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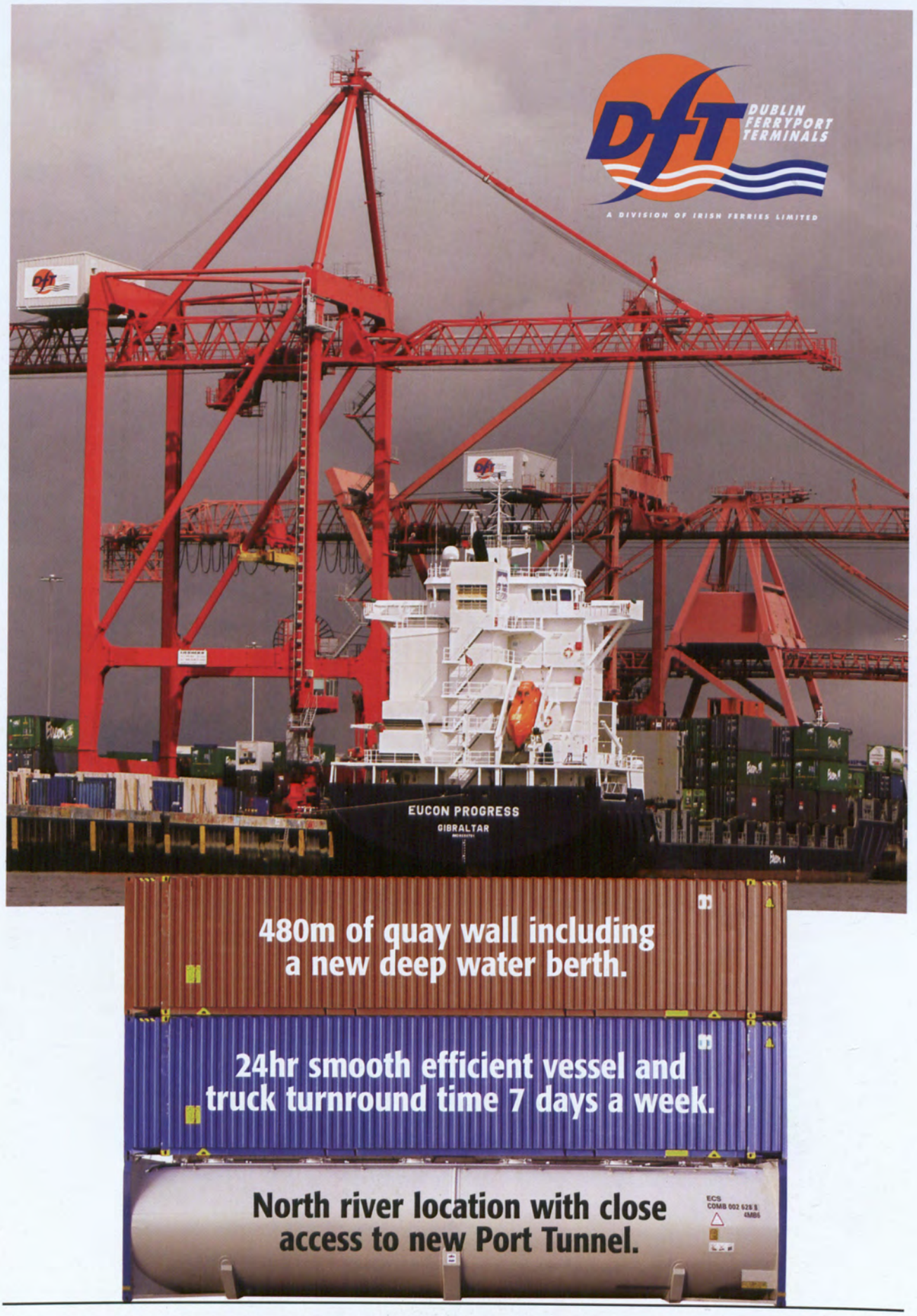
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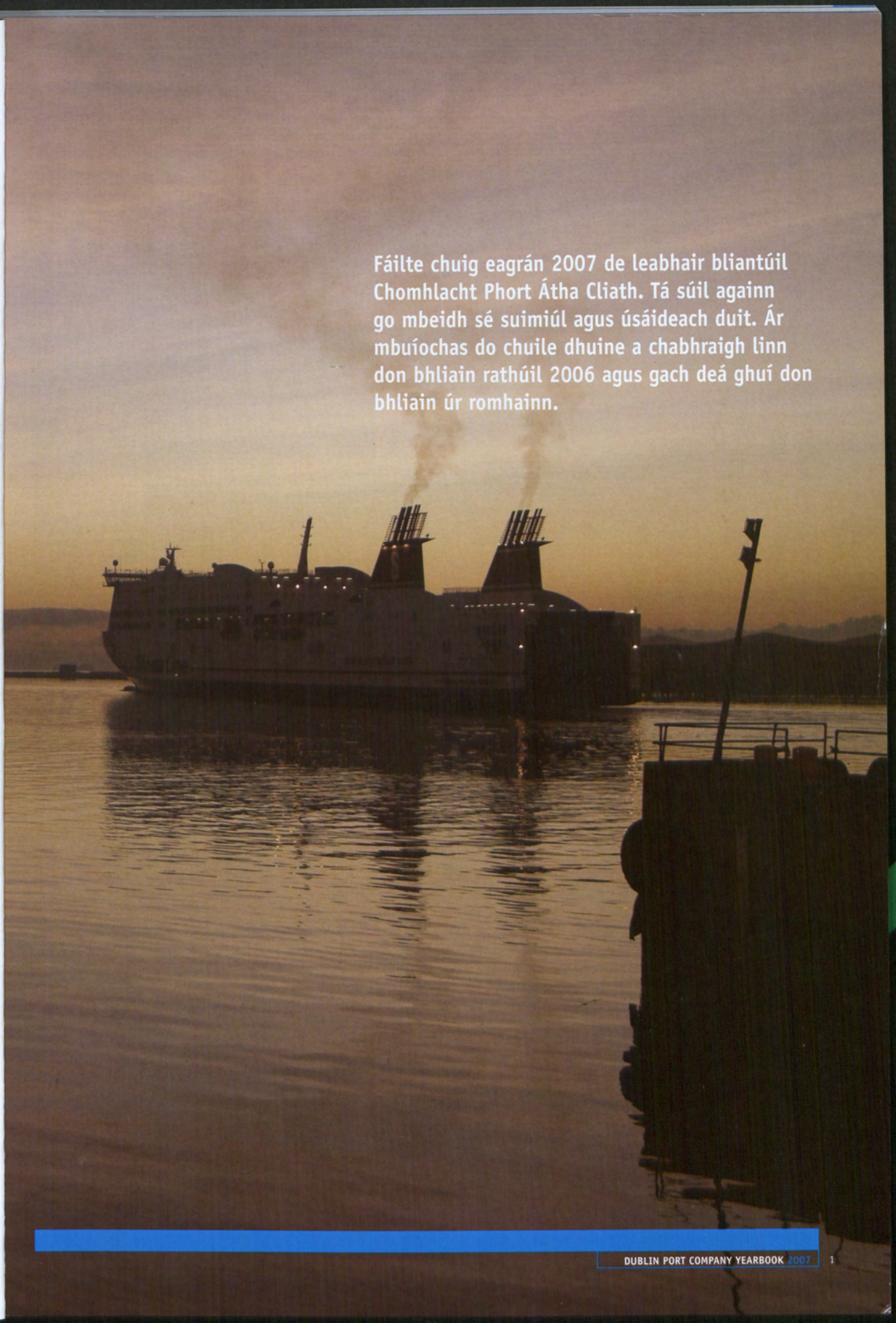
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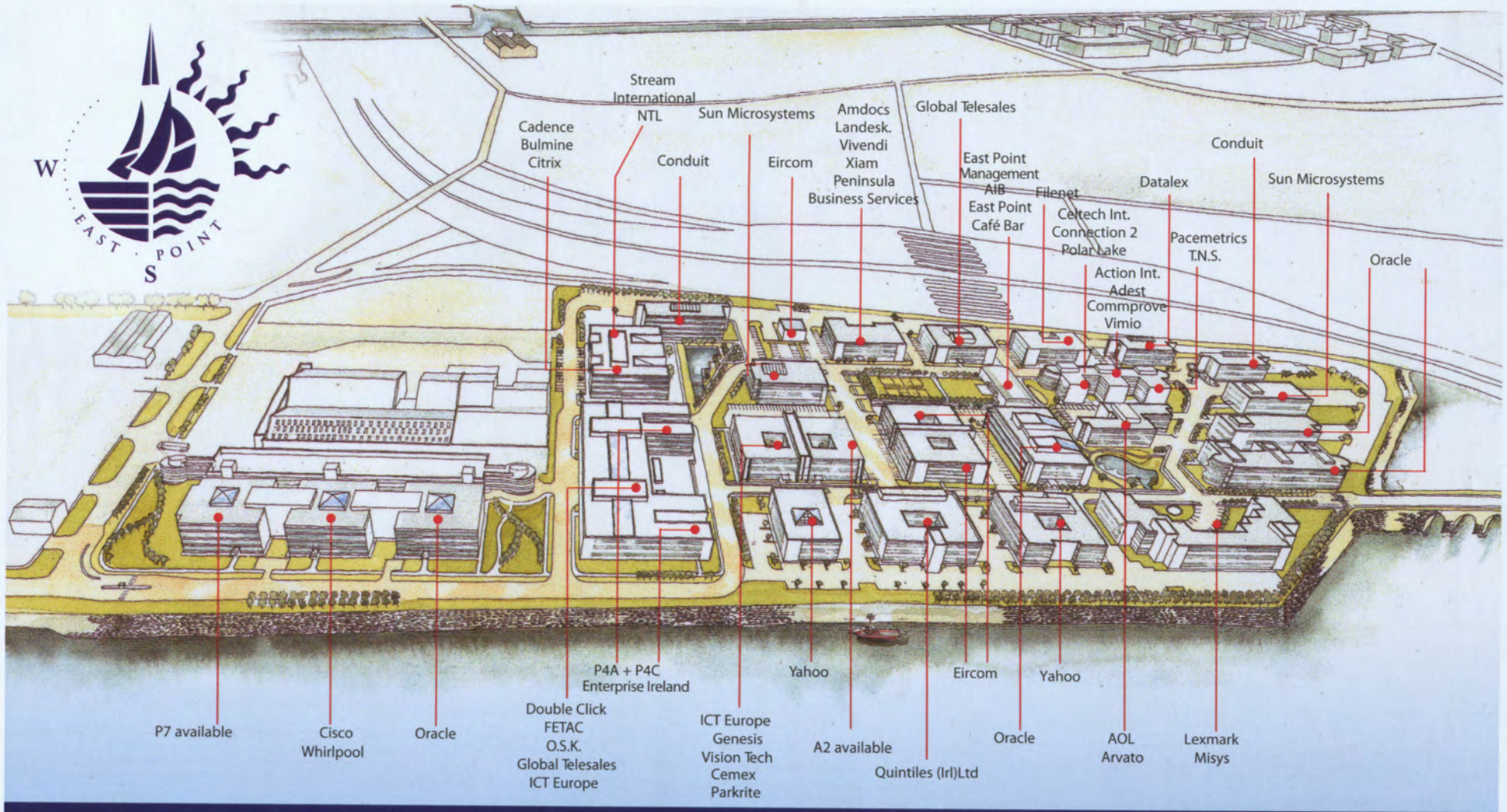




