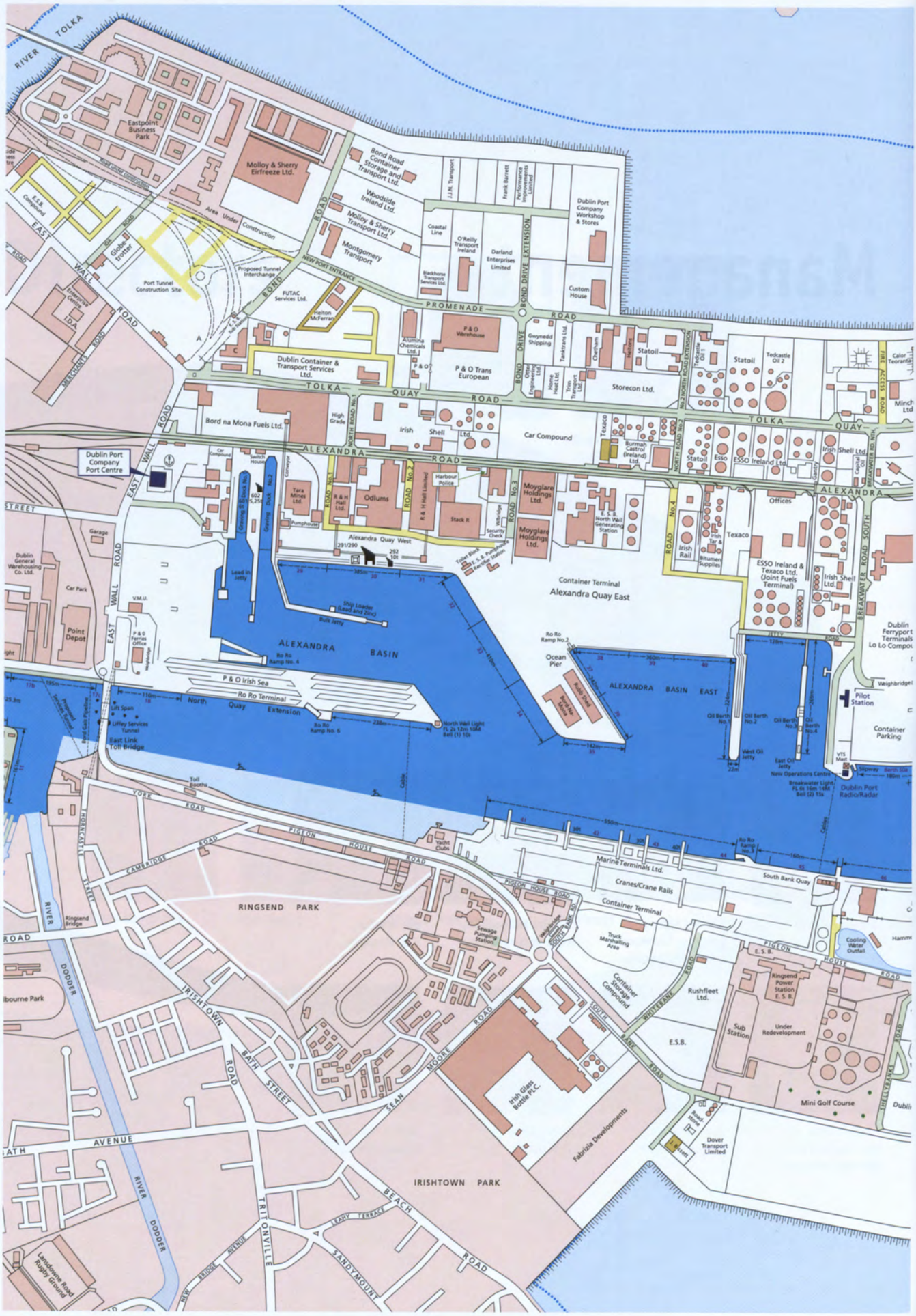
David Dignam,
Harbour Master



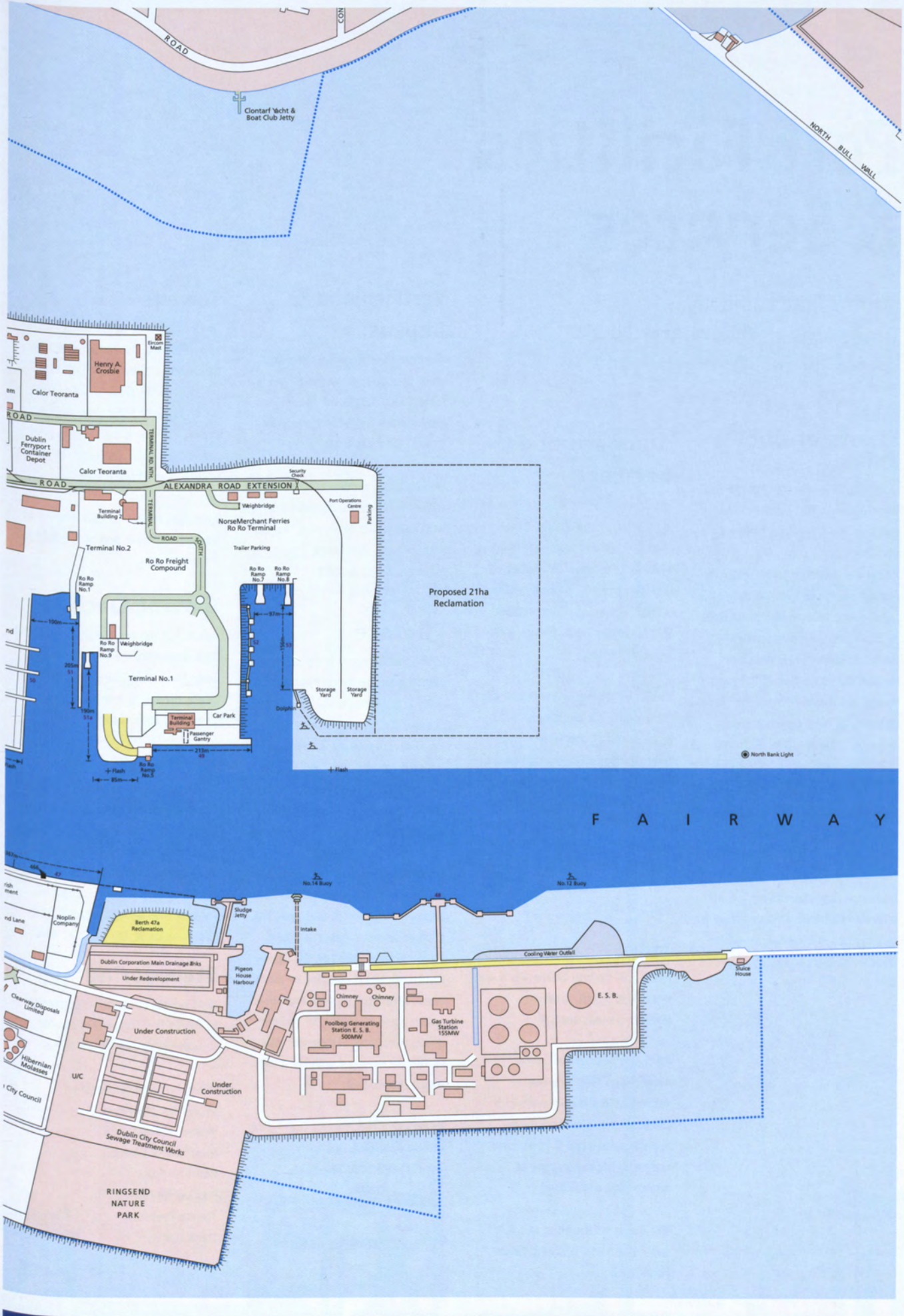
Conor Farrell,
IT Manager



Joseph Hiney,
Finance Manager



Map of Dublin Port


ROAD
Clontarf Yacht & Boat Club Jetty
NORTH BULL WALL
Henry A. Crosbie
Calor Teoranta
Dublin Ferryport Container Depot
Calor Teoranta
ROAD
ALEXANDRA ROAD EXTENSION
Security Check
Weighbridge
Port Operations Centre
Parking
Terminal Building 2
NorseMerchant Ferries Ro Ro Terminal
Trailer Parking
Terminal No.2
Ro Ro Freight Compound
Ro Ro Ramp No.1
Ro Ro Ramp No.7
Ro Ro Ramp No.8
Proposed 21ha Reclamation
Ro Ro Ramp No.9
Weighbridge
Terminal No.1
Storage Yard
Storage Yard
Terminal Building 1
Car Park
Passenger Gantry
Dolphin
Ro Ro Ramp No.5
Flash
North Bank Light
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
Chimney
Chimney
E. S. B.
Clearway Disposals Limited
Under Construction
Poolbeg Generating Station E. S. B. 500MW
Gas Turbine Station 155MW
Hibernian Molasses
U/C
Under Construction
Dublin City Council Sewage Treatment Works
RINGSEND NATURE PARK

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 Port.

Tides

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

All depths refer to 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 12.

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 Channel 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.

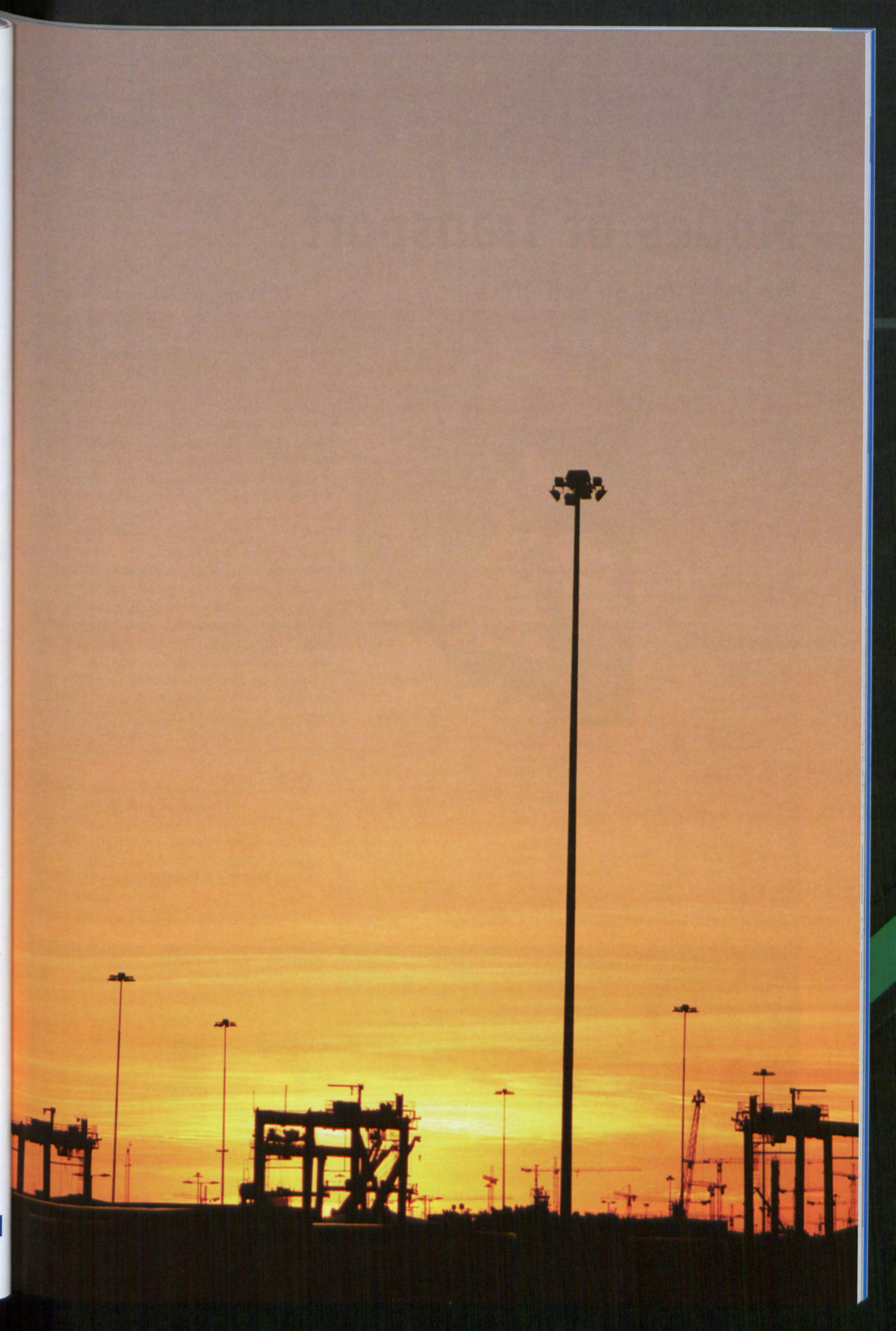
Diving

Dublin 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 Company 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 is the leading Ro Ro port in Ireland, handling over 628,000 freight units in 2005. The Ro Ro mode accounts for 55% of total throughput. Five ferry companies, between them, operate up to 16 sailings daily from Dublin, connecting with Holyhead, Heysham, Liverpool and Douglas. They cater for both freight and tourism.



Ro Ro is handled in Dublin in four terminals, which between them have eight ferry ramps, three of which are two tier. Over the past three years over €50 million has been invested in state of the art Ro Ro facilities. This investment has been matched by our customers investments in new and larger ships.

Irish Ferries operate the Ulysses, the biggest car ferry in the world, and the high speed Jonathan Swift on the Dublin - Holyhead route. Stena Line operate the Stena Adventurer on the same route. At 211 metres it is the longest ferry on the Irish Sea. NorseMerchant Ferries now have 2 ships on the Dublin - Liverpool route. In addition they have a twice daily service to Heysham. P&O Irish Sea operates twice daily to Liverpool. It is no wonder that Dublin is ferryport of first choice, offering choice of ferry company, choice of high speed or cruise ferry and choice of UK port.

[Ro Ro]

Ro Ro Operators

Irish Ferries
NorseMerchant Ferries
P&O Irish Sea
Isle of Man Steam Packet Company
Stena Line



[Ro Ro] - Irish Ferries

Irish Ferries – The Low Fares Ferry Company

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

The Most Modern Fleet

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's Port's premier passenger ferry operator. The major part of this investment has been spent on the construction of a new modern fleet of ferry vessels. Significant amounts have also been invested in the development of its service through Dublin including the purchasing of freight handling equipment.

In March 2001, Irish Ferries' biggest commitment to Dublin Port so far was demonstrated with the introduction of Ulysses - the World's Largest Car Ferry, which 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.

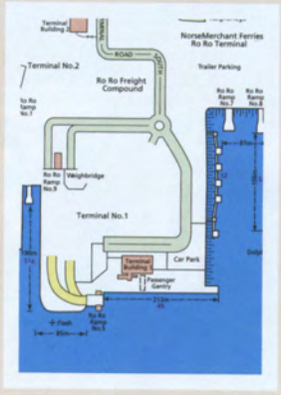
The €100 million Ulysses is the third new vessel introduced by Irish Ferries on their Ireland – Britain routes in recent years. It follows the Isle of Inishmore (1997) and the high speed catamaran Dublin Swift (1999), also serving through Dublin Port.

On the Dublin – Holyhead route Irish Ferries offer up to 10 sailings per day. This amounts to an estimated 1.1 million passengers and 370,000 vehicles being transported by Irish Ferries through the port annually.

The Company's quality focused approach is recognised in numerous award presented to the company in recent times. For the last eight years in a row, Irish travel agents voted Irish Ferries winner of Ireland's 'Best Ferry Company' Award.

The Low Fares Promise!