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Services Guide

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Website: www.dublinport.ie

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

TARA

Published for Dublin Port Company by
Tara Publishing Co. Ltd.,
1/2 Poolbeg Street, Dublin 2
T: (01) 241 3095
F: (01) 241 3010
E: kathleen@tarapublishingco.com
W: www.tarapublishingco.com

Director: Kathleen Belton
Advertising Manager: Aaron Stewart
Advertising Executives: Steven Larkin, Rory O'Connor

Photography for this year's book has been provided by: Denis Bergin

Design & Origination by Source
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Printed by Future Print

Images of the Port Tunnel courtesy of Dublin City Council with thanks to Siobhan Maher.

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Foreword from Chairman, Joe Burke...

"In 1996, throughput at the Port was just over 15 million tonnes. Ten years on, this has doubled. This increase, the culmination of ten years consistent growth, demonstrates the significant progress that Dublin Port Company in ensuring the Port and its facilities can keep pace with this significant growth."

Following another strong year for Dublin Port Company, it is with hope, high expectations and no small measure of nostalgia that I look into the New Year.

2007 is a landmark year for Dublin Port Company. Personally, it will be the fifth year that I will have the honour of serving as Chairman of this company. I am delighted to say that, thanks to the efforts of the staff and management of Dublin Port Company, each year has brought new success and growth to the Company.

It is also represents Dublin Port Company's 10th year as a corporate entity. Since what was formerly Dublin Port and Docks Board was corporatized to become Dublin Port Company, our story as a company has been one of success and growth.

In 1996, throughput at the Port was just over 15 million tonnes. Ten years on, this has doubled. This increase, the culmination of ten years consistent growth, demonstrates the significant progress that Dublin Port Company in ensuring the Port and its facilities can keep pace with this significant growth.

This growth has been delivered across the board, in both Lift-on/Lift-off (Lo-Lo) and Roll-on/Roll-off (Ro-Ro). There has also been significant growth in the number of passengers passing through the Port. Last year, a total of 75 cruise liners visited the city of Dublin through Dublin Port, bringing up to €50 million into the economy in the process. It is worth noting the foresight of Dublin Port's management team of the potential this trade would have on the Irish economy. As a result they spearheaded the creation of Cruise Ireland and the results are clear for all to see.

These success stories demonstrate two key points. Firstly, they point to the success that Dublin Port Company and its customers have achieved. As volumes at Dublin Port have grown, so too have the fortunes of our customers. This is the result of significant investment and hard work upon both our behalf and theirs.

Secondly, the success of Dublin Port Company and the companies that operate the Port is good news for the economy as a whole. From a tourism point of view, the 1.2 million ferry and cruise passengers that pass through the Port every year bring considerable revenues to all facets of the Irish economy. In addition, the rising throughput at Dublin Port is good news for the economy as a whole, generating employment and economic activity both for the surrounding areas and for all the businesses and communities that depend on the efficient service that the Port provides.

These positive developments highlight the key strategic importance of Dublin Port. Dublin Port Company's growth, both in terms of throughput, tourism and profit, has come about because its customers, both business and personal, recognise that its combination of both location and available services makes it the most cost-effective and efficient solution for their transport needs.

This is reflected in the hard facts regarding the trade that passes through Dublin Port. Some 43% of all imports arriving in Dublin Port remain within the M50 corridor. This demonstrates clearly the real benefits of having an efficient and vibrant city port on Dublin's doorstep, and is clear evidence that the efficient flow of goods in and out of Dublin Port is key to the survival of the Irish economy.

Despite this, Dublin Port Company faces a number of challenges in the coming year. December 2006 saw the opening of the Dublin Port Tunnel. While we welcome the considerable investment that has been made in relation to the tunnel and the surrounding infrastructure, it is disappointing to report that – despite our significant concerns outlined in a detailed submission on the issue – Dublin City Council have, nevertheless, decided to implement their HGV strategy.

Notwithstanding this, we will continue to monitor this issue on an ongoing basis, and will continue to provide the City Council with our expert analysis.

The opening of the Port Tunnel is not the only challenge that Dublin Port Company faces today. In previous reports in this Yearbook I have highlighted the issue of imminent capacity at Ireland's largest and most efficiently run port. It is with regret that at time of going to print no decision to grant a Foreshore Licence which will facilitate this company to start the process of developing an additional 21 hectares at the North Pier. It is essential that this is addressed before container capacity shortages impact on Irish businesses.

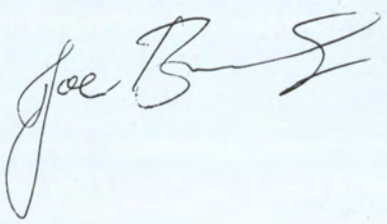
All these issues point to the key role that Dublin Port plays as a facilitator of efficient and competitive trade for Ireland. As the statistics show, Irish businesses that use the Port do so because they recognise that it is the most efficient and cost-effective means of importing and exporting goods. If this cost-effectiveness is challenged, then so in turn is Ireland's competitiveness as an economy.

In addition to its role as a key facilitator of trade, Dublin Port Company is also an important part of the local and greater Dublin community, and we look forward to continuing our participation in a range of community-focused initiatives in 2007. These initiatives demonstrate our real commitment to corporate social responsibility and reinforce our view that just as Dublin Port is a part of the local community, so too is the community a part of Dublin Port.