Irish Ferries motto is "The Low Fares Ferry Company", reflecting their determination to offer customers the very best value ferry fares. This is a long term strategy that will continue to unfold as they underline their commitment to offer bigger and bigger fare cuts that deliver greater and greater travel value. Check out their great offers yourself by visiting their award winning website www.irishferries.com.



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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BG Freight Line

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BG Freight Line: Paul Keogh ***Tel:*** 00 353 1 8364342 ***e-mail:*** paul@bgf.ie

[Ro Ro] - NorseMerchant Ferries

Dublin Viking Invasion

NorseMerchant Ferries operate a fleet of 9 Roll on / Roll off vessels on the Irish Sea. Four of these vessels provide services from Dublin Port – the largest number of any ferry operator in the port.

The company's freight strategy is to offer a choice of destination from a single departure point, concentrating on long sea crossings, which give overall cost benefit to the logistics provider. Reflecting this strategy, NorseMerchant Ferries offer two services from their Dublin Port terminal at Alexandra Road Extension: the Dublin-Heysham route and the Dublin-Liverpool Route.

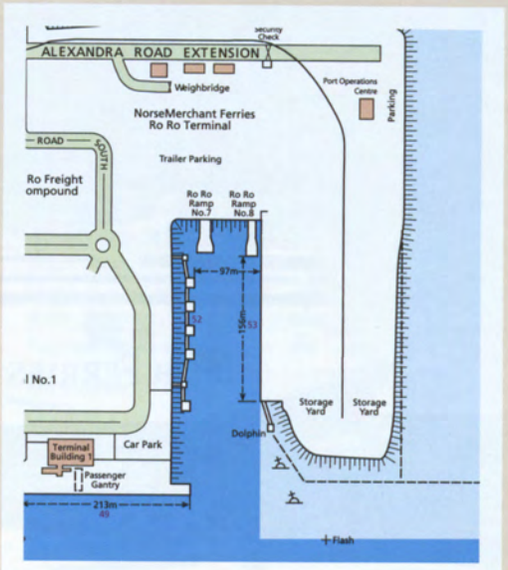
The service to Heysham, which is located on the Northwest coast of England, close to the city of Lancaster, is freight dedicated. There are two sailings per day in each direction, one morning departure at 09:00 hours and an overnight crossing at 21:00 hours, carrying driver accompanied units, unaccompanied units and a wide range of trade vehicles. Most types of hazardous cargo and abnormal loads can also be accepted.

The Dublin-Liverpool service operates to the purpose-built river berth at 12 Quays, Birkenhead. The terminal at 12 Quays is located less than one mile from the M53, thereby providing unrivalled access to the motorway network.

NorseMerchant Ferries have recently introduced two sister ships to this route – the Dublin Viking and the Liverpool Viking. This friendly Viking 'invasion' has been warmly welcomed by the freight and tourism sectors, as these ships provide a full freight and passenger service on this strategically important route. These modern ro/pax vessels provide increased freight capacity, have superb on-board facilities and have an impressive service speed in excess of 20 knots. They provide both daytime and overnight departures, sailing at 10.30 hrs and 22.30 hrs in both directions.

The arrival of these Vikings to Dublin Port is just one of a number of significant developments undertaken recently by NorseMerchant Ferries, which was recognised when the company was voted Export and Freight 'Shipping Line of the Year'.

For further information:
www.norsemerchant.com



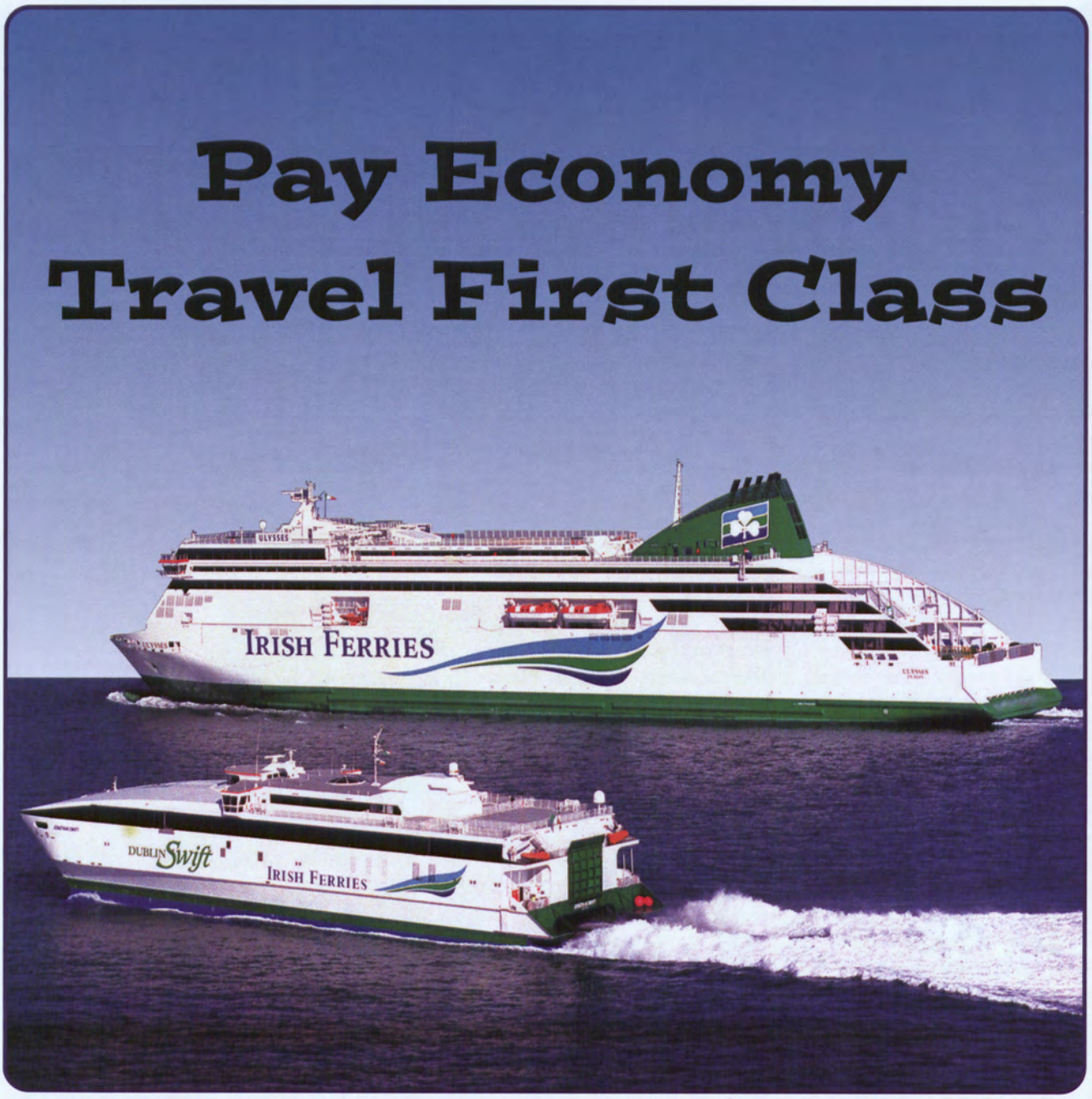
Terminal Details

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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IrishFerries.com

The Low Fares Ferry Company!

L122

[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 to both passengers and freight customers, including accompanied, unaccompanied, Lo Lo tank and container operators.

P&O operate two Ro Ro vessels, Norbank and Norbay on the Dublin/Liverpool route. These vessels can each accommodate 127 Freight units and 104 passengers. Our departure times are 1000hrs and 2200hrs from Liverpool and Dublin arriving at 1730hrs and 0530hrs.

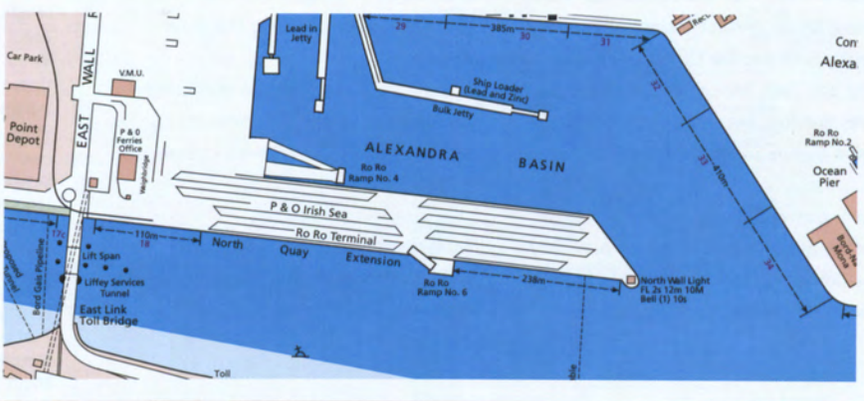
With these departure times we can cater for the specific needs of both driver accompanied and unaccompanied freight. The excellent facilities onboard including spacious lounge and restaurant facilities together with ensuite cabins makes for a very enjoyable crossing.

In addition to our normal Ro Ro traffic types this route can also cater for intermodal and Lo Lo services to and from the Republic of Ireland with some of the shortest transit times available for these types of movements.

Further information is available on our web site www.poisfreight.com which contains up-to-date information and real time track and trace facilities or by contacting us on (01) 8550522

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

The Isle of Man Steam Packet Company uniquely hold the title of being the oldest continuously operating passenger shipping company in the world.

Connecting our two Celtic nations by sea has featured highly in our Company's long history. In the very early years passengers travelled in traditional and stately steamers taking up to 5 hours to traverse the Irish Sea. Nowadays The Steam Packet operating with fast state of the art craft will speed travellers to and from Dublin in well under 3 hours and in effect bring the two country's closer together.

Fast craft return services from Dublin to the Isle of Man will commence on May 2006 and continue until September 2006 operating up to three return sailing's weekly with popular Christmas sailing's on 21st and 29th December. Special Car + 2 fares and foot passenger fares will once again feature in the 2006 brochure.

Our inclusive package holiday arm 'Steam Packet Holidays' is a long time provider of the best price, high value breaks both to and from Ireland.

Additionally and famously now, the Isle of Man plays host to the people of Ireland when over the October Bank Holiday weekend an entertainment packed programme featuring the very best of Irish talent is staged on the Island in the £15 million refurbished Villa Marina entertainment's complex. Our specially scheduled sailing's by conventional ship also provide for a superb late autumn break in Ireland for Isle of Man residents.

All our vessels are fully equipped to cater for our passengers and in particular offer a Blue Riband Lounge where members can enjoy the many privileges afforded following a joining fee. Alternatively passengers can upgrade to our '1st' lounge at a moderate charge made at time of booking or when boarding the vessel.

In 2006 we look forward to maintaining our long and valued links between our two nations, sharing our common culture and hospitality.

Bookings can be made by telephone on 1800 805055 or via the Company's website: www.steam-packet.com

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

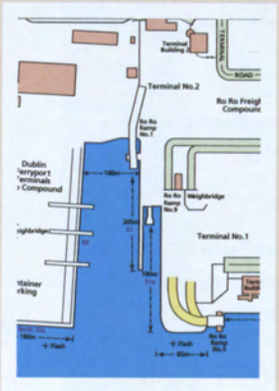
November 2005 saw the 10th anniversary of Stena Line's association with Dublin Port. In November 1995 the Company introduced the Stena Traveller, a freight only vessel to the Dublin Port - Holyhead route and has continually upgraded the service to the full Tourism and Freight offering it now operates.

The Super Ferry Stena Adventurer has now been in service since the summer of 2003 on the Stena Line Holyhead - Dublin route. The new ship offers 70% more capacity than it's predecessor with 3,400 metres of lane space. In addition, with a length of 211 metres she is the longest ferry ever to ply this Irish Sea route.

More capacity isn't the only freight-friendly feature of the new ship. Drive-through, two tier loading via bow and stern ramps means rapid embarkation and discharge. The internal design of the ship is also 'freight-friendly'. Loading is to 3 main decks with open lanes of sufficient width to ensure easy exit and entry to cabs, even on peak sailings.

On board the Stena Adventurer boasts 150 cabins, a dedicated drivers lounge and a superior range of onboard facilities including shops, lounges, restaurants, bars and conference rooms.

Stena Line operates a twice-daily service with a crossing time of 3 hours and 15 minutes to Holyhead from Terminal 2 at Ferryport. Dedicated reservations are available via one number (01) 204 7722 for both local and international requirements. Alternatively visit the Stena Line Freight 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, including a passenger terminal building and is 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) 8192988 (Freight)	2	05:55	09:00
			17:15	21:00
Holyhead	**Irish Ferries**			
	Cruise Ferry (Passengers & Freight)	2	06.05	09.05
	Tel: (01) 855 2222		18.05	21.05
Holyhead	Fast Ferry (Passengers)	4	11.10	12.15
	Tel: (01) 0818 300 400		16.40	17.30
			22.05	06.50
			04.20*	23.30*
Holyhead	**Stena Line**			
	Cruise Ferry (Passengers & Freight)	2	05.45	08.30
	Tel: (01) 204 7722		17.45	21.15
Liverpool	**NorseMerchant Ferries**			
	Tel: (01) 8192988 (Freight)	2	05:00	10:30
	Tel: (01) 8192999 (Passenger)		17.00	22:30
Liverpool	**P&O Irish Sea**			
	Cruise Ferry (Passengers & Freight)	2	05.30	10.00
	Tel: (01) 855 0522		17.30	22.00
Douglas	**Isle of Man Steam Packet Company**		Seasonal	Seasonal
	Fast Ferry			
	Tel: 1800 805 055			

*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.



Modes of Transport

[Lo Lo] - Lift on Lift off



As with Ro Ro Dublin is Irelands main Lo Lo port handling 596,000 TEU's in 2005. This trade is handled at three separate terminals at Dublin operated by Dublin Ferryport Terminals, Marine Terminals and Portroe Stevedores.

There are direct daily services from Dublin to the UK and mainland Europe as well as weekly services to Iberia and the Mediterranean, including the East Mediterranean. In addition there are world wide transhipment services.

The Lo Lo mode is growing at over 7% per annum and now accounts for 20% of total throughput.

[Lo Lo]



[Lo Lo] - Dublin Ferryport Terminals (DFT)

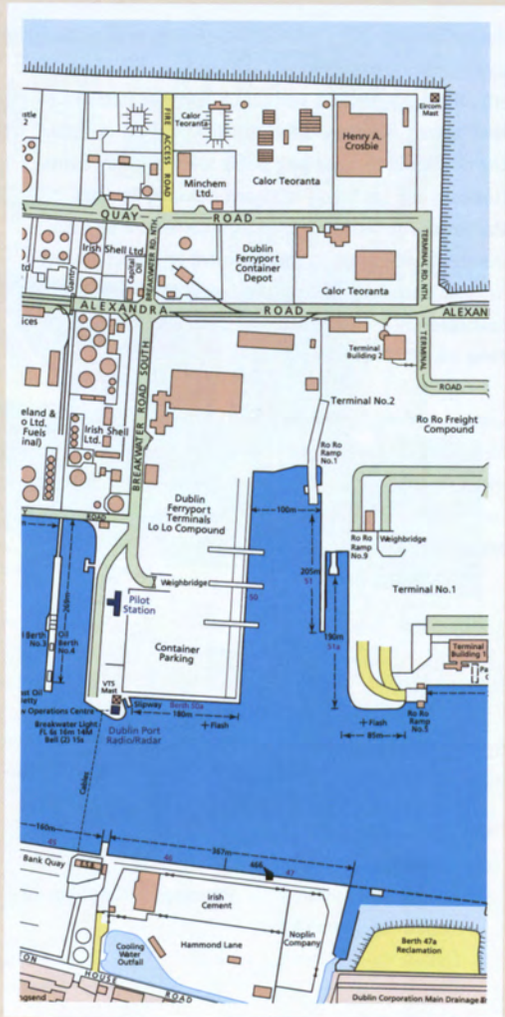
DFT's modern terminal provides container handling services to Eucon, Eurofeeders, MSC Norfolk, Geest, Zim Line, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe, Thamesport and the East Mediterranean.

The terminal is equipped with three gantry cranes, seven RTG cranes, one full lift reachstacker and three empty container handlers. Completion of the new river berth has extended the available berths by 180mtrs at 11mtr draft.

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
Reachstacker	1 x 45 tonnes
Second-handling equipment	7 x 40 tonne RTG cranes
	1 x 12 tonne FLT
	3 x 18 tonne empty handlers
Reefer Points	220
Area	11.5 hectares

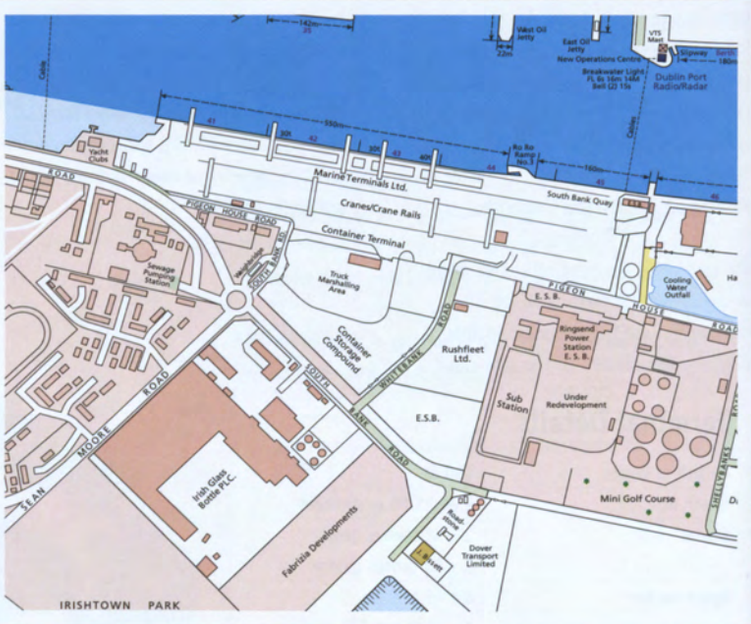




[Lo Lo] - Marine Terminals Ltd. (MTL)

Marine Terminals (MTL) is Irelands largest and most modern container terminal both in size and craneage. The owners of MTL, The Mersey Docks & Harbour Co, now Peel Ports Group have recently completed a €25million refit of the operation. The terminal is equipped with 5 ship to shore gantry cranes (Liebherr) and can handle up to and including Panamax size vessels. All secondary handling is carried out by 4 rail mounted gantries (RMG's) complemented by various ground handling equipment. The quayside is 700 metres long and has guaranteed 10.2mtr draft alongside at all stages of the tide. There are also 270 reefer points.

Customers of the Terminal include, Coastal Container Line, BG Freightline, Seawheel and CMA-CGM. It also handles the widest variation of ports shipped to and from, to include Liverpool, Cardiff, Southampton, Le Havre, Zeebrugge, Antwerp and Rotterdam (all terminals)



Terminal Details

Length of berth	700 m
Depth at L.A.T.	8.5-11m standard
Cranes	5 x 45 tonne gantry
Second-handling equipment	4 x 40 tonne RMG
Reefer Points	300

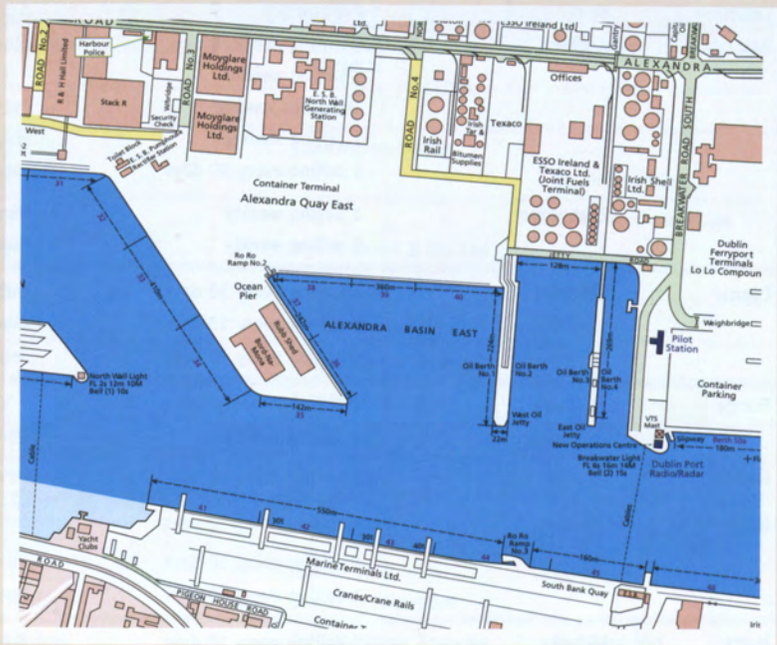


[Lo Lo] - Common User Container Terminal

The common user terminal is located in the Ocean Pier area of the port.

Portroe Stevedores Limited provide Line Independant container handling for APL, Gracechurch Line, MacAndrews Co. Ltd & Co. Ltd Line, X-Press Line and Geest North Sea Line.

The Terminal is equipped with 4 Harbor Mobile Cranes, (1 with swl of 104mt, and 3 with Swl of 65mt), 10 Reachstackers using Softpak's Terminal container system providing Industry standard remote access for Customers.



Terminal Details

Length of Berths available	550m
Depth at L.A.T.	10m
Cranes	3 x 65mt Liebharr Lhm 250
	1 x 104mt Liebharr Lhm 400
Second-handling equipment	4 Liebherr Reach stackers
	8 Kalmar Reach stackers
	2 Hyster Reach stackers
Reefer Points	95



Lo Lo Scheduled Sailings Dublin Port

Lo Lo - European

Country	Port	Frequency	Agent	Line
Belgium	Antwerp	1 sailing every 10 days	Blue Star Agencies	Zim Line
		1 sailing weekly		BG Freight Line
		2 sailings weekly		Eucon
		1 sailing weekly	MSC (IRL)	
		1 sailing every 10 days	Intl. Maritime Agencies	Hamburg Sud
	Zeebrugge	1 sailing weekly	Derek Horner Agencies Ltd.	CMA CGM
		1 sailing weekly	Dublin Maritime	APL
Cyprus	Limassol	1 sailing every 10 days	Intl. Maritime Agencies	Hamburg Sud
		1 sailing every 10 days	Blue Star Agencies	Zim Line
		1 sailing every 10 days	Jenkinson Agencies	
France	Le Havre	1 sailings weekly		Eucon
		1 sailing weekly	Derek Horner Agencies Ltd.	
Greece	Piraeus	1 sailing every 10 days	Jenkinson Agencies	
Italy	Salerno	1 sailing every 10 days	Intl. Maritime Agencies	Hamburg Sud
		1 sailing every 10 days	Blue Star Agencies	Zim Line
		1 sailing every 10 days	Jenkinson Agencies	Gracechruch Container Lines
Malta	Valletta	1 sailing every 10 days	R.A Burke	Zim Line
		1 sailing every 10 days	Jenkinson Agencies	
Netherlands	Rotterdam	1 sailing weekly		Norfolk Line
		1 sailings weekly	MacAndrews & Co. Ltd.	
		2 sailings weekly		Eucon
		2 sailings weekly	EuroFeeders Dublin	
		2 sailings weekly	Dublin Maritime(comm. Feb '06)	Xpress
		2 sailings weekly		
		4 sailings weekly		Geest North Sea Line
		4 sailings weekly		BG Freight Line
		1 sailing weekly	Dublin Maritime	APL
Portugal	Leixoes	1 sailing weekly	MacAndrews & Co. Ltd.	
		1 sailing every 10 days	Jenkinson Agencies	
		1 sailing weekly	MSC (IRL)	
	Lisbon	1 sailing weekly	McAndrews & Co. Ltd.	
	Sinnes	1 sailing weekly	MSC (IRL)	
Spain	Bilbao	1 sailing weekly	MacAndrews & Co. Ltd.	
		1 sailing weekly		Geest North Sea Line
	Vigo	1 sailing weekly	MSC (IRL)	
	Cadiz	1 sailing weekly	MSC (IRL)	
	Valentia	1 sailing weekly	MSC (IRL)	
Turkey	Mersin	1 sailing every 10 days	Jenkinson Agencies	
	Izmir	1 sailing every 10 days	Jenkinson Agencies	
	Istanbul	1 sailing every 10 days	Jenkinson Agencies	

Lo Lo Scheduled Sailings Dublin Port

Lo Lo - Irish Sea

Port	Frequency	Agent	Line
Bristol	1 sailing weekly	MSC (IRL)	
Cardiff	3 sailings weekly	Coastal	
Felixstowe	1 sailing weekly	EuroFeeders Dublin	
	1 sailing weekly		BG Freight Line
Greenock	1 sailing weekly		Geest North Sea Line
	1 sailing weekly	Mac Andrews & Co. Ltd	
Liverpool	6 sailings weekly	Coastal	
	1 sailing weekly	Mac Andrews & Co. Ltd	
Southampton	1 sailing weekly	EuroFeeders Dublin	
Tilbury	1 sailing weekly	EuroFeeders Dublin	

Lo Lo - Non European

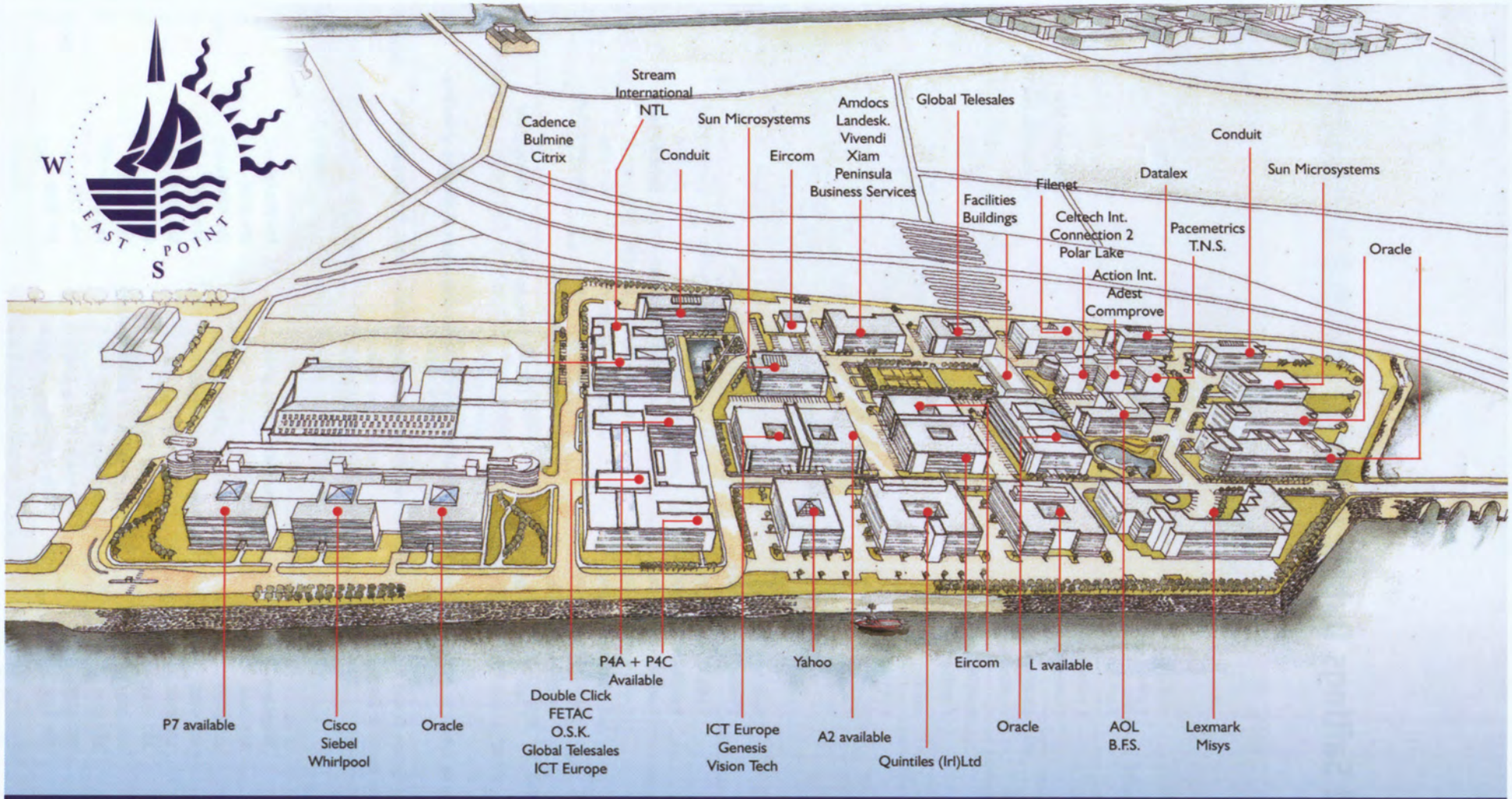
Country	Port	Frequency	Agent	Line
Egypt	Alexandria	1 sailing every 10 days	Jenkinson Agencies	
Israel	Haifa	1 sailing every 10 days	Intl. Maritime Agencies	Hamburg Sud
		1 sailing every 10 days	Blue Star Agencies	Zim Line
		1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
	Ashdod	1 sailing every 10 days	Intl. Maritime Agencies	
		1 sailing every 10 days	Blue Star Agencies	Zim Line
		1 sailing every 10 days	Jenkinson Agencies	Borchard Lines
Lebanon	Beirut	1 sailing every 10 days	Jenkinson Agencies	
Tunisia	Tunis	1 sailing every 10 days	Intl. Maritime Agencies	Hamburg Sud

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
MacAndrews & Co. Ltd	855 2644	MSC (IRL)	294 8704
BG Freight Line	803 8700	Norfolk	051 830410
Coastal Line	618 5400	NorseMerchant Ferries	819 2955
Eucon	607 5555	P&O Irish Sea	855 7001
Eurofeeders	607 5545	Blue Star Agencies	819 2666
Horner	855 0007	Isle of Man Steam Packet Company	1800 805055
Irish Ferries	855 2222	Geest North Sea Line	631 0900
International Maritime Agencies	832 0709	Stena Line	204 7777
Jenkinson Agencies	816 3500	Dublin Maritime	672 0500



east point
the right choice

For further information contact:

Hamilton Osborne King
01 618 1300
www.hok.ie

HWBC
01 77 50 500

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 on 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.