Last year also saw the transfer of commercial ports from falling under the remit of the Department of Communications, Marine and Natural Resources to the Department of Transport. A significant amount of work has been completed in that period and we look forward to continuing to work with the Minister and his officials at the Department of Transport in ensuring that Dublin Port Company continues to play a progressive role in the life of the city and this country's economy.

In conclusion, I would like to thank my fellow directors for their commitment to Dublin Port Company and their advice and counsel. I would also like to thank the management team at Dublin Port Company, in particular Chief Executive Enda Connellan, for their excellent work throughout the year. It is no surprise to the board that the management team was shortlisted for the 2006 PA Consulting Management Team of the Year award.

Finally, I would like to thank the customers of Dublin Port Company for their support throughout 2006. Together we can ensure that we overcome the challenges that face us and build upon our successes to ensure that Dublin Port remains the port of choice for Irish business.



Joe Burke
Chairman



An Overview from Chief Executive, Enda Connellan...

Each year writing this report for Dublin Port Company's Yearbook provides me with an opportunity to review the past twelve months and look forward to the year ahead. This year it is also an opportunity to review the first ten years since the organization changed its status from what was then Dublin Port and Docks Board to the corporatised entity, Dublin Port Company. These ten years have seen significant changes in the economic fortunes of the country. Dublin Port Company is proud of the role it has played in contributing to the economic success by facilitating significant increases in the flow of goods to and from Ireland.

Since corporatisation in 1997 Dublin Port Company has seen a significant strengthening of our operations. It is, therefore, with a great sense of satisfaction that I can report that we begin 2007 with renewed optimism for the future.

Dublin Port continues to be the choice of both Irish and international business to move goods in and out of Ireland's east coast region. Dublin Port's strategic trading location ensures that it is the most efficient location to serve the trading needs of this economy by accessing target markets in the most timely and cost effective manner.

During the summer this was further reinforced by the announcement of the introduction of two new services to meet increased demand for freight services between Dublin and the UK. Celtic Link Ferries introduced the MV Celtic Star, a daily service from Dublin to Liverpool, and will increase this to a twice-daily service with the introduction of a second vessel this month. Stena Line also introduced a second ship Stena Seatrader, onto the Dublin to Holyhead route.

The increased services operating at the port have helped lead to a significant increase in throughput. As a result Dublin Port will exceed annual throughput of 30 million tonnes for the first time in 2006. Just ten years ago the level of throughput was almost half what it is today.

> "Dublin Port Company is proud of the role it has played in contributing to the economic success by facilitating significant increases in the flow of goods to and from Ireland."

Meeting the needs of a growing economy

However, Dublin Port Company's great success in facilitating increasing trade at a time of unprecedented growth in the country's prosperity has also created an issue of its own, that of capacity.

As an organisation we have at all times been cognisant of our statutory responsibility to facilitate trade to and from this country. With two out of every three containers coming through Dublin Port we have long seen and planned for the need to increase operational capacity at the Port. Much work has already been completed to extract the maximum efficiencies from our port land. However, at this stage there is urgent need to expand capacity that will continue to serve the needs of the national economy. Our modest proposal to build a 21 hectare North Port Extension would allow Dublin Port Company to provide more efficient deep berths to meet this increasing demand. Given the robust state of the company's finances, Dublin Port Company is in a position to complete this expansion without recourse to exchequer funding, a key objective of the Government's Ports Policy Statement published in 2005.

Challenges

As I have outlined earlier ports play an integral role in facilitating trade. As a key part of the supply chain it is important that they link in the most seamless fashion with the other parts of the chain. It is for this reason that Dublin Port Company works tirelessly with all stakeholders to ensure that the access infrastructure surrounding the port allows goods to flow freely to their markets.

Dublin Port Company has invested significant resources, both financial and operational, to maximize the benefits of the long-awaited Port Tunnel. This has included upgrading the road infrastructure in and around the port estate and also providing valuable information to Dublin City Council on traffic management issues based on years of experience of dealing with vehicles of port customers, both HGVs and passenger cars, as well as the thousands of commuter passenger cars that pass through the port daily.

We expressed considerable reservations about the City Council's proposed HGV management strategy and were disappointed when it was adopted by the Council.

It is our firm belief that the implementation of this strategy will act to the long-term detriment of the Irish economy, with our national competitiveness facing steady erosion as costs rise for importers and exporters. Nor must we underestimate the significant environmental cost that keeping large trucks on the road for longer journeys will place on our city and its residents.

Despite our disappointment we are committed to working with all the relevant stakeholders to ensure that traffic congestion is minimized and that any negative economic impact is avoided.

Community relations

Dublin Port Company has long placed significant emphasis on good corporate citizenship. Even before the emergence of what has more recently become known as Corporate and Social Responsibility Dublin Port Company supported a range of social, environmental, sporting and educational initiatives which benefit the community that has such close links with the port. 2006 was no different and in June 2006, our '100 Flowers to Bloom' community art project was unveiled by An Taoiseach Bertie Ahern T.D., with 100 hand painted banners along Tolka Quay Road forming an attractive visual for those traveling through Dublin Port and the surrounding area. Other key sponsorships and community initiatives continued during 2006, with sponsorships of local sports clubs. In addition, our scholarship programme continues to bear fruit for young and old alike in the local communities, who, through this project, now have the opportunity to access third level education. Over €160,000 has been invested by Dublin Port Company in the six years since the programme was established.

Our support of Ringsend District Response to Drugs project, which is delivering real results for the Ringsend area, was shortlisted by Chambers Ireland for the President's CSR Awards. Other Dublin Port Company projects shortlisted for awards included our Training, Learning and Development Centre (nominated for Best Workplace CSR Project) and the Banda Aceh School Reconstruction Project, which won the Good Neighbour Award. We will continue to liaise with the local community to identify and deliver solutions for the local community in the year ahead.

Tourism

Following on from 2005's record figures, 2006 was a further landmark year for the cruise liner industry at Dublin Port, with 75 cruise liners hosted during the 2006 cruise season. These liners carried in excess of 65,000 high-spend passengers and 28,000 crew members. Dublin Port Company's work in promoting Dublin as a leading cruise destination has generated a major cash boost of between €35 million and €50 million for the local economy through direct and indirect spend.

This steady rise in income for the economy generated by the cruise sector is offsetting the relative decline in ferry passenger numbers caused by increased competition from the low-fares airlines. However, it must be noted that ferry passengers not only stay longer, but also travel far further into the country; with a resulting higher spend on regional tourism attractions, particularly in the West of the country. These visitors, along with passengers on cruise liners, are hugely valuable to Ireland's tourist industry and demonstrate that Dublin Port is a crucial destination for both freight and passenger traffic.

On a more cautionary note, while substantial investment continues to be made in the cruise liner facilities at Dublin Port, our ability to grow this business is challenged by capacity constraints. However, as is the case with capacity issues for containerized goods, we are committed to exploring all potential avenues to ensure that this increasingly valuable trade can continue to grow.

The Year Ahead

Looking forward, we see 2007 as being a year of both opportunity and challenge for Dublin Port Company. As both our strong trading performance and our increased throughput shows, Dublin Port Company is delivering results for its customers, and thus in turn for the Irish economy. It is our intention to ensure that the economic success story that is Dublin Port continues to grow and expand to meet customer demand across all aspects of our business.

For this to happen, it is essential that all the relevant parties work together to address the challenges that capacity constraints demand. However it must be noted that the capacity demands do not represent an obstacle, instead they represent a resounding confirmation of Dublin Port's importance and success as a city port, located in the city, and serving the city and community in which it is based.

Finally, I wish to acknowledge the skill and support of all my colleagues in Dublin Port Company to the staff whose contribution year round, continues to ensure this organization and the valuable national resource that it is plays a hugely positive role in the life of the city and that of the State's economy. In particular, I would like to highlight the efforts of my management team who have made an immense contribution to the running of this company. It was with a great sense of satisfaction I learned that the team was short-listed for the PA Consulting Management Team of the Year award. Great thanks are due to the Chairman and the Board of Directors for their continued support and advice, which is invaluable as we meet the challenges of today, and plan for the opportunities of the future. Dublin Port Company, the Port, the City and the economic life of this country is the better for all their contributions.



Enda Connellan
Chief Executive Officer



Making Good Neighbours



Dublin Port Company won a Good Neighbour Award at Chambers Ireland President's Awards for Corporate Social Responsibility sponsored by Cityjet.
Pictured (l-r) are Minister of State Noel Ahern T.D.; Geoffrey O'Byrne Whyte, Chief Executive, Cityjet; Joe Burke, Dublin Port Company and Robin O'Sullivan, President, Chambers Ireland.