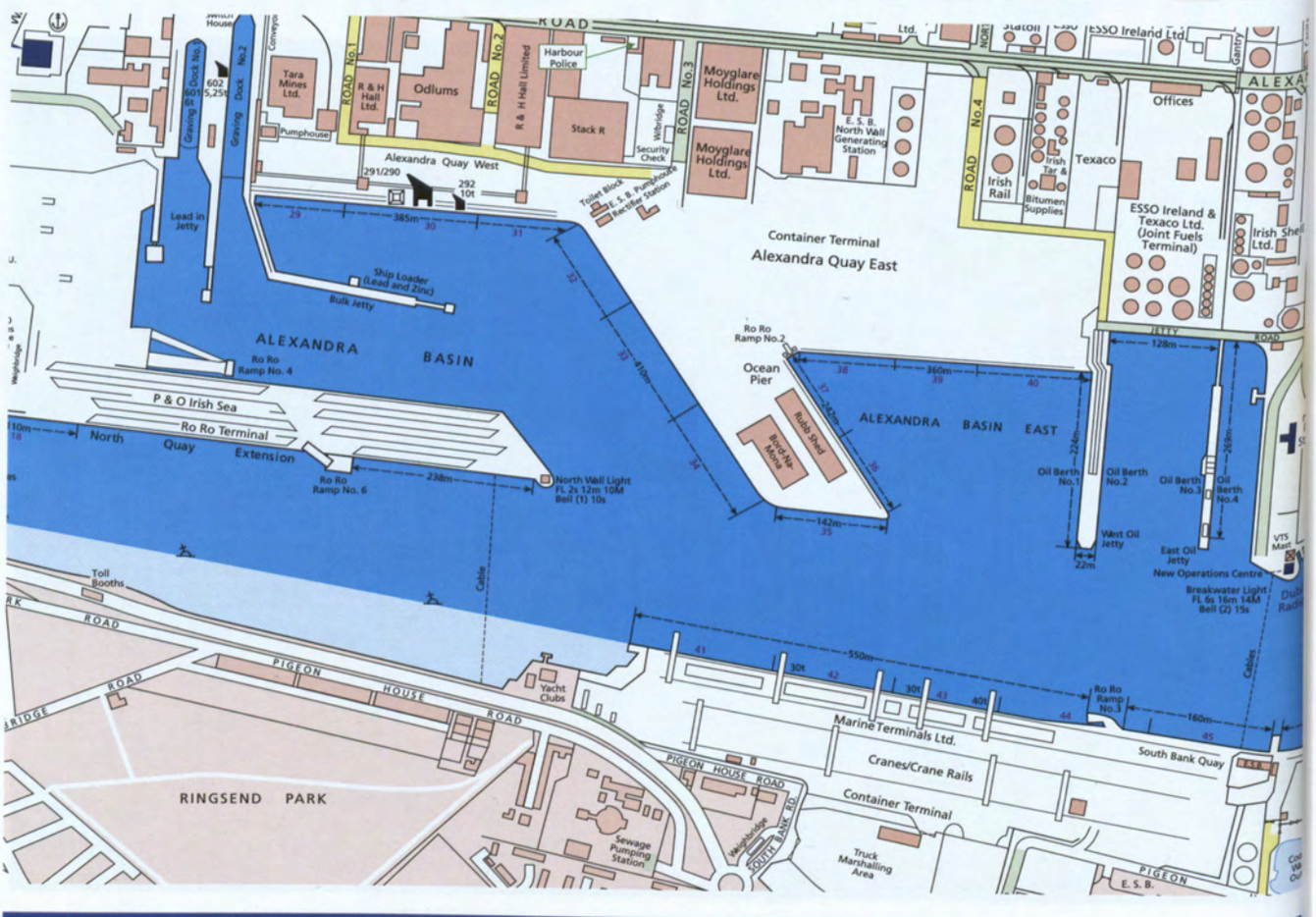
Five mobile cranes 1 x 104 tonnes and 4 x 64 tonnes operate in this area. Cranes are capable of hook, spreader and grab work. Three electric portal grabbing cranes of 2x10 tonne and 1x20 tonne capacity, conveyors and hoppers are also available for dry bulk cargoes.

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. is available locally.

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 newsprint and linerboard.



Common User Berths and Quays

Cranes	3 x 64 tonnes mobile cranes 1 x 104 tonnes mobile crane 1 x 20 tonnes rail mounted 1 x 10 tonnes rail mounted 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

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 state of the art facilities are ferrying more and more passengers to and from Dublin Port. Today five ferry companies, between them, operate up to twelve sailing daily connecting Dublin with Holyhead, Liverpool and Douglas.

Terminals at Dublin to the best industry standards ensure seamless trouble free travel.

In 2005 1.2 million passengers travelled by ferry through Dublin Port.

Ferry Operators

Irish Ferries

Isle of Man Steam Packet Company

NorseMerchant Ferries

P & O Irish Sea

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)	2	06.05	09.05	Terminal 1
	Tel: 0818 300 400		18.05	21.05	
Holyhead	Fast Ferry (Passengers)	4	11.10	12.15	Terminal 1
	Tel: 0818 300 400		16.40	17.30	
			22.05	06.50	
			04.20*	23.30*	
Holyhead	**Stena Line**				
	Cruise Ferry (Passengers & Freight)	2	05.45	08.30	Terminal 2
	Tel: (01) 204 7777		17.45	21.15	
Liverpool	**NorseMerchant Ferries**				
	Cruise Ferry (Passengers & Freight)	2	05.00	10.30	Terminal 1
	Tel: (01) 819 2999		17.00	22.30	
Heysham	Cruise Ferry (Freight)	2	05.55	09.00	
			17.15	21.00	
Liverpool	**P&O Irish Sea**	2	05.30	10.00	Terminal 3
	Cruise Ferry (Passengers & Freight)		17.30	22.00	
	Tel: (01) 407 3434				
Douglas	**Isle of Man Steam Packet Company**		Seasonal	Seasonal	Terminal 1
	Fast Ferry				
	Tel: 1800 805055				

* 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

Dublin is Irelands most popular port with cruise liners. 70 liners are scheduled to call here in 2006. Smaller liners can come up the River Liffey close to the city centre while the larger ships berth in Alexandra Quay, which is only 2 kms from the city centre.

Dublin has a lot to offer the potential visitor. Where else in the world would you find culture, history, architecture, scenic beauty, beaches and mountains all within a radius of 40 kilometres of the city centre. If sport is your passion you will find more that 50 golf courses all within easy reach of the city.

Breathtaking Wicklow with its mountains, lakes, valleys and long sandy beaches is a short drive to the south. To the north the historic Boyne Valley boasts a different type of grandeur, which includes the legendary Hill of Tara, Slane, Newgrange and the site of the Battle of the Boyne.

No visit to Dublin would be complete without discovering the birthplaces of its most famous beverages at Guinness Brewery and the Irish Whiskey Distillery. Both of these welcome visitors while the pubs of Dublin are famous the world over.

One does not need to have Dublin or even Irish ancestry to enjoy a visit to Dublins Fair City, the home of Sweet Molly Malone.

[Tourism]




SERENE

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 **2006**

JANUARY

	Time	m		Time	m		Time	m		Time	m
1 Su	0526	0·80	**16** M	0033	3·65	**17** Tu	0105	3·64	**18** W	0139	3·61
	1204	4·23		0612	1·06		0643	1·06		0715	1·08
	1754	0·56		1246	3·98		1318	3·96		1353	3·91
				1844	0·85		1918	0·86		1952	0·90
2 M	0040	4·01	**17** Tu	0105	3·64	**18** W	0139	3·61	**19** Th	0216	3·58
	0611	0·79		0643	1·06		0715	1·08		0749	1·13
	1250	4·29		1318	3·96		1353	3·91		1431	3·83
	1843	0·49		1918	0·86		1952	0·90		2027	0·96
3 Tu	0129	3·98	**18** W	0139	3·61	**19** Th	0216	3·58	**20** F	0255	3·53
	0658	0·84		0715	1·08		0749	1·13		0827	1·21
	1339	4·29		1353	3·91		1431	3·83		1511	3·73
	1935	0·50		1952	0·90		2027	0·96		2104	1·05
4 W	0221	3·91	**19** Th	0216	3·58	**20** F	0255	3·53	**21** Sa	0337	3·45
	0749	0·93		0749	1·13		0827	1·21		0908	1·32
	1433	4·25		1431	3·83		1511	3·73		1554	3·61
	2030	0·57		2027	0·96		2104	1·05		2146	1·16
5 Th	0318	3·81	**20** F	0255	3·53	**21** Sa	0337	3·45	**22** Su	0425	3·36
	0844	1·05		0827	1·21		0908	1·32		0956	1·45
	1527	4·16		1511	3·73		1554	3·61		1642	3·47
	2127	0·69		2104	1·05		2146	1·16	☾	2234	1·30
6 F	0415	3·70	**21** Sa	0337	3·45	**22** Su	0425	3·36	**23** M	0520	3·28
	0944	1·18		0908	1·32		0956	1·45		1050	1·57
	1625	4·04		1554	3·61		1642	3·47		1738	3·35
☽	2226	0·86		2146	1·16	☾	2234	1·30		2333	1·42
7 Sa	0519	3·61	**22** Su	0425	3·36	**23** M	0520	3·28	**24** Tu	0623	3·25
	1046	1·31		0956	1·45		1050	1·57		1201	1·63
	1728	3·89		1642	3·47		1738	3·35		1847	3·30
	2330	1·04	☾	2234	1·30		2333	1·42			
8 Su	0625	3·55	**23** M	0520	3·28	**24** Tu	0623	3·25	**25** W	0046	1·48
	1154	1·41		1050	1·57		1201	1·63		0734	3·31
	1836	3·76		1738	3·35		1847	3·30		1317	1·57
				2333	1·42					2004	3·35
9 M	0037	1·20	**24** Tu	0623	3·25	**25** W	0046	1·48	**26** Th	0155	1·42
	0731	3·55		1201	1·63		0734	3·31		0838	3·48
	1304	1·44		1847	3·30		1317	1·57		1423	1·38
	1945	3·67					2004	3·35		2111	3·50
10 Tu	0148	1·29	**25** W	0046	1·48	**26** Th	0155	1·42	**27** F	0255	1·26
	0834	3·61		0734	3·31		0838	3·48		0932	3·70
	1414	1·40		1317	1·57		1423	1·38		1520	1·09
	2052	3·64		2004	3·35		2111	3·50		2207	3·70
11 W	0252	1·30	**26** Th	0155	1·42	**27** F	0255	1·26	**28** Sa	0347	1·04
	0933	3·71		0838	3·48		0932	3·70		1021	3·94
	1518	1·29		1423	1·38		1520	1·09		1611	0·77
	2154	3·64		2111	3·50		2207	3·70		2256	3·88
12 Th	0346	1·26	**27** F	0255	1·26	**28** Sa	0347	1·04	**29** Su	0432	0·82
	1024	3·82		0932	3·70		1021	3·94		1106	4·15
	1610	1·15		1520	1·09		1611	0·77		1657	0·48
	2246	3·67		2207	3·70		2256	3·88	●	2341	4·00
13 F	0429	1·20	**28** Sa	0347	1·04	**29** Su	0432	0·82	**30** M	0514	0·66
	1107	3·90		1021	3·94		1106	4·15		1149	4·31
	1655	1·02		1611	0·77		1657	0·48		1742	0·28
	2328	3·67		2256	3·88	●	2341	4·00			
14 Sa	0507	1·14	**29** Su	0432	0·82	**30** M	0514	0·66	**31** Tu	0026	4·06
	1144	3·96		1106	4·15		1149	4·31		0556	0·56
	1734	0·93		1657	0·48		1742	0·28		1234	4·39
○			●	2341	4·00					1827	0·19
15 Su	0002	3·67	**30** M	0514	0·66						
	0540	1·09		1149	4·31						
	1215	3·98		1742	0·28						
	1809	0·87									

FEBRUARY

	Time	m		Time	m		Time	m		Time	m
1 W	0111	4·05	**16** Th	0105	3·67	**17** F	0138	3·68	**18** Sa	0214	3·65
	0640	0·55		0644	0·85		0712	0·86		0748	0·92
	1321	4·40		1322	3·90		1356	3·85		1435	3·77
	1915	0·22		1912	0·74		1942	0·78		2017	0·86
2 Th	0157	3·98	**17** F	0138	3·68	**18** Sa	0214	3·65	**19** Su	0254	3·58
	0726	0·62		0712	0·86		0748	0·92		0826	1·02
	1409	4·33		1356	3·85		1435	3·77		1516	3·65
	2003	0·36		1942	0·78		2017	0·86		2058	1·00
3 F	0245	3·86	**18** Sa	0214	3·65	**19** Su	0254	3·58	**20** M	0337	3·46
	0816	0·76		0748	0·92		0826	1·02		0909	1·17
	1459	4·20		1435	3·77		1516	3·65		1603	3·48
	2055	0·57		2017	0·86		2058	1·00		2143	1·20
4 Sa	0336	3·71	**19** Su	0254	3·58	**20** M	0337	3·46	**21** Tu	0428	3·31
	0911	0·94		0826	1·02		0909	1·17		1001	1·35
	1553	4·00		1516	3·65		1603	3·48		1657	3·31
	2149	0·85		2058	1·00		2143	1·20	☾	2239	1·41
5 Su	0434	3·56	**20** M	0337	3·46	**21** Tu	0428	3·31	**22** W	0531	3·19
	1010	1·15		0909	1·17		1001	1·35		1111	1·51
	1653	3·76		1603	3·48		1657	3·31		1809	3·18
☽	2246	1·15		2143	1·20	☾	2239	1·41			
6 M	0540	3·43	**21** Tu	0428	3·31	**22** W	0531	3·19	**23** Th	0001	1·57
	1116	1·35		1001	1·35		1111	1·51		0651	3·18
	1804	3·54		1657	3·31		1809	3·18		1246	1·51
	2354	1·42	☾	2239	1·41					1942	3·21
7 Tu	0653	3·37	**22** W	0531	3·19	**23** Th	0001	1·57	**24** F	0131	1·53
	1233	1·48		1111	1·51		0651	3·18		0811	3·34
	1921	3·40		1809	3·18		1246	1·51		1407	1·29
							1942	3·21		2058	3·40
8 W	0119	1·57	**23** Th	0001	1·57	**24** F	0131	1·53	**25** Sa	0242	1·30
	0804	3·42		0651	3·18		0811	3·34		0913	3·61
	1400	1·46		1246	1·51		1407	1·29		1511	0·93
	2037	3·37		1942	3·21		2058	3·40		2156	3·65
9 Th	0241	1·55	**24** F	0131	1·53	**25** Sa	0242	1·30	**26** Su	0336	0·99
	0912	3·54		0811	3·34		0913	3·61		1004	3·90
	1511	1·31		1407	1·29		1511	0·93		1601	0·55
	2147	3·42		2058	3·40		2156	3·65		2243	3·87
10 F	0337	1·42	**25** Sa	0242	1·30	**26** Su	0336	0·99	**27** M	0419	0·70
	1008	3·69		0913	3·61		1004	3·90		1050	4·15
	1603	1·12		1511	0·93		1601	0·55		1645	0·24
	2239	3·50		2156	3·65		2243	3·87		2326	4·01
11 Sa	0418	1·27	**26** Su	0336	0·99	**27** M	0419	0·70	**28** Tu	0459	0·47
	1053	3·82		1004	3·90		1050	4·15		1133	4·33
	1642	0·96		1601	0·55		1645	0·24		1726	0·05
	2319	3·56		2243	3·87		2326	4·01	●		
12 Su	0453	1·12	**27** M	0419	0·70	**28** Tu	0459	0·47			
	1128	3·90		1050	4·15		1133	4·33			
	1717	0·84		1645	0·24		1726	0·05			
	2347	3·59		2326	4·01	●					
13 M	0523	1·00	**28** Tu	0459	0·47						
	1156	3·93		1133	4·33						
	1748	0·77		1726	0·05						
○			●								
14 Tu	0012	3·61									
	0551	0·92									
	1223	3·93									
	1818	0·74									
15 W	0037	3·64									
	0618	0·86									
	1251	3·92									
	1844	0·73									

MARCH

	Time	m		Time	m		Time	m		Time	m
1 W	0006	4·08	**16** Th	0008	3·67	**17** F	0033	3·72	**18** Sa	0104	3·75
	0538	0·33		0548	0·73		0612	0·70		0641	0·70
	1215	4·41		1222	3·86		1251	3·85		1326	3·82
	1808	0·00		1809	0·64		1834	0·65		1905	0·69
2 Th	0046	4·07	**17** F	0033	3·72	**18** Sa	0104	3·75	**19** Su	0141	3·74
	0619	0·31		0612	0·70		0641	0·70		0715	0·75
	1257	4·39		1251	3·85		1326	3·82		1406	3·75
	1850	0·09		1834	0·65		1905	0·69		1943	0·80
3 F	0128	3·99	**18** Sa	0104	3·75	**19** Su	0141	3·74	**20** M	0220	3·66
	0703	0·38		0641	0·70		0715	0·75		0756	0·85
	1343	4·29		1326	3·82		1406	3·75		1448	3·62
	1935	0·30		1905	0·69		1943	0·80		2024	0·97
4 Sa	0210	3·87	**19** Su	0141	3·74	**20** M	0220	3·66	**21** Tu	0305	3·53
	0749	0·54		0715	0·75		0756	0·85		0841	1·01
	1431	4·11		1406	3·75		1448	3·62		1536	3·46
	2021	0·58		1943	0·80		2024	0·97		2112	1·19
5 Su	0256	3·71	**20** M	0220	3·66	**21** Tu	0305	3·53	**22** W	0356	3·37
	0841	0·76		0756	0·85		0841	1·01		0937	1·21
	1523	3·86		1448	3·62		1536	3·46		1634	3·27
	2112	0·92		2024	0·97		2112	1·19	☾	2214	1·44
6 M	0350	3·53	**21** Tu	0305	3·53	**22** W	0356	3·37	**23** Th	0459	3·22
	0940	1·02		0841	1·01		0937	1·21		1055	1·37
	1622	3·58		1536	3·46		1634	3·27		1752	3·14
☽	2207	1·26		2112	1·19	☾	2214	1·44		2338	1·59
7 Tu	0453	3·36	**22** W	0356	3·37	**23** Th	0459	3·22	**24** F	0622	3·19
	1045	1·26		0937	1·21		1055	1·37		1230	1·34
	1737	3·32		1634	3·27		1752	3·14		1928	3·19
	2311	1·57	☾	2214	1·44		2338	1·59			
8 W	0613	3·25	**23** Th	0459	3·22	**24** F	0622	3·19	**25** Sa	0112	1·52
	1205	1·43		1055	1·37		1230	1·34		0746	3·34
	1858	3·17		1752	3·14		1928	3·19		1353	1·09
				2338	1·59					2042	3·41
9 Th	0041	1·74	**24** F	0622	3·19	**25** Sa	0112	1·52	**26** Su	0226	1·25
	0734	3·28		1230	1·34		0746	3·34		0852	3·62
	1342	1·41		1928	3·19		1353	1·09		1455	0·73
	2023	3·18					2042	3·41		2140	3·65
10 F	0223	1·67	**25** Sa	0112	1·52	**26** Su	0226	1·25	**27** M	0318	0·92
	0848	3·42		0746	3·34		0852	3·62		0944	3·91
	1454	1·24		1353	1·09		1455	0·73		1543	0·38
	2134	3·30		2042	3·41		2140	3·65		2225	3·86
11 Sa	0319	1·47	**26** Su	0226	1·25	**27** M	0318	0·92	**28** Tu	0401	0·62
	0947	3·59		0852	3·62		0944	3·91		1031	4·14
	1541	1·04		1455	0·73		1543	0·38		1626	0·13
	2224	3·42		2140	3·65		2225	3·86		2306	3·99
12 Su	0358	1·25	**27** M	0318	0·92	**28** Tu	0401	0·62	**29** W	0441	0·39
	1031	3·74		0944	3·91		1031	4·14		1113	4·29
	1619	0·87		1543	0·38		1626	0·13		1706	0·01
	2256	3·51		2225	3·86		2306	3·99	●	2344	4·05
13 M	0431	1·06	**28** Tu	0401	0·62	**29** W	0441	0·39	**30** Th	0519	0·26
	1104	3·82		1031	4·14		1113	4·29		1155	4·33
	1650	0·75		1626	0·13		1706	0·01		1745	0·03
	2323	3·57		2306	3·99	●	2344	4·05			
14 Tu	0459	0·90	**29** W	0441	0·39	**30** Th	0519	0·26	**31** F	0022	4·04
	1133	3·85		1113	4·29		1155	4·33		0559	0·24
	1720	0·68		1706	0·01		1745	0·03		1237	4·29
○	2345	3·62	●	2344	4·05					1826	0·17
15 W	0526	0·79	**30** Th	0519	0·26						
	1158	3·86		1155	4·33						
	1745	0·64		1745	0·03						

APRIL

	Time	m		Time	m
1 Sa	0100	3·97	**16** Su	0034	3·81
	0641	0·32		0615	0·68
	1321	4·16		1303	3·77
	1908	0·41		1837	0·73
2 Su	0141	3·87	**17** M	0114	3·80
	0728	0·47		0653	0·73
	1409	3·96		1343	3·70
	1953	0·70		1917	0·85
3 M	0226	3·73	**18** Tu	0156	3·73
	0820	0·69		0736	0·82
	1501	3·71		1431	3·60
	2041	1·02		2003	1·03
4 Tu	0316	3·56	**19** W	0244	3·62
	0918	0·93		0830	0·96
	1600	3·44		1523	3·45
	2136	1·34		2058	1·24
5 W	0417	3·38	**20** Th	0339	3·49
	1022	1·16		0934	1·10
	1713	3·20		1626	3·30
☽	2241	1·62		2205	1·43
6 Th	0538	3·25	**21** F	0443	3·38
	1137	1·32		1053	1·17
	1833	3·08		1745	3·23
	2358	1·77	☾	2327	1·51
7 F	0658	3·25	**22** Sa	0602	3·37
	1308	1·32		1218	1·10
	1955	3·11		1910	3·30
8 Sa	0142	1·70	**23** Su	0049	1·42
	0813	3·36		0719	3·50
	1419	1·17		1331	0·88
	2102	3·24		2020	3·48
9 Su	0242	1·50	**24** M	0156	1·19
	0912	3·51		0826	3·71
	1508	1·00		1430	0·62
	2149	3·38		2116	3·67
10 M	0325	1·26	**25** Tu	0249	0·92
	0957	3·64		0920	3·93
	1546	0·85		1520	0·39
	2221	3·49		2203	3·83
11 Tu	0358	1·06	**26** W	0336	0·67
	1032	3·72		1010	4·09
	1617	0·74		1604	0·24
	2249	3·58		2245	3·93
12 W	0428	0·90	**27** Th	0419	0·49
	1102	3·76		1055	4·18
	1645	0·68		1646	0·21
	2313	3·65	●	2323	3·98
13 Th	0453	0·80	**28** F	0500	0·39
	1128	3·78		1138	4·18
	1710	0·65		1726	0·28
○	2335	3·71			
14 F	0517	0·73	**29** Sa	0001	3·98
	1154	3·79		0542	0·38
	1734	0·64		1222	4·11
				1805	0·43
15 Sa	0002	3·78	**30** Su	0039	3·94
	0542	0·69		0626	0·44
	1225	3·79		1305	3·99
	1804	0·66		1847	0·63

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 **2006**

MAY

	Time	m		Time	m
1 M	0119	3·88	**16** Tu	0054	3·87
	0714	0·56		0639	0·76
	1353	3·81		1331	3·71
	1931	0·87		1901	0·94
2 Tu	0204	3·78	**17** W	0141	3·84
	0806	0·72		0729	0·81
	1444	3·60		1421	3·63
	2019	1·12		1952	1·07
3 W	0254	3·64	**18** Th	0233	3·78
	0902	0·90		0828	0·88
	1540	3·38		1519	3·54
	2112	1·37		2051	1·21
4 Th	0351	3·49	**19** F	0329	3·71
	1003	1·07		0934	0·93
	1646	3·20		1621	3·46
	2211	1·57		2157	1·32
5 F	0503	3·36	**20** Sa	0434	3·65
	1107	1·20		1045	0·94
	1758	3·09		1731	3·42
☽	2320	1·69	☾	2307	1·35
6 Sa	0618	3·31	**21** Su	0542	3·65
	1219	1·24		1155	0·89
	1908	3·11		1843	3·46
7 Su	0034	1·68	**22** M	0018	1·30
	0725	3·35		0651	3·71
	1326	1·18		1301	0·79
	2009	3·21		1949	3·55
8 M	0146	1·54	**23** Tu	0121	1·18
	0824	3·45		0756	3·81
	1420	1·07		1402	0·68
	2058	3·34		2047	3·67
9 Tu	0237	1·36	**24** W	0220	1·02
	0912	3·54		0855	3·91
	1502	0·96		1455	0·59
	2137	3·47		2139	3·77
10 W	0316	1·18	**25** Th	0312	0·86
	0951	3·62		0950	3·98
	1536	0·87		1543	0·56
	2210	3·58		2224	3·85
11 Th	0349	1·04	**26** F	0400	0·74
	1026	3·67		1039	4·01
	1607	0·80		1628	0·57
	2238	3·67		2306	3·90
12 F	0418	0·93	**27** Sa	0446	0·66
	1057	3·71		1126	3·99
	1635	0·77		1710	0·64
	2304	3·75	●	2345	3·92
13 Sa	0446	0·84	**28** Su	0531	0·63
	1128	3·74		1211	3·92
	1704	0·75		1749	0·74
○	2335	3·82			
14 Su	0519	0·78	**29** M	0023	3·92
	1204	3·76		0616	0·64
	1738	0·77		1254	3·82
				1830	0·87
15 M	0012	3·87	**30** Tu	0103	3·89
	0555	0·75		0703	0·70
	1246	3·75		1338	3·70
	1818	0·83		1911	1·01
			31 W	0146	3·84
				0752	0·79
				1426	3·55
				1956	1·16

JUNE

	Time	m		Time	m
1 Th	0233	3·75	**16** F	0220	4·01
	0842	0·90		0821	0·69
	1515	3·41		1508	3·70
	2045	1·31		2037	1·06
2 F	0323	3·63	**17** Sa	0316	3·98
	0936	1·01		0922	0·72
	1610	3·27		1605	3·64
	2140	1·45		2137	1·14
3 Sa	0422	3·51	**18** Su	0415	3·93
	1032	1·12		1025	0·76
	1710	3·18		1707	3·58
☽	2238	1·55	☾	2239	1·20
4 Su	0526	3·41	**19** M	0517	3·88
	1128	1·19		1128	0·81
	1812	3·15		1812	3·55
	2340	1·60		2342	1·23
5 M	0630	3·37	**20** Tu	0623	3·83
	1226	1·22		1230	0·86
	1911	3·20		1915	3·56
6 Tu	0040	1·57	**21** W	0047	1·23
	0729	3·39		0729	3·81
	1321	1·20		1334	0·91
	2003	3·30		2017	3·61
7 W	0136	1·49	**22** Th	0150	1·19
	0821	3·44		0834	3·80
	1409	1·15		1433	0·93
	2048	3·41		2115	3·69
8 Th	0224	1·37	**23** F	0252	1·11
	0908	3·50		0934	3·81
	1451	1·08		1526	0·94
	2127	3·54		2207	3·77
9 F	0305	1·24	**24** Sa	0349	1·01
	0949	3·58		1031	3·81
	1529	1·01		1615	0·95
	2204	3·66		2253	3·84
10 Sa	0343	1·10	**25** Su	0438	0·91
	1028	3·66		1119	3·79
	1604	0·94		1659	0·96
	2238	3·78	●	2333	3·89
11 Su	0421	0·96	**26** M	0524	0·83
	1107	3·72		1202	3·76
	1642	0·89		1738	0·98
○	2314	3·88			
12 M	0500	0·84	**27** Tu	0011	3·92
	1149	3·77		0608	0·79
	1720	0·86		1240	3·70
	2355	3·96		1815	1·01
13 Tu	0544	0·75	**28** W	0047	3·93
	1233	3·80		0650	0·79
	1804	0·87		1318	3·63
				1851	1·05
14 W	0040	4·01	**29** Th	0125	3·90
	0630	0·70		0732	0·82
	1322	3·79		1359	3·55
	1850	0·91		1931	1·11
15 Th	0128	4·02	**30** F	0206	3·84
	0724	0·68		0816	0·88
	1413	3·76		1441	3·47
	1941	0·98		2013	1·19

JULY

	Time	m		Time	m
1 Sa	0249	3·76	**16** Su	0252	4·18
	0901	0·96		0858	0·56
	1525	3·38		1539	3·75
	2059	1·29		2108	0·97
2 Su	0334	3·64	**17** M	0349	4·08
	0947	1·06		0954	0·70
	1611	3·30		1635	3·65
	2147	1·40	☾	2207	1·09
3 M	0424	3·52	**18** Tu	0448	3·93
	1036	1·17		1055	0·88
	1703	3·24		1737	3·56
☽	2241	1·50		2309	1·23
4 Tu	0520	3·41	**19** W	0555	3·78
	1127	1·27		1158	1·07
	1801	3·21		1844	3·51
	2338	1·57			
5 W	0622	3·34	**20** Th	0018	1·34
	1220	1·34		0708	3·66
	1901	3·24		1305	1·22
				1952	3·52
6 Th	0037	1·59	**21** F	0131	1·37
	0725	3·33		0820	3·61
	1315	1·35		1414	1·29
	1957	3·33		2056	3·60
7 F	0134	1·53	**22** Sa	0242	1·30
	0826	3·38		0927	3·61
	1407	1·31		1516	1·27
	2048	3·46		2154	3·72
8 Sa	0227	1·40	**23** Su	0344	1·16
	0919	3·49		1026	3·64
	1456	1·22		1607	1·21
	2134	3·63		2243	3·83
9 Su	0316	1·21	**24** M	0434	1·01
	1007	3·61		1114	3·66
	1541	1·09		1648	1·13
	2217	3·80		2323	3·90
10 M	0403	0·99	**25** Tu	0516	0·89
	1052	3·74		1152	3·65
	1625	0·96		1724	1·06
	2259	3·96	●	2355	3·95
11 Tu	0448	0·78	**26** W	0554	0·81
	1137	3·84		1223	3·63
	1707	0·84		1756	1·01
○	2341	4·10			
12 W	0533	0·60	**27** Th	0026	3·96
	1220	3·90		0629	0·79
	1749	0·77		1253	3·61
				1829	0·99
13 Th	0025	4·19	**28** F	0058	3·95
	0619	0·49		0704	0·80
	1307	3·92		1325	3·59
	1834	0·75		1901	1·00
14 F	0111	4·24	**29** Sa	0134	3·91
	0708	0·45		0739	0·84
	1355	3·90		1400	3·56
	1922	0·78		1935	1·04
15 Sa	0200	4·23	**30** Su	0210	3·84
	0802	0·47		0816	0·91
	1445	3·84		1438	3·53
	2013	0·86		2011	1·12
			31 M	0249	3·74
				0852	1·01
				1518	3·47
				2051	1·23