Dublin Port Company has always recognised the importance of the local community. Our relationship has been established over many years and it has been of great benefit to both parties. So much so that the Chambers of Commerce Ireland officially recognised Dublin Port Company in November 2006, with its prestigious Good Neighbour Award.

Dublin Port Company was nominated for three awards: one in the Employer category for Dublin Port Company training unit and two in the Good Neighbour category. Ironically the winning 'Good Neighbour' award was won for an initiative half a world away, in Tsunami torn Banda Aceh, Indonesia. The initiative to build an elementary school, in Banda Aceh would never have happened if it weren't for the remarkable fund raising activities and enthusiasm of the communities surrounding Dublin Port.

The awards were held in November 2006, and Noel Ahern TD made the presentation to Dublin Port Company's Chairman, Joe Burke.

Other companies competing for this award included Ulster Bank, Pepsi, Microsoft Ireland, IBM and EBS, to name a few.

Banda Aceh – The Next Steps

The story of how a school sprung to life in the ruins of Banda Aceh was told in 2006 Yearbook. During 2006 the story was completed, with the school enjoying its official opening in March 2006. Dublin Port Company and many local dignitaries attended the historical event. The Mayor of Banda Aceh, FBA's Azwar Hazan, representatives from the Indonesian Department of Education, as well as other NGOs were all in attendance as traditional dancers started the ceremony and the children proudly dressed in their pristine new school uniforms.

Back in early 2005, when Dublin Port Company approached the NGO group Forum Bangun Aceh with an offer of help, Azwar Hazan (FBA), said that a school would be of greatest help to the local community. And so it has proved, with hundreds of survivors and families returning to the area and rebuilding their homes, and their lives.

The question now is 'what next?' The school building is finished but there are always other needs. For instance, every school needs a library, and children need uniforms and books. Two funds have now been set up: the first is a contribution of $10,000 for a library and other special one-off projects; the second is a two year commitment of $7,500 a year for school uniforms, books, and transport to and from the school. Such contributions will be of great assistance and, more importantly, will ensure that more children attend school.

Yet there is still more to do in Banda Aceh, and clearly the communities around Dublin Port fully agree, as they continue their fundraising efforts. These efforts, are combined with those of the Department of Foreign Affairs, Dublin Port Company and Toothfairy Ball.



Local businesses' displaying their products at the opening ceremony



Joe Burke taking part in laying the first stone for the community centre

Community & Health Centre

As the school building project ended, FBA's Azwar Hazan began to look at the possibility of a community centre that could be used by the elders of the village and by small businesses. The idea for the centre would include a play area for the children and a medical facility.

With these goals in mind, a site was found in Lampoh Daya, where the centre would be built. And on November 7th 2006, Joe Burke, Chairman of the Dublin Port Company, the Assistant Governor of Aceh and Azwar Hazan, laid the first stone. It was another great day, with many local businesses setting up stalls to sell traditional clothing, known as 'batik', local Achenese produce, and arts and crafts. Certificates of Achievement were awarded to many of the local businesses by the Assistant Governor and the Chairman of Dublin Port Company.

The architecture of the building will be in the beautiful Acehnese style and it will be a large, two storey construction. It will play a very important role in the community, particularly for local businesses. Importantly, it is also planned that once a year a team of doctors and dentists will travel from Ireland to tend to the needs of the community, and children in particular. This is an ongoing commitment that will make a major contribution to the health and welfare of the people in this local community.

It is anticipated and hoped that the building will be ready in November 2007, by which time the area and the population of Banda Aceh will have recovered still further.

The Scholarships Programme

The scholarship programme is for the benefit of the communites surrounding Dublin Port. This educational programme enables recipients to undertake a third level course of study or a repeat leaving certificate examination.

"What really catches the eye is the prestigious institutions that many of these scholars attend. Among them are Trinity, UCD and DCU; further afield are Liverpool University and a veterinary college in Wales."

Applicants are invited to submit application forms which are then assessed by an independent panel. The panel looks for an applicant's motivation and ability to fulfill his or her potential through education. These are the key factors when selecting someone for a scholarship award. Over the last six years, 285 scholarships have been awarded, with 40 awarded in 2006. There is no restriction on the standard and type of course that can be pursued, and 2006 illustrates this with courses's ranging from architecture to sociology and from legal studies to sign language.

What really catches the eye is the prestigious institutions that many of these scholars attend. Among them are Trinity, UCD and DCU; further afield are Liverpool University and a veterinary college in Wales. Then there's Pittsburgh University. The scholarships are a real opportunity for these individuals to explore their potential, as well as their dream, and to find opportunities that may otherwise have been hidden from them. Dublin Port Company is delighted to be able to support them in their endeavours.







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The 100 Flowers Art Project Blooms

2006 saw the conclusion to the remarkable 100 Flowers Art Project. This project, which has run for over a year, embraced the creativity of 100 children from St. Joseph's National School, and the passion of numerous other individuals and organisations. The results have been remarkable and they were revealed at the official opening of the project at Dublin Port Company's Terminal 1, on June 12th 2007 by An Taoiseach, Bertie Ahern.

When this community project began there were two key objectives: the first was for the school children to discover and display the 100 plant species, that have been brought to our shores in ballast of either rocks or clay, on ships from places like the far east and the Mediterranean. This has significant comparisons to today's Dublin; with Ireland welcoming so many immigrants from so many different countries it was an important lesson for the school children, their families and teachers.

The children were at the heart of the 100 Flowers Art Project, but it would never have happened without the combined efforts of many different groups of people: St. Joseph's National School, the school children and their parents, Fire Station Artists' Studio, artist David Jacques, photographer Christopher Harrington and Dublin Port Company, to name a few.



Coming Together

Clodagh Kenny and Liz Burns from the Fire Station Artists' Studio kicked the project off after Charlie Murphy from Dublin Port Company approached them to create an art project that would work in the port/community environment. They created a theme that the project would follow and ideas were invited from artists around the world.

David Jacques, a renowned artist from Liverpool, entered the winning idea. Born in 1964, David went on to study at Chelsea School of Art as well as gaining a Masters in Public Art from the Duncan of Jordanstone College of Art, Dundee. His work has been exhibited nationally and internationally with shows at the National Portrait Gallery London, and solo exhibitions in Cologne and Dublin amongst others. His winning entry focused on all the alien plant species that have been introduced to Ireland through the ballast tanks of foreign ships. He then began working closely with the school children of St. Joseph's, picking 100 plants and assigning each one to a child. The children then had several tasks to perform, learning about the flowers and plants, drawing them, visiting the National Botanic Gardens and then creating tapestries using a computer. It was hugely enjoyable, with David calling each child by his or her chosen plant name; names like Chinese Mustard and Garden Tea proved to be a couple of the most amusing. David's enthusiasm with the children was infectious, turning the learning process into a fun experience that inspired everyone. From this inspiration came the finished art: the delicate silk embroideries, and the large scale hand painted banners which showed the child's name, the child's drawing and the plant's name. All in all they formed a stunning work of art.

The only problem proved to be the wind. The banners were originally intended to line Tolka Quay Road, mounted high on the lampposts for all ports users to view. Unfortunately the wind was so strong that there was a fear that the banners would be blown away or torn. Instead they were erected inside the Terminal 1 building which is used by a number of ferry companies checking in their passengers. The remaining works – namely the embroideries – are located in the Dublin Port Company Head Office Port Centre and in St. Joseph's School.

Many of the plants and flowers that formed the core of this project can still be seen growing in the port and along the docks, while others can be seen or learned about at the National Botanical Gardens in Glasnevin.



Caught on Film

Once the art was finished it was time for the next stage. This involved the photographer Chris Harrington who visited the school for a number of workshops with the children. He showed the children the intricacies of photography and worked closely with them to take their photographs alongside chalk drawings of their work – some were on blackboards and some were drawn on the playground surface – and you only have to look at the photographs to see how creative the children were. The resultant photographs are on permanent display in the Port Centre.

However, the story doesn't quite end there. A specially dedicated book is now being produced in partnership with Dublin Port Company and St. Joseph's, under the watchful eye of The Firestation Artists' Studios. This will document the history of the project, using photographs, paying particular attention to the school children, their creative drawings on this project and the final artistic results. It will show how business and communities can work together to produce stunning, relevant and educational art.

The book is due to be published by mid 2007.

Celebrating 10 Years

Dublin Port, as an organisation, has a long and remarkable history, dating back 300 years from 1707 to 2007. There have been many famous moments and famous visitors in that time Captain William Bligh's (of "Mutiny on the Bounty" fame) involvement in the Port in 1800 has left a lasting legacy.