AUGUST

	Time	m		Time	m
1 Tu	0333	3·61	**16** W	0417	3·84
	0933	1·14		1018	1·06
	1603	3·38		1700	3·52
	2134	1·37	☾	2239	1·26
2 W	0421	3·46	**17** Th	0528	3·60
	1021	1·29		1124	1·33
	1653	3·29		1813	3·43
☽	2226	1·52		2354	1·43
3 Th	0519	3·31	**18** F	0653	3·45
	1117	1·44		1241	1·52
	1754	3·22		1929	3·44
	2334	1·63			
4 F	0632	3·22	**19** Sa	0119	1·47
	1225	1·53		0811	3·41
	1907	3·24		1404	1·56
				2041	3·55
5 Sa	0051	1·62	**20** Su	0241	1·34
	0752	3·25		0925	3·47
	1334	1·51		1508	1·46
	2016	3·37		2143	3·71
6 Su	0202	1·47	**21** M	0340	1·14
	0858	3·40		1022	3·56
	1435	1·37		1554	1·31
	2112	3·59		2231	3·85
7 M	0301	1·20	**22** Tu	0424	0·96
	0951	3·60		1104	3·62
	1526	1·15		1632	1·16
	2158	3·84		2309	3·94
8 Tu	0351	0·88	**23** W	0459	0·83
	1038	3·79		1137	3·64
	1611	0·92		1704	1·03
	2242	4·07	●	2337	3·98
9 W	0435	0·57	**24** Th	0531	0·75
	1121	3·94		1201	3·64
	1652	0·71		1734	0·94
○	2323	4·26			
10 Th	0519	0·34	**25** F	0002	3·99
	1204	4·03		0602	0·73
	1731	0·57		1225	3·65
				1802	0·89
11 F	0005	4·38	**26** Sa	0030	3·97
	0601	0·21		0630	0·74
	1246	4·05		1253	3·67
	1813	0·51		1829	0·88
12 Sa	0049	4·42	**27** Su	0101	3·94
	0646	0·21		0658	0·78
	1329	4·02		1324	3·68
	1857	0·55		1857	0·91
13 Su	0134	4·38	**28** M	0135	3·88
	0734	0·32		0728	0·85
	1416	3·93		1359	3·67
	1945	0·66		1931	0·98
14 M	0224	4·26	**29** Tu	0213	3·79
	0826	0·51		0802	0·96
	1505	3·81		1437	3·61
	2037	0·83		2007	1·10
15 Tu	0318	4·07	**30** W	0255	3·65
	0920	0·77		0841	1·11
	1558	3·67		1520	3·50
	2136	1·05		2049	1·26
			31 Th	0340	3·47
				0927	1·31
				1608	3·36
			☽	2140	1·44

DATUM OF PRE DIC TIONS = CHART DA TUM : 020 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABO RA TORY, BID STON OB SER VA TORY, BIRK EN HEAD, MER SEY SIDE, 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 **2006**

SEPTEMBER

	Time	m		Time	m
1 F	0436	3·28	**16** Sa	0637	3·28
	1025	1·52		1215	1·74
	1707	3·23		1904	3·42
	2248	1·61			
2 Sa	0552	3·14	**17** Su	0110	1·46
	1145	1·67		0803	3·30
	1825	3·20		1348	1·70
				2020	3·55
3 Su	0022	1·63	**18** M	0228	1·29
	0729	3·17		0915	3·43
	1310	1·64		1449	1·54
	1948	3·34		2123	3·73
4 M	0145	1·42	**19** Tu	0320	1·07
	0841	3·37		1007	3·56
	1419	1·43		1533	1·33
	2049	3·60		2210	3·87
5 Tu	0249	1·06	**20** W	0401	0·90
	0937	3·63		1045	3·64
	1511	1·13		1610	1·14
	2139	3·90		2245	3·96
6 W	0337	0·68	**21** Th	0434	0·78
	1022	3·86		1113	3·69
	1554	0·83		1641	0·99
	2222	4·17		2313	3·98
7 Th	0419	0·35	**22** F	0503	0·72
	1103	4·03		1135	3·71
	1632	0·57		1709	0·90
○	2303	4·38	●	2338	3·98
8 F	0459	0·12	**23** Sa	0531	0·71
	1141	4·13		1156	3·74
	1711	0·41		1734	0·85
	2342	4·49			
9 Sa	0540	0·04	**24** Su	0004	3·96
	1220	4·15		0555	0·73
	1751	0·34		1222	3·77
				1759	0·84
10 Su	0023	4·50	**25** M	0032	3·93
	0620	0·11		0620	0·78
	1301	4·10		1250	3·79
	1833	0·39		1826	0·87
11 M	0108	4·41	**26** Tu	0105	3·87
	0705	0·30		0649	0·85
	1345	4·00		1325	3·78
	1919	0·54		1858	0·94
12 Tu	0156	4·23	**27** W	0143	3·78
	0753	0·58		0724	0·98
	1431	3·86		1404	3·72
	2010	0·77		1936	1·05
13 W	0249	3·98	**28** Th	0226	3·64
	0845	0·91		0804	1·15
	1523	3·70		1448	3·60
	2109	1·03		2020	1·21
14 Th	0350	3·69	**29** F	0313	3·47
	0944	1·26		0852	1·37
	1625	3·53		1537	3·46
☾	2215	1·28		2115	1·40
15 F	0509	3·42	**30** Sa	0411	3·27
	1050	1·56		0956	1·60
	1742	3·41		1636	3·32
	2334	1·45	☽	2229	1·54

OCTOBER

	Time	m		Time	m
1 Su	0531	3·15	**16** M	0041	1·40
	1120	1·74		0738	3·27
	1754	3·28		1311	1·78
				1946	3·56
2 M	0005	1·52	**17** Tu	0156	1·26
	0708	3·21		0847	3·41
	1247	1·67		1416	1·60
	1917	3·41		2048	3·70
3 Tu	0128	1·27	**18** W	0248	1·09
	0821	3·43		0934	3·55
	1356	1·42		1502	1·39
	2023	3·68		2136	3·82
4 W	0228	0·91	**19** Th	0329	0·94
	0916	3·70		1011	3·66
	1448	1·10		1540	1·20
	2115	3·97		2214	3·90
5 Th	0318	0·54	**20** F	0403	0·84
	1001	3·92		1039	3·74
	1532	0·79		1612	1·05
	2158	4·23		2245	3·92
6 F	0358	0·26	**21** Sa	0432	0·79
	1041	4·09		1104	3·79
	1611	0·54		1641	0·96
	2241	4·40		2313	3·92
7 Sa	0438	0·10	**22** Su	0459	0·79
	1119	4·17		1128	3·83
	1650	0·38		1707	0·92
○	2321	4·48	●	2338	3·90
8 Su	0517	0·09	**23** M	0523	0·81
	1156	4·19		1154	3·87
	1731	0·34		1733	0·92
9 M	0004	4·45	**24** Tu	0008	3·88
	0558	0·21		0548	0·86
	1236	4·15		1223	3·88
	1813	0·40		1801	0·93
10 Tu	0049	4·33	**25** W	0041	3·83
	0640	0·44		0620	0·94
	1319	4·06		1300	3·87
	1900	0·55		1836	0·98
11 W	0136	4·13	**26** Th	0122	3·76
	0726	0·74		0657	1·06
	1406	3·93		1341	3·81
	1952	0·77		1917	1·07
12 Th	0231	3·86	**27** F	0207	3·64
	0817	1·08		0741	1·23
	1456	3·77		1427	3·72
	2051	1·01		2006	1·18
13 F	0333	3·58	**28** Sa	0259	3·50
	0915	1·40		0834	1·43
	1558	3·61		1519	3·61
	2157	1·24		2106	1·30
14 Sa	0450	3·34	**29** Su	0401	3·36
	1022	1·67		0940	1·60
	1714	3·49		1619	3·51
☾	2311	1·39	☽	2221	1·37
15 Su	0615	3·23	**30** M	0517	3·29
	1140	1·82		1059	1·68
	1833	3·47		1730	3·50
				2344	1·31
			31 Tu	0640	3·35
				1218	1·60
				1843	3·60

NOVEMBER

	Time	m		Time	m
1 W	0058	1·11	**16** Th	0203	1·22
	0750	3·53		0845	3·49
	1324	1·40		1421	1·51
	1949	3·79		2051	3·68
2 Th	0200	0·84	**17** F	0248	1·12
	0847	3·75		0926	3·62
	1419	1·13		1504	1·35
	2044	4·01		2134	3·74
3 F	0251	0·58	**18** Sa	0326	1·04
	0934	3·93		1001	3·73
	1506	0·88		1540	1·23
	2134	4·20		2212	3·78
4 Sa	0336	0·40	**19** Su	0358	0·99
	1017	4·07		1032	3·81
	1550	0·67		1612	1·14
	2221	4·31		2245	3·80
5 Su	0418	0·32	**20** M	0426	0·97
	1057	4·15		1102	3·87
	1634	0·54		1642	1·08
○	2306	4·35	●	2317	3·81
6 M	0459	0·36	**21** Tu	0455	0·97
	1137	4·18		1130	3·92
	1716	0·49		1711	1·03
	2351	4·30		2349	3·82
7 Tu	0540	0·48	**22** W	0526	0·99
	1218	4·16		1202	3·95
	1801	0·53		1744	1·00
8 W	0037	4·18	**23** Th	0026	3·80
	0622	0·69		0559	1·03
	1301	4·10		1240	3·96
	1849	0·63		1823	0·99
9 Th	0126	3·99	**24** F	0110	3·76
	0705	0·93		0640	1·12
	1348	4·01		1324	3·94
	1941	0·79		1908	1·00
10 F	0219	3·77	**25** Sa	0156	3·69
	0756	1·19		0726	1·23
	1438	3·88		1411	3·89
	2037	0·97		2000	1·04
11 Sa	0319	3·55	**26** Su	0249	3·61
	0851	1·45		0821	1·35
	1536	3·74		1505	3·84
	2136	1·14		2059	1·08
12 Su	0426	3·35	**27** M	0350	3·54
	0953	1·65		0923	1·46
	1642	3·61		1601	3·79
☾	2242	1·28		2204	1·10
13 M	0538	3·25	**28** Tu	0456	3·49
	1100	1·78		1031	1·51
	1752	3·54		1703	3·77
	2354	1·35	☽	2314	1·08
14 Tu	0650	3·26	**29** W	0605	3·52
	1216	1·78		1141	1·48
	1900	3·55		1809	3·80
15 W	0105	1·31	**30** Th	0023	1·01
	0755	3·36		0711	3·61
	1326	1·67		1247	1·38
	2000	3·61		1914	3·87

DECEMBER

	Time	m		Time	m
1 F	0126	0·90	**16** Sa	0156	1·37
	0811	3·74		0837	3·49
	1346	1·23		1420	1·57
	2014	3·96		2052	3·52
2 Sa	0224	0·79	**17** Su	0244	1·31
	0906	3·87		0920	3·61
	1441	1·06		1505	1·45
	2113	4·05		2139	3·58
3 Su	0315	0·72	**18** M	0323	1·25
	0956	3·98		1000	3·73
	1533	0·91		1544	1·32
	2207	4·10		2219	3·65
4 M	0403	0·69	**19** Tu	0358	1·18
	1042	4·07		1035	3·84
	1622	0·78		1619	1·19
	2257	4·12		2257	3·72
5 Tu	0446	0·72	**20** W	0434	1·11
	1126	4·13		1109	3·93
	1709	0·70		1655	1·06
○	2345	4·08	●	2335	3·78
6 W	0528	0·79	**21** Th	0509	1·05
	1206	4·14		1145	4·01
	1754	0·68		1733	0·94
7 Th	0030	3·99	**22** F	0015	3·82
	0609	0·90		0547	1·01
	1249	4·12		1225	4·07
	1840	0·71		1813	0·83
8 F	0117	3·87	**23** Sa	0058	3·83
	0651	1·04		0627	1·01
	1332	4·07		1308	4·10
	1928	0·78		1858	0·77
9 Sa	0204	3·72	**24** Su	0145	3·82
	0735	1·19		0712	1·04
	1419	3·98		1356	4·11
	2019	0·89		1948	0·75
10 Su	0255	3·56	**25** M	0234	3·78
	0824	1·35		0803	1·11
	1509	3·86		1447	4·09
	2109	1·02		2042	0·77
11 M	0350	3·41	**26** Tu	0329	3·72
	0918	1·51		0859	1·19
	1603	3·72		1539	4·04
	2204	1·16		2139	0·83
12 Tu	0449	3·31	**27** W	0425	3·66
	1017	1·63		0958	1·26
	1702	3·60		1635	3·97
☾	2300	1·29	☽	2239	0·91
13 W	0552	3·26	**28** Th	0527	3·61
	1119	1·71		1102	1·33
	1804	3·51		1735	3·89
				2345	1·01
14 Th	0001	1·37	**29** F	0633	3·60
	0653	3·29		1209	1·37
	1223	1·72		1841	3·82
	1905	3·47			
15 F	0101	1·39	**30** Sa	0051	1·08
	0748	3·38		0739	3·64
	1325	1·67		1317	1·35
	2002	3·48		1950	3·79
			31 Su	0159	1·11
				0842	3·72
				1423	1·26
				2059	3·80

DATUM OF PRE DIC TIONS = CHART DA TUM : 020 METRES ABOVE ORDNANCE DATUM (DUBLIN)

PROUDMAN OCEANOGRAPHIC LABO RA TORY, BID STON OB SER VA TORY, BIRK EN HEAD, MER SEY SIDE, UK.

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STENA ADVENTURER
Stena Line

Dublin Port Throughput Figures

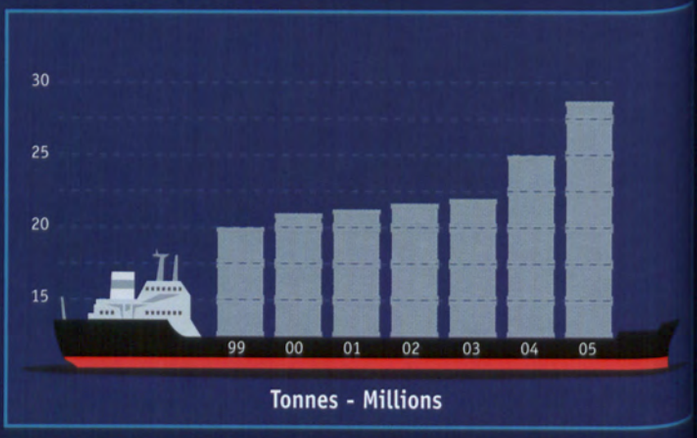
2005 Est.

Total Tonnage	27m tonnes
Imports	17.5m tonnes
Exports	9.5m tonnes
Ro Ro	628,000 units
Lo Lo	596,000 TEU's
Liquid Bulk	4.0m tonnes
Dry Bulk	2.1m tonnes
Break Bulk	88,000 tonnes
Trade Cars	142,000
Passenger Nos.	1.2m
Tourist Cars	275,000

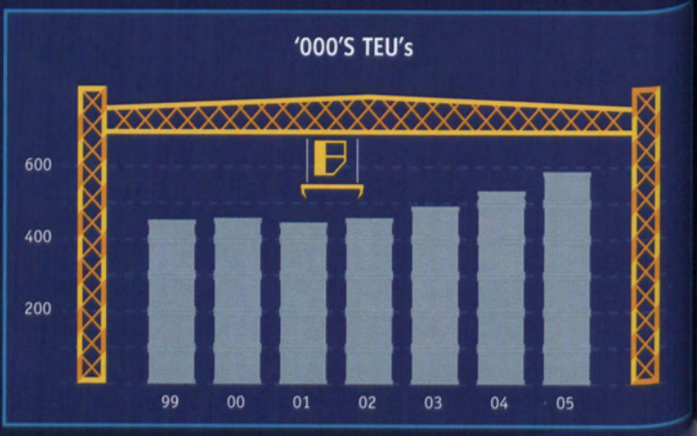
2004

Total Tonnage	25.3m tonnes
Imports	16.5m tonnes
Exports	8.8m tonnes
Ro Ro	608,000 units
Lo Lo	540,750 TEU's
Liquid Bulk	3.91m tonnes
Dry Bulk	1.75m tonnes
Break Bulk	87,000 tonnes
Trade Cars	124,000
Passenger Nos.	1.36m
Tourist Cars	313,000

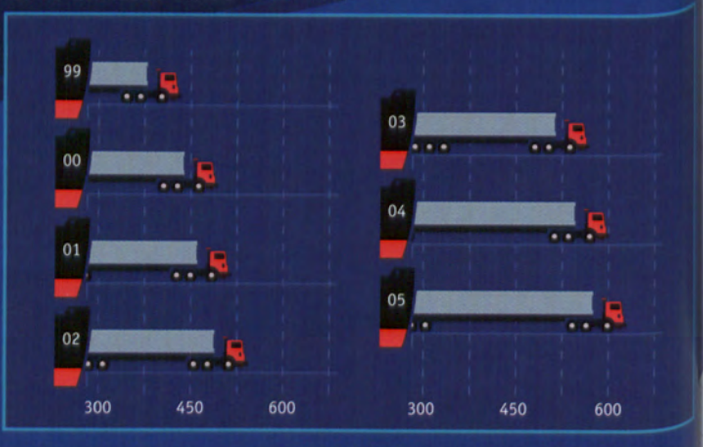
TONNAGE THROUGHPUT 1999-2005



Lo Lo UNITISED TRADE 1999-2005



Ro Ro UNITISED TRADE 1999-2005



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 employed in the Port area.