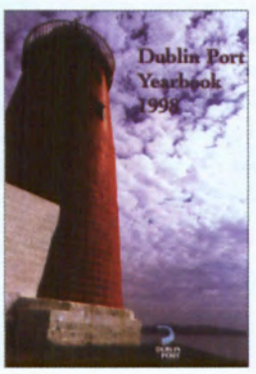


Bligh conducted a study of the tidal flows in Dublin Bay, which led to the construction of the Great South Wall. This construction has resulted in the formation of the present Bull Island, which did not exist in 1800.

Another famous person, involved in the development of the Port was the famous Port engineer Bindon Blood Stoney. He designed the diving bell now located on Sir John Rogerson's quay, which was used in the construction of the North Wall Extension. It is a rich history and much of it is kept in the archives now housed in the National College of Ireland.

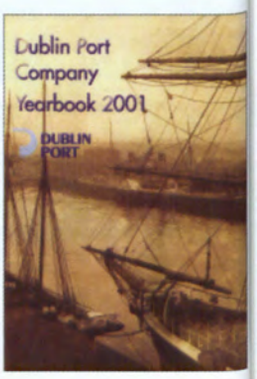
Dublin Port Company, as a corporate entity, began life on March 3rd 1997, making 2007 its 10th anniversary. A trawl through the list of employees shows many who have been here for decades, but one name stands out: Sandra Corr started working with Dublin Port Company just days after its incorporation. So who better to review the changes that have occurred in and around the port over the past decade?













Sandra joined Dublin Port Company as a member of the Finance Department on 9th March 1997. Ten years later and she's still working in Finance, albeit in a number of different roles.

Changing Views

The physical changes around the port and in the local area have been vast. Old buildings like the port's storage yard have gone and the completion of the port tunnel has already resulted in changes to traffic flows and volumes. But it is the altering skyline that is most noticeable: apartment blocks, mixed use developments and redevelopment are changing the face of the docklands, and will continue to do so in the years ahead. Cranes remain an ever-present silhouette as this area remains attractive to investors and Dubliners looking for new homes. While such changes do not affect Dublin Port, they do affect the environment and the nearby communities who are important to the company.

The Role of IT

Internally there have also been many changes. Sandra points out that as well as her evolving role, the way the company operates has changed too. Dublin Port Company, as a whole, has experienced a massive increase in traffic over the last ten years. In 2005 the combined value of imports and exports totalled (€52 billion), which has increased the workload substantially. This has been countered by greater automation and increased efficiencies across the board. Computers play a huge role in this automation process. A major investment was put into IT and in implementing new work processes after the year 2000. As an example, Sandra cites Cargo Dues Invoicing – one of her key tasks – saying that what used to take a week or two to process now only takes a day or two due to the advancements in technology.

Such increased efficiencies, not to mention her experience, have allowed Sandra to take on a much broader and challenging role. Today she is responsible for invoicing for tonnage, pilotage and towage, as well as Accounts Payable and the aforementioned Cargo Dues Invoicing. Such multi-tasking means that there's always variety – an important aspect of any job.

Sandra identifies one other key ingredient that has made a huge difference to her time at the company: the working environment. And because it's better than ever it inspires greater productivity and enjoyment, with everyone pulling together to get the job done.

And long may it continue.













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Dun Laoghaire Regatta



In 2005 and 2006, the Dun Laoghaire Regatta brought together the four Dublin yacht clubs in a popular four day event. 500 pleasure boats could be seen competing in numerous races and in numerous sailing classes.

Under the watchful eye of Dublin Port Company's Harbour Master, the boats and the operations of commercial ships were successfully integrated in and around the port. It was a considerable task but the organization proved to be a great success. The 2007 event is now planned for 12th – 15th July, with all four yacht clubs again involved: Dun Laoghaire Motor Yacht Club, The National, Royal Irish and Royal St. George.

2007 sees the introduction of a new event that is timed to coincide with the annual Regatta: The Ecover Half Ton Classics Cup is an international biannual event that started in Belgium in 2003, and moved to Brittany in 2005. It has been growing in popularity and is expected to attract well over 30 boats. The event runs from 9th – 14th July, and comprises up to three races a day and one offshore race.

Half a Ton – Twice the Fun

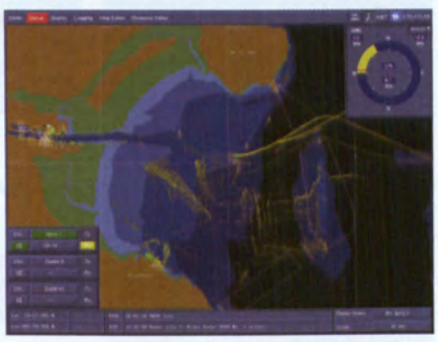
Half Ton boats are classic keel boats and many of the world's great sailors learned their trade on them. Each boat has a crew of eight and the event has gained such a reputation that an international jury will be monitoring the race

The Irish boat, Blue Berret π has competed successfully in the two previous events, coming third in both 2003 and 2005. Their success helped to attract the race to Ireland, where it will be combined with the Regatta. The boat was designed by Jean Berret, a Frenchman, who is one of four renowned designers of these classic and famous boats; the other three being Joubert Nivelt, Rob Humphreys and Ron Holland. Jean has been invited as a special guest for the duration of the Classics Cup.

The event sponsor of the Classics Cup is Ecover, the world's largest producer of ecological detergents and cleaning products. There are also three supporting sponsors: Dublin Port Company, Stena Line and R A Burke Shipping Group. Stena Line have subsidised the cost of bringing boats and crews across on their UK-to-Ireland ferry service to help boost the already impressive foreign entry list. To date there are entries from Ireland, UK, France, Belgium and Finland.

Safety is Paramount

Clearly this new event will add to the Harbour Master's workload, and will require some alterations to commercial traffic flows. But as was the case for the last two years, commercial and pleasure craft operated in harmony and 2007 should be no different.
The Harbour Master will review all the races in the Regatta and create safe spaces for the races to be contested. Safe spaces for commercial ships will also be created ensuring safety for all. The picture shown here demonstrates how these safe areas operate.



The ports around Dublin Bay will be buzzing with activity as the 5,000 people involved in the two events settle in to enjoy themselves. Hotel rooms and parking spaces will be hard to come by, and that's not even taking into account the hordes of spectators who have flocked to the last two Regattas.

Dublin Port Company wishes everyone involved an enjoyable week and safe sailing.



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	DUBLIN	TUESDAY
	LISBON	MONDAY
	LEIXOES	TUESDAY
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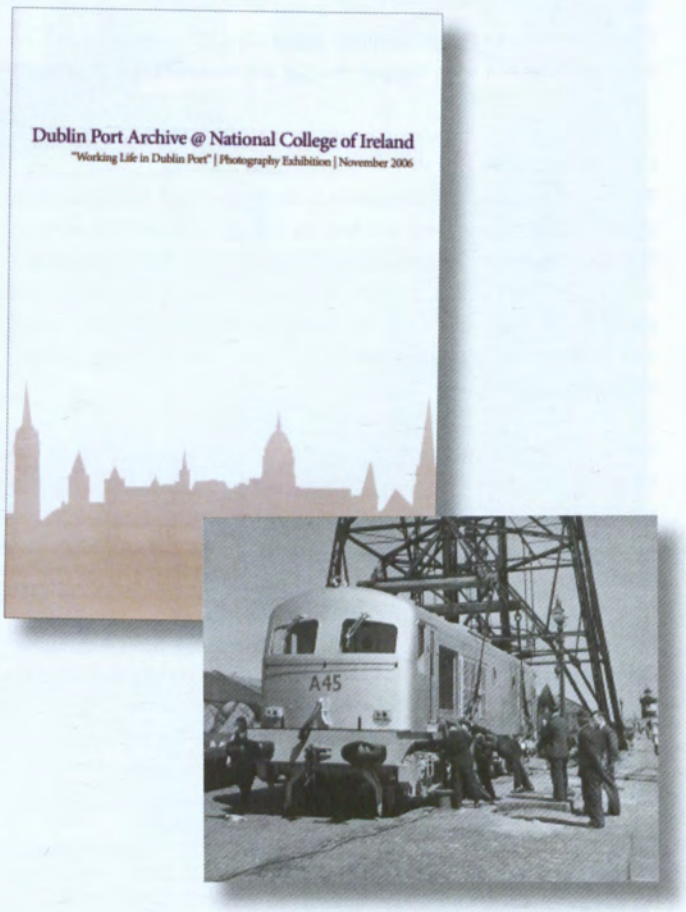
The Keeper of the Archives



Niall Dardis is Dublin Port Company's keeper of the archives. Niall began his career with Dublin Port & Docks Board as it was then in the early 1960's. As he was born in Irishtown it was inevitable that he would work in the port.

As an example, at six years old, Niall watched as the largest ship he had ever seen sailed out of Dublin Port. The Lancastria was taking 700 scouts on a pilgrimage to Rome, and Niall could hear them singing 'Come Back to Ireland'. That was 1934. When Niall became involved with the port's archives, in 1992, he went looking for the story about the Lancastria, and he found it. Unfortunately the story of the Lancastria doesn't have a happy ending: it was dive bombed off the coast of France in 1941, during the Second World War, and sank with the loss of 7,000 lives.

That, of course, is what history is all about: moments of sadness, moments of joy and everyday moments. And over 200 years' worth of such moments have been stored in Dublin Port Company's archive, which is now based at the National College of Ireland (NCI). Following the Harbours Act of 1996, Dublin Port Company approached NCI to see if they would be interested in holding the archive. NCI were delighted at the opportunity and now, anyone who wishes to visit the archive need go no further than the IFSC. And if you drop by on a Tuesday, you'll get a chance to meet the man who knows more about the port than anyone else.



History of an Archive

Niall happily credits the former archivist, Gerry Daly, for starting the archive and keeping it in such good shape. Niall worked in the Engineering Department in the early 1960s, staying there until his retirement in 1992. He held a variety of roles – notably as a mechanical and marine draughtsman – including managing the records for the department. It was this that caught Gerry Daly's eye and when Niall retired, Gerry asked him to help in the archives.

Now, 15 years later, Niall knows the archives back to front. He plays a vital role at the NCI, something highlighted by the Chairman Joe Burke in the Company's Newsletter 'Port Log':

"Our Archive is now managed professionally by the National College of Ireland, under the watchful eye of Niall Dardis, our retired colleague whose constant good humour many of us remember so well. Niall is one of several generations of dedicated people to whom we are indebted for preserving our links to the past."



His extensive knowledge of the port and the archives is invaluable, especially when contributions like the Walter Kennedy Collection arrive unexpectedly. These were donated by Mrs Imelda Kennedy who had 16 boxes of photographs taken by her husband. The photographs of ships visiting Dublin Port dated back to the 1930s and were a very thorough record of ship movements over 70 years.

It's All in the Search

So what makes the job of archivist so interesting and enjoyable?
With over 2,500 photographs (dating back to the 1880s), letters, books and various other documents and blueprints, Niall finds the most enjoyable part to be when he finds something that he has been looking for. With so much information who knows what he'll find along the way... like the time when he found the 'Name Book' in a pile of rubbish. Dated 1904-1924, it revealed all the employees at the time, their ages, wages and their progression over those 20 years. It was a remarkable picture of life a hundred years ago.

Moments from the Archives

The archives are a treasure trove and highlight the many great moments and people associated with Dublin Port. Captain Bligh is one of the most notable when he surveyed Dublin port in 1800. His map, of 1803, was the first accurate, detailed map of Dublin port, and an original of this map is in the archives.

Another huge contributor was the port's Bindon Blood Stoney. He was responsible for the remarkable Diving Bell that can be seen along the South Quays today, which was used in the construction of the North Wall. Stoney was an innovative thinker and in 1856, when he became assistant engineer for the port, he saw ways to improve the quay building process. At that time the timber quays were being rebuilt as granite quays, but it wasn't until 1862, when George Halpin Junior resigned as Chief Engineer, that he had the chance to pursue his ideas.

His idea for a diving bell was to sink a capsule onto the sea floor and pump in air to empty the water. This would provide breathable air, creating an environment in which five to six men could work to smooth out the seabed.

The diving bell was constructed to make a box, 20' x 20' and 7' high. Using a float platform the diving bell was lowered to the sea bed where workers accessed it through a 40' long tube. Once the area was prepared, concrete blocks measuring 21 feet long and weighing 350 tons were lifted and lowered to the sea bed using a 'shear legs' crane, built by Harland and Wolff, Belfast. One of the first quays to be built using this method was the North Quay Extension of 1869. This extension created an enclosed deep water area that would offer protection to ships. In 1885 the Prince and Princess of Wales came to Dublin, and they were asked to open this basin officially. In honour of the Princess the Alexandra Basin was named after her.

Bindon Blood Stoney was chief engineer for 36 years, but his Diving Bell continued to be used until the 1950s, illustrating the foresight and innovation of one of Ireland's most noteworthy engineers.

Keeping the Archives Alive

Niall intends to stay involved with the archive for as long as he can. He remembers the launch of the archive moving to NCI as his proudest moment. He made a speech in front of a hundred people, including the author Peter Sheridan and many colleagues from the port and the NCI. He is delighted it has found a new home where it can be looked after safely and professionally. He is passing on all the information he knows as the contents of the archives are gradually stored on computer, for future generations.

He says he has enjoyed every minute of working in the port and he recognises that he has worked for and with some of the finest people he could ask for. On the port he has one final comment: the history of Dublin port is a history of Dublin.