- The largest cruise liner to dock in Dublin Port was the Grand Princess which visited the port in August 2004. This liner is 290 metres in length, has a gross tonnage of 108,000 tonnes and carried 4,000 visitors.

- Five ferry companies operate up to 16 sailings daily to the UK from Dublin Port.

- The "Great Eastern" then the largest ship in the world arrived in Dublin in October 1886, and remained here until April 1887 as a show boat, she had a chequered history, and is best remembered for laying the first transatlantic submarine cable from Valentia Island Co. Kerry to New York, her chief officer for the project was Wicklow born Robert Halpin who later became Master at the age of 33.

- Capt Bligh of the "Mutiny on the Bounty" completed an accurate survey of Dublin Bay in 1800 and the map, which he oversaw the production of, was completed in 1803. It was the most accurate map of the bay up to that time and for many years to come. The Ballast board purchased 25 copies of the map for £20-16-00 and one copy of this map is in Dublin Port Company archives.

- 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 was built in 1794 and it was a narrow hump backed bridge leading on to the wide Sackville Street. The bridge was rebuilt in 1880 to the design of the Port engineer Bindon Blood Stoney. When completed it was renamed O'Connell Bridge after the liberator Daniel O'Connell. This bridge is quite unusual in that its width is almost the same size as its length.

Port Newsbytes



North Quay Extension

In 1864 the Board decided to proceed with the North Wall extension with the intention of providing a deep water basin as well as offering some protection for shipping. The area, which they hoped to enclose, was known as Halpins Pond.

Bindon Blood Stoney, the Chief engineer was asked to obtain tenders for the construction of a diving bell and a shears float. The diving bell was built by Grendons of Drogheda and the shears float was built by Harland and Wolff of Belfast, and were delivered in 1866. However the construction of the North quay extension was put in abeyance due to legislation for the reconstitution of the port authority.

Work finally commenced in 1871 and the basin was officially opened on the 11th April 1885 when just over 1,800 feet had been completed. It was opened by the Princess of Wales, Princess Alexandra and the basin was named in her honour. The quay was constructed of huge concrete blocks weighing in at 350 tonnes. They were placed on the basin side and the riverside with rubble and stone filling in between. The blocks measured 27ft height and 21ft 4 inches at the base and were 12ft long; these concrete blocks were then lifted into place by the shear legs.

The rest of the North Quay extension was not completed until about 1937 and it was constructed in a different manner. It consisted of a number of concrete caissons, which were built ashore and floated into position and filled with sand and gravel. The North Wall lighthouse, which is a four-storey iron building, was then moved to its present position almost at the end of the extension.

The Dublin Port Company Scholarship

The Dublin Port Company Scholarship Programme was established in 2001 as part of the Company's policy to assist the economic and social development of the local area and is targeted at those who would have significant difficulty in undertaking a third-level course of study. 245 people living in the port area have been funded under this initiative to date and have completed a wide range of courses including Social Studies, Physiotherapy, Business Studies, Law, Engineering, Nursing and Women's Studies.



Enda Connellan Chief Executive Dublin Port Company, Charlie Murphy Community Liaison Officer Dublin Port Company, and Evelyn Taylor,Recipient of Scholarship programme.



Enda Connellan Chief Executive Dublin Port Company.

Ready for the off!





The Annual School Festival was held on the Friday, June 10th this year. Tied in with the fundraising for the Tsunami appeal, trips priced at €1 a head were given to all primary school children in the surrounding port area. All funds received were added to the Dragon Boat Racing figures which were raised a couple of weeks prior to the event.

With the sun beaming, volunteers were interspersed all around the North Wall Quay to help 1,300 eager children safely onboard and off the boats. Safety was a priority and each child was fitted with a life jacket, and sent on a ten-minute trip down the Liffey.

Everything ran smoothly thanks to all the volunteers who came along that day. They were, Bill Carey, Pierce Killeen, Edel Currie, Charlie Murphy, John Reilly, Derek Boland, Coneleth McMackin, Stewart Atkinson & Gillian Conroy.

That evening the volunteers quenched their thirst with a trip to the Laguna Bar in the I.F.S.C for some badly needed refreshments. Well done to all, hope to see everyone again next year.

Guests on board Golden Princess

On Sunday 3rd July Dublin Port Company hosted a lunch on board the cruise ship Golden Princess for staff. Almost 80 of the staff were guests of the company who enjoyed a tour of the 109,000 tonne Golden Princess, followed by a cocktail reception.

In his speech Captain Tony Yeoman of the Golden Princess gave a very warm welcome the staff of Dublin Port Company. After the traditional exchange of gifts we then adjourned to the Caneletto restaurant where we were served a delicious lunch. This was the second occasion that Dublin Port Company were guests on the Golden Princess. On Thursday 23rd June we hosted Minister for Marine Mr. Pat the Cope Gallagher T.D. customers, senior Dublin business leaders and Tourism representatives who were treated with the same warm hospitality. This Golden Princess is one of 70 cruise liners set to call to Dublin Port this year thus contributing €50 million to the economy, and for this vessel it was one of the eight visits she will make to Dublin Port. This cruise liner is almost 1,000 feet long the equivalent in length of three football pitches and carries almost 3000 passengers with over 1,300 staterooms, on-board cinema, a range of restaurant facilities, casino, swimming pools, a golf putting coarse, art gallery, medical centre and even a wedding chapel.

Dublin Port Company has been committed to promoting Dublin as Ireland's leading cruise liner destination. As a result, Dublin's cruise industry has seen high levels of growth, with 2005 experiencing a 56% surge in the number of cruise liners calling to the port, compared to 2004.

As a key player in Ireland's tourism industry, Dublin Port Company wants to consolidate and further grow this important revenue for the economy. To achieve this goal the next step for us would be to develop a dedicated cruise terminal for the port; an essential development required to accommodate the growing number of cruise liners forecasted to call to Dublin Port.

Skyfest lights up the Liffey



Dublin city's skyline was once again transformed into a sea of colour on March 19th 2005.

The docklands was again the venue for the Skyfest exhibition, which this year celebrated its tenth anniversary on Dublin's social calendar.

The Skyfest is one of the most popular events of the St. Patrick's Day Festival, which ran for the week prior to St. Patrick's Day. This years Skyfest attracted 100,000 people to the Docklands and almost 7,000 fireworks were launched during the spectacle, which was co-ordinated with a musical score commissioned and arranged by Máirtín O'Connor. Pictures courtesy of St.Patricks day.ie

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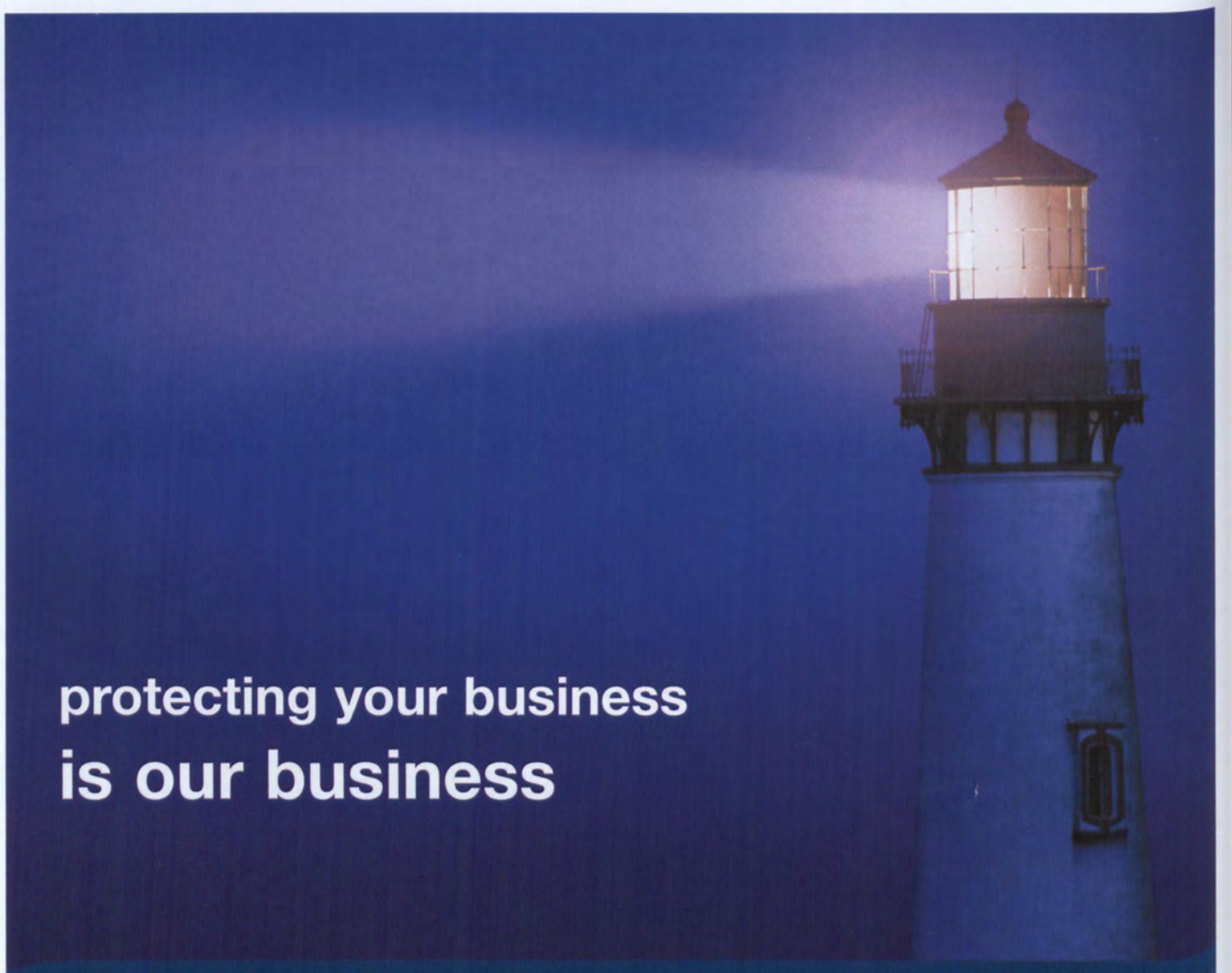
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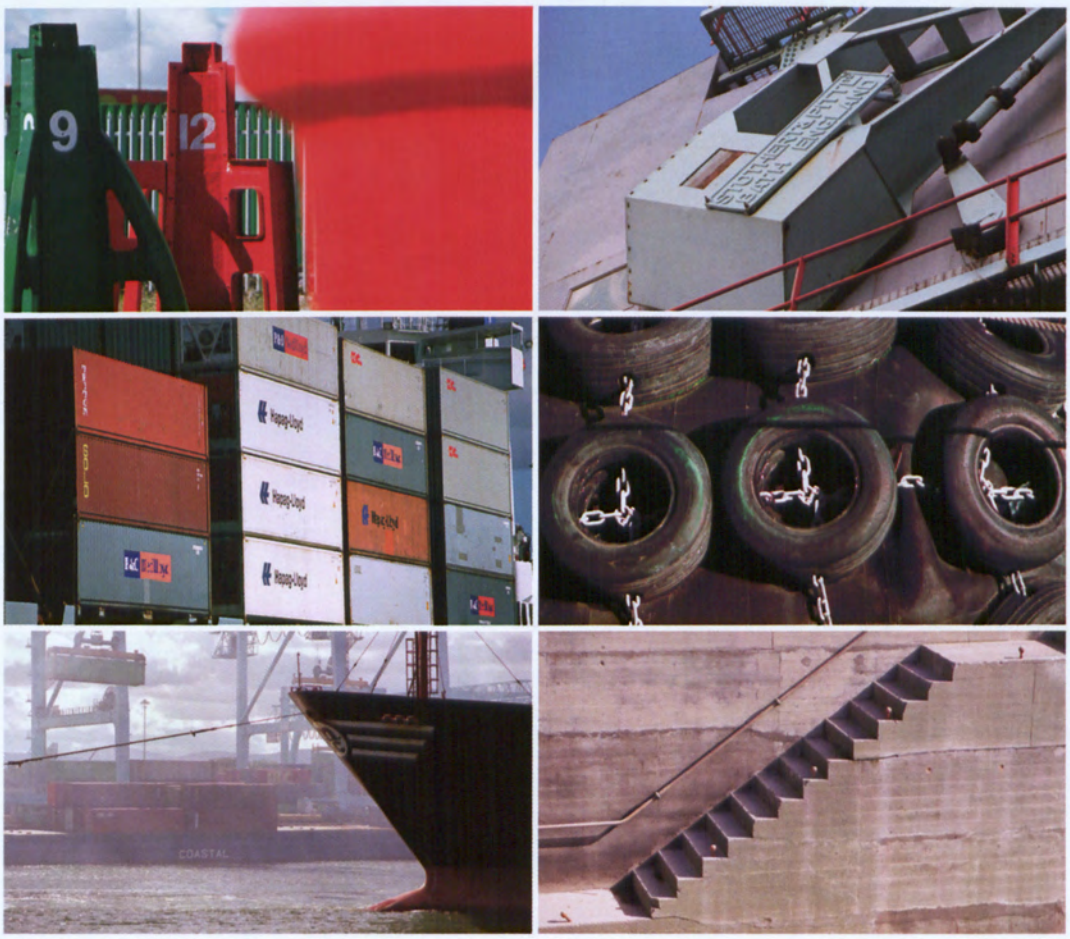
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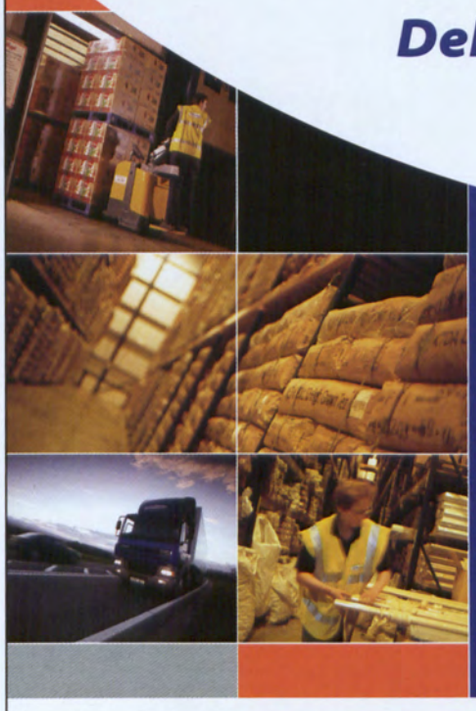
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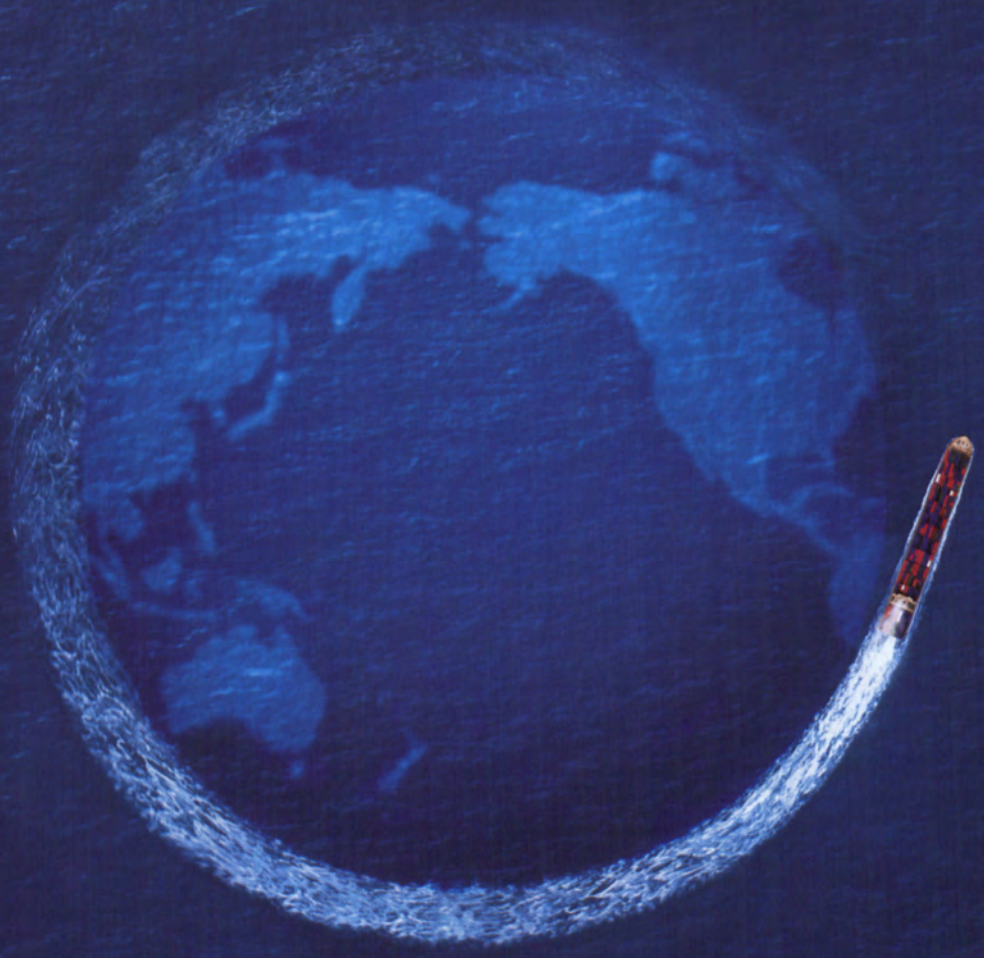
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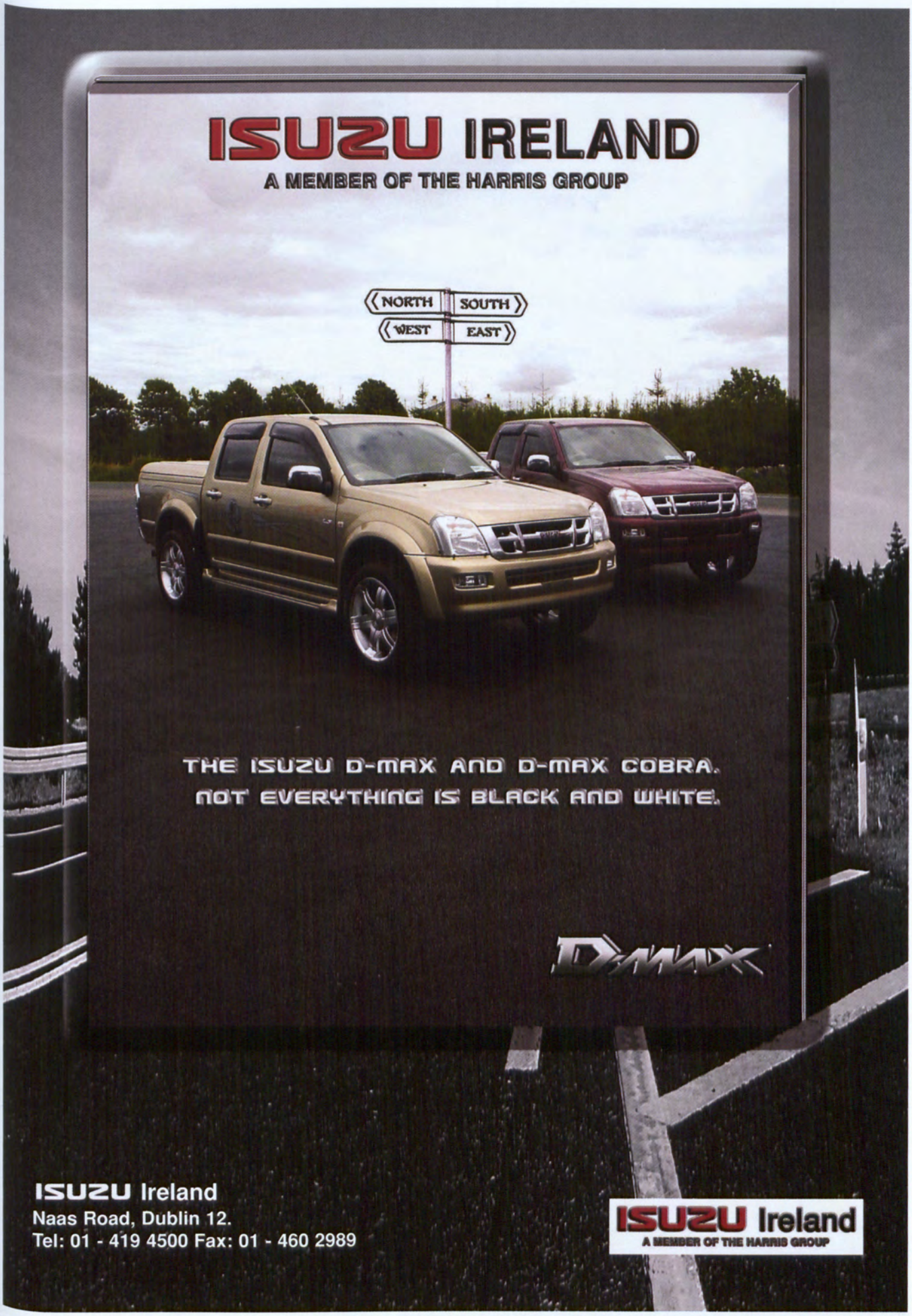