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Cathy Bryce



Brenda Daly



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Brian W Kerr



Jerry Kiersey



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Tom Stafford

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Chief Executive



Micheal Sheary,
Company Secretary
& Financial Controller



Seamus McLoughlin,
Head of Operations



Ken Whelan,
H.R. Manager



Ciarán Callan,
Maintenance &
Services Manager



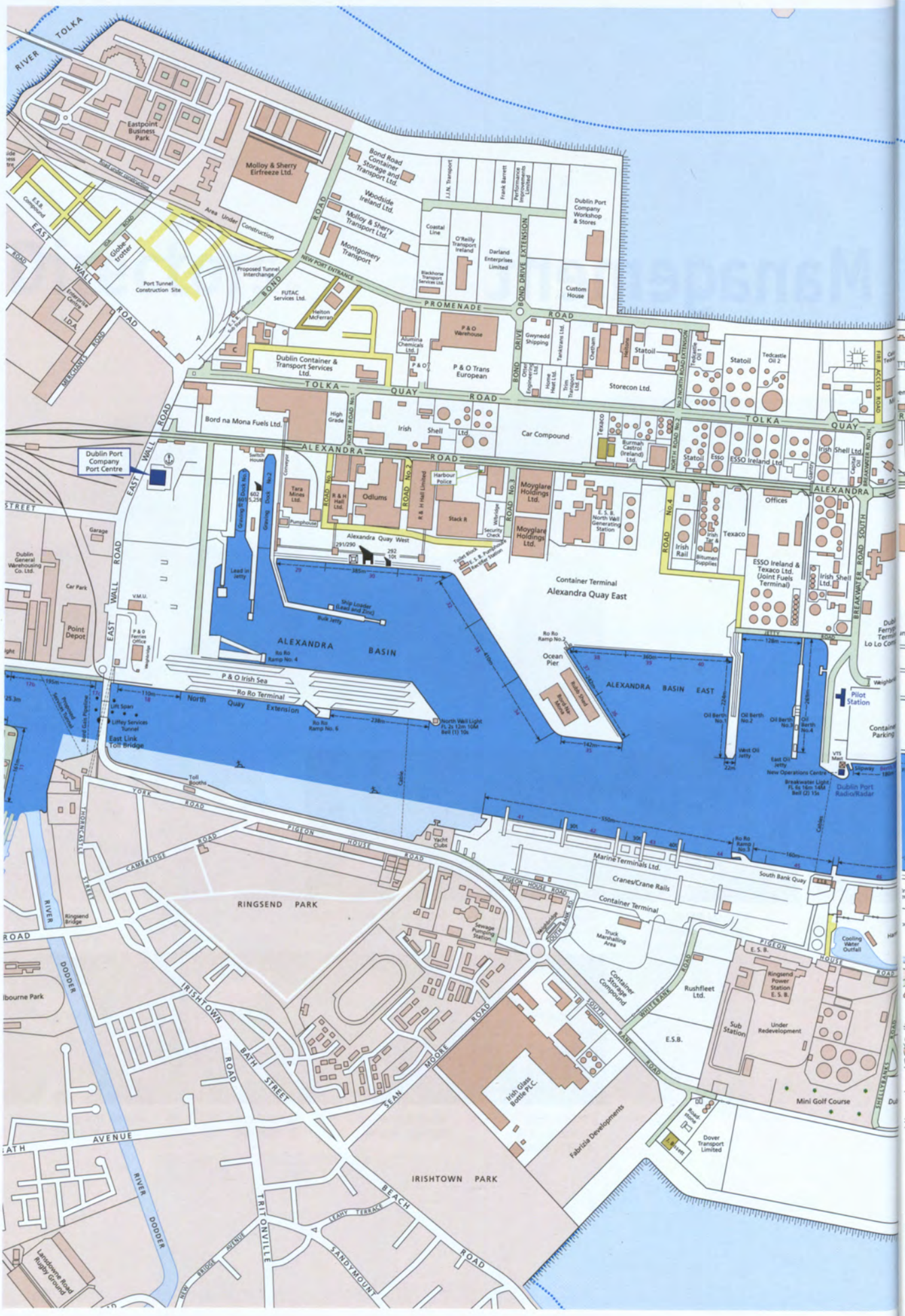
David Dignam,
Harbour Master



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
ROAD
Dublin Ferryport Container Depot
Calor Teoranta
TERMINAL
ROAD
ALEXANDRA ROAD EXTENSION
Security Check
Weighbridge
Port Operations Centre
Parking
Terminal Building 2
NorseMerchant Ferries Ro Ro Terminal
TERMINAL
ROAD
Trailer Parking
Terminal No.2
Ro Ro Freight Compound
HAUL ROAD
Ro Ro Ramp No.1
Ro Ro Ramp No.7
Ro Ro Ramp No.8
Proposed 21ha Reclamation
100m
97m
Ro Ro Ramp No.9
Weighbridge
Terminal No.1
205m
190m
Storage Yard
Storage Yard
Dolphin
Terminal Building 1
Car Park
Passenger Gantry
213m
Flash
85m
Ro Ro Ramp No.5
Flash
North Bank Light
F A I R W A Y
No.14 Buoy
No.12 Buoy
Sludge Jetty
Berth 47a Reclamation
Intake
Noplin Company
Dublin Corporation Main Drainage Works
Under Redevelopment
Pigeon House Harbour
Cooling Water Outfall
Sluice House
Clearway Disposals Limited
Chimney
Chimney
E. S. B.
Poolbeg Generating Station E. S. B. 500MW
Gas Turbine Station 155MW
Hibernian Molasses
Under Construction
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.

Celtic Link Ferries
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 693,000 freight units in 2006. The Ro Ro mode accounts for 55% of total throughput. Six 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 Operators

Celtic Link Ferries
Irish Ferries
Isle of Man Steam Packet Company
Norfolkline
P&O Irish Sea
Stena Line

[Ro Ro]



[Ro Ro] - Celtic Link Ferries

Celtic Link ferries has the title of being the youngest ferry operator in Dublin Port. Established in February 2005, Celtic Link Ferries commenced a Freight only Roll on / Roll off operation to Liverpool on 8th May 2006 with the 'Celtic Star'. In January 2007 the Star will be joined by the 'Celtic Sun' which will allow Celtic Link to operate two vessels between Dublin and Liverpool.

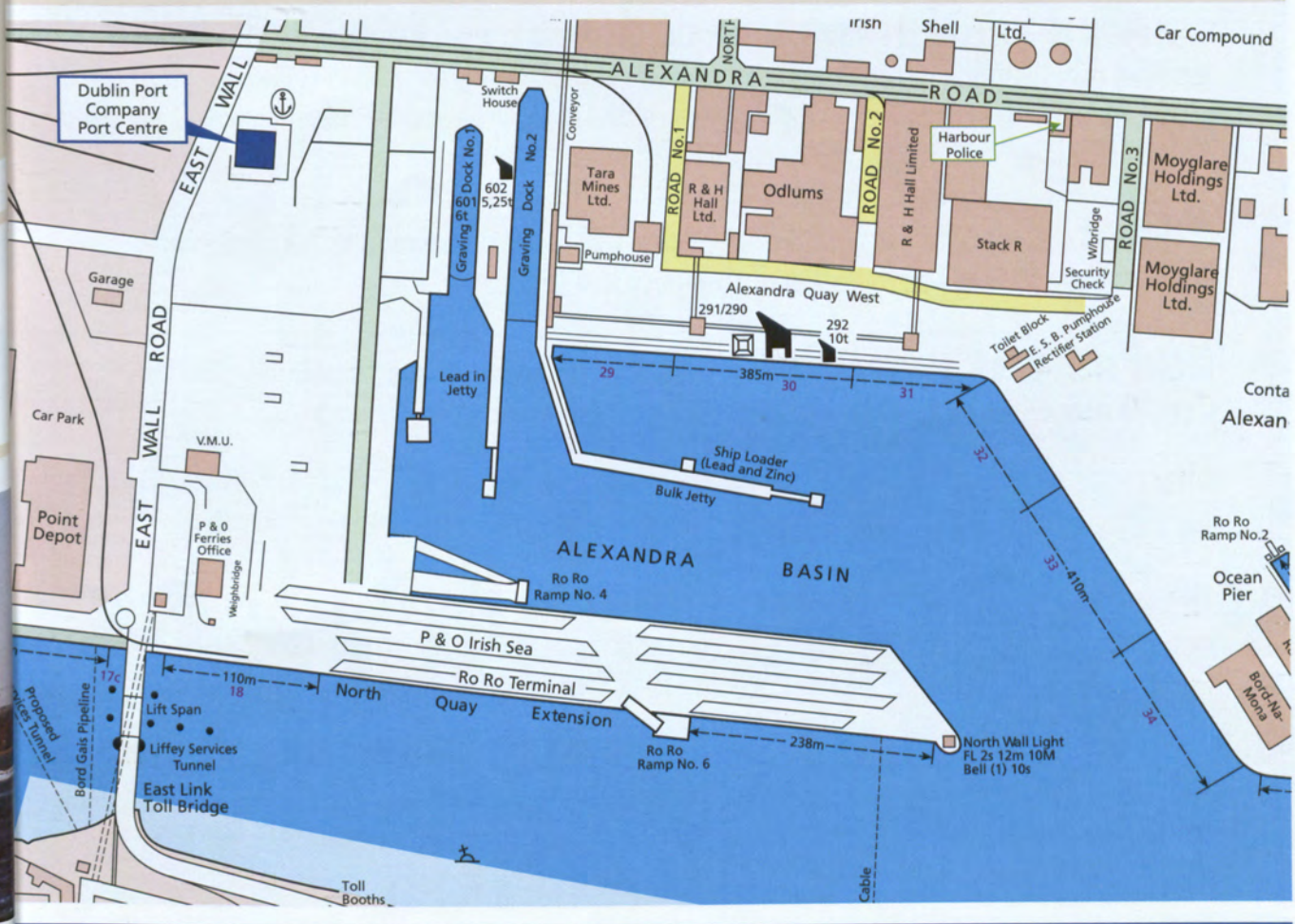
Celtic Link Ferries is situated on terminal 4, which is on the Alexandra Road.
The strategic location of terminal 4 is clearly evident to freight operators.
Celtic Link Ferries will operate an unaccompanied service into the port of Liverpool from Dublin and thus the service which will be provided to this sector will be hard to compete with. For 2007 there will be two sailings. One AM departure at 09.45 in each direction and an overnight crossing in each direction departing at 21.45 and arriving at 05.45.

These vessels can carry a wide range of goods from normal groupage to hazardous cargo and abnormal loads. Celtic link also handle trade vehicles.

For further information visit
www.celticlinkferries.com
or phone 01-8230492. Fax 01-8559444.

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



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[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.

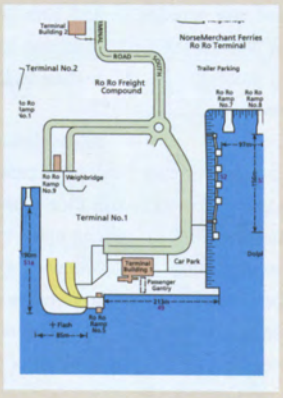
The €100 million Ulysses is the third new vessel introduced by Irish Ferries on their Ireland – Britain routes in recent years. It follows the Isle of Inishmore (1997) and the high speed catamaran Dublin Swift (1999), also serving through Dublin Port.

On the Dublin-Holyhead route Irish Ferries offer up to 8 sailings per day. This amounts to an estimated 1 million passengers and 350,000 vehicles being transported by Irish Ferries through the port annually.