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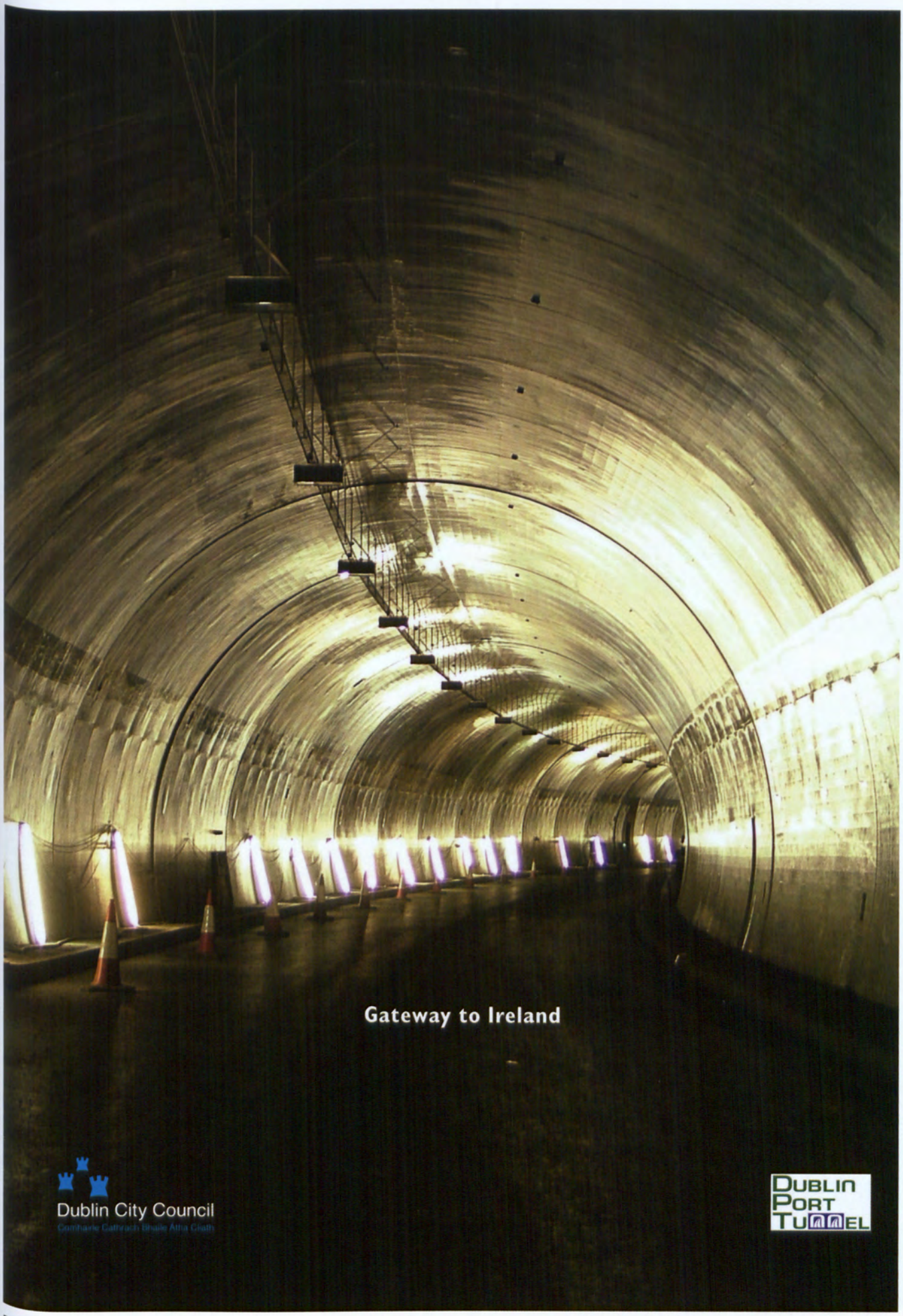
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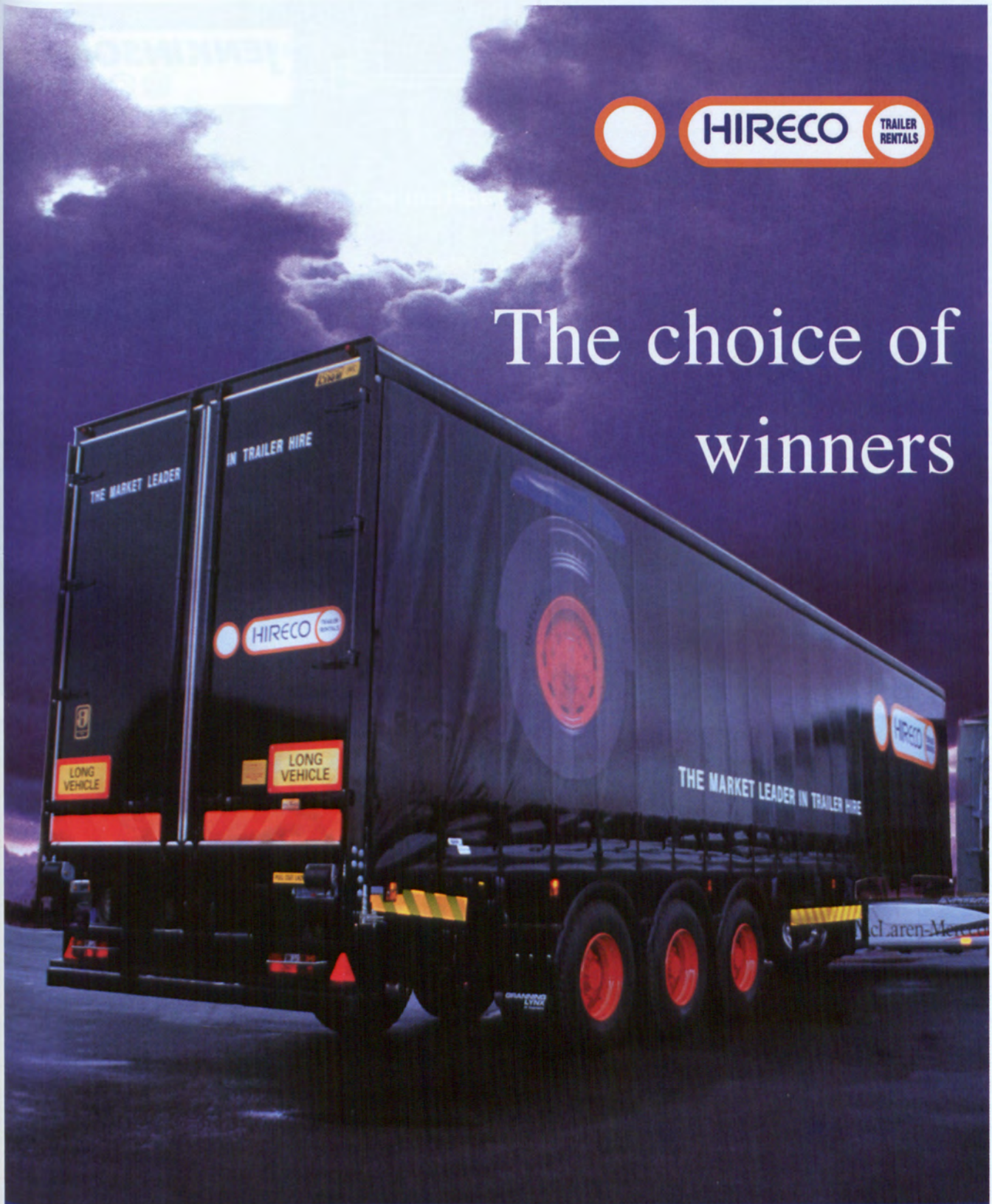
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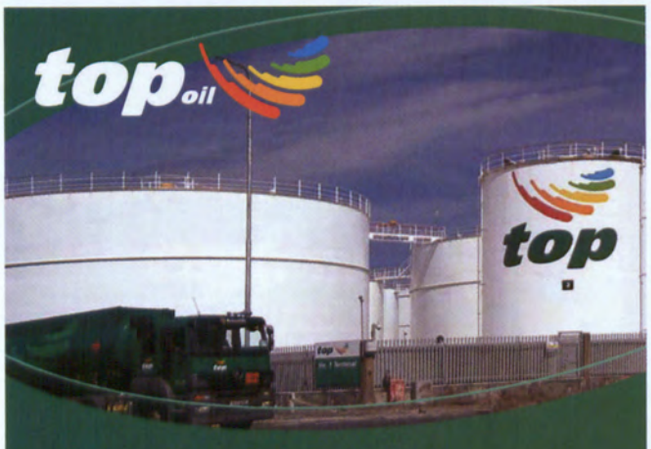
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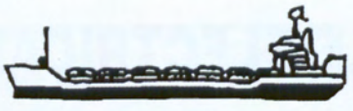
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