The Company's quality focused approach is recognised in the numerous awards presented to the Company in recent times. For eight year's 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



[Ro Ro] - Isle of Man Steam Packet Company

The Isle of Man Steam Packet now entering its 177th year of operations remains the oldest continually operating passenger shipping company in the world.

Long gone are the wooden paddle steamers that traversed the Irish Sea with journey's taking upwards of 5 hours to complete. Today, The Steam Packet Company whisk their passengers between the ports of Dublin and the Isle of Man in around 2 hours 45 minutes using modern hi speed fast craft and in so doing have succeeded in bringing the two country's closer together.

Steam Packet fast craft services between Dublin and the Island begin in May 2007 and continue through until September. 2007 will see much improved timetables with better timings to suit both short and long break travellers with sailings from Dublin on Fridays and Sundays.

The Steam Packet can furnish a specially tailored inclusive break on the Isle of Man as the Company's own holiday arm, Steam Packet Holidays provide the best price, high value breaks both to and from Ireland.

With such a great many Irish residents and business operations in the Isle of Man, the Company also offer special sailings on 24th and 30th December. Special offer Car + 2 fares and foot passenger fares will again feature in the Company's 2007 brochure.

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 cost made at the time of booking or when boarding the vessel.

In 2007 our Douglas / Dublin service will be operated by the monohull fast craft 'Superseacat Two' and the twinhulled fast craft Sea Express 1 both vessel have operated on the dublin service in previous years.

The Isle of Man Steam Packet Company look forward to welcoming passengers on board their vessels in 2007 as they enter their 177th year of operating passenger shipping services in the Irish Sea.

Bookings can be made via the Company's website at www.steam-packet.com or by telephone on 1800 80 50 55

'The Steam Packet – the Island's trusted carrier since 1830'

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] - Norfolkline

Following the recent acquisition of NorseMerchant Ferries Irish Sea services, Norfolkline is now the leading ro/ro freight carrier in Dublin Port.

With a fleet of 4 vessels operating daily from Dublin, Norfolkline provide the most freight capacity and carry the largest number of ro/ro freight units through the Port – over 200,000 units/annum.

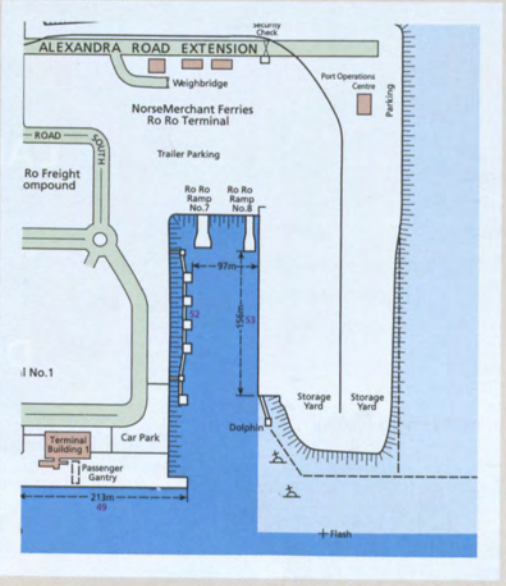
From Dublin, Norfolkline offer a choice of route, with two sailings per day to both Heysham and Liverpool.

The service from Dublin to Heysham is freight dedicated. This is a strategically important trading route with two daily departures, a morning departure at 09.00hrs and an overnight crossing at 21.00hrs.

The Dublin-Liverpool service links these two major cities and commercial centres. On this route, Norfolkline provide a complete freight and passenger service with two Viking class vessels – the Dublin Viking and the Liverpool Viking. Each of these large and modern ro/pax vessels provide capacity for 140 freight units each, and over 300 passengers.

On board, passengers and freight drivers can relax and enjoy the superb facilities, restaurants, lounges and en-suite cabins. This Dublin service operates to the purpose-built twin river berth facilities at 12 Quays, Birkenhead. The river berths remove the need to navigate through the lock system on Merseyside, which enhances route scheduling and reliability. On the Dublin to Liverpool route, Norfolkline provide daytime and overnight crossing sailing at 10.00hrs and 22.00hrs in both directions.

For furthur information please contact us on www.norfolkline.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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[Ro Ro] - P&O Irish Sea

Operating between Dublin and Liverpool, P&O Irish Sea are located at Terminal 3 beside the East Link toll bridge. With a customer focused approach to sailing schedules and frequency, P&O Irish Sea represents an excellent choice for motorists and freight customers wishing to travel to and from Dublin Port.

P&O Irish Sea offer an unrivalled service to all sectors of the freight business, including driver accompanied, unaccompanied trailers, lolo containers and tanks, heavy haulage, trade vehicles and plant.

Our passenger service is based on a quality on board experience for motorists and freight drivers combining quality food, cabins and lounge accomodation with the convenience of daytime or overnight sailings direct to and from Liverpool.

The route is served by two quality RoPax vessels, Norbay and Norbank, which can accomodate 127 freight units and 104 passengers. Additionally, a dedicated chartered freight vessel, the RR Triumph, which can accomodate 65 freight units including 12 driver accompanied, offers additional flexibility to our customers.

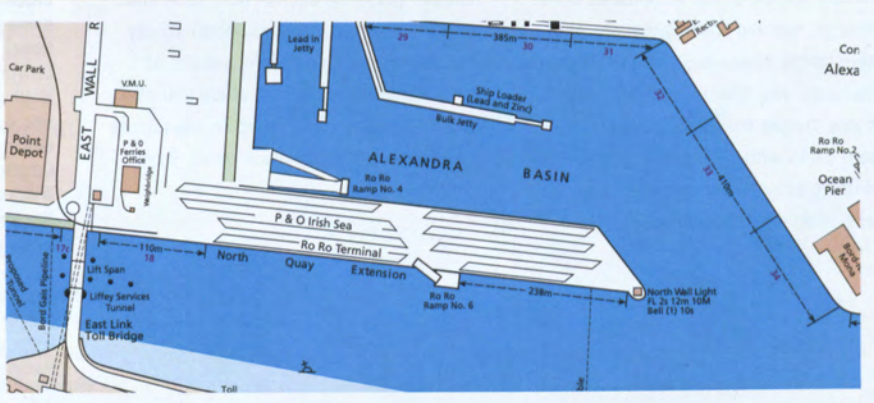
With our comprehensive schedule we can cater for the specific needs of driver acompanied and unaccompanied freight while offering a quality service to car passengers with a high standard of on board service which is popular with freight customers and tourists alike. We recognise the value of quality service to our customers in both terminals and on board and are happy to see familiar faces who travel with us on a regular basis.

In addition to normal roro traffic flows we cater for lolo and intermodal customers with some of the shortest transit times, greatest frequency of service and a terminal organisation which aims to reduce turnaround time on quay for drivers collecting or laying down containers. For further information please consult our websites www.poisfreightferries.com (Freight), or www.poirishsea.com (Motorists) or contact us on (01) 8762345 (Freight) or (01) 4073434 (Motorists).

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] - Stena Line

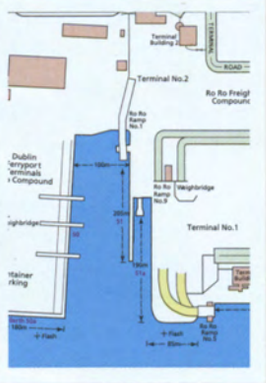
November 2005 saw the 10th anniversary of Stena Line's association with Dublin Port. In November 1995 the Company introduced the Stena Traveller, a freight only vessel to the Dublin Port - Holyhead route and has continually upgraded the service to the full Tourism and Freight offering it now operates.

The Superferry Stena Adventurer was introduced to the Holyhead- Dublin route in Summer 2003 offering 70% more capacity than it's predecessor the Stena Adventurer with 3,400 metres of lanespace. 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 Adventurer. 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.

The Stena Adventurer operates a twice-daily service with a crossing time of 3 hours and 15 minutes from Terminal 2 Dublin Ferryport. 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.

More recently, in September 2006, Stena Line introduced the freight only Seatrader with 1575 lane metres to supplement the Adventurer and cope with the ongoing growth in this end of the market. The Seafarer will perform 1 round trip a day leaving Dublin at 15.15 hrs and Holyhead at 21.15hrs. Dedicated reservations for both ships are available via one number (01) 2047722 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	**Norfolkline Irish Sea Ferry Service**			
	Tel: (01) 8192988 (Freight)	2	05:50	09:00
			17:50	21:00
Holyhead	**Irish Ferries**			
	Cruise Ferry (Passengers & Freight)	2	05.55	08.05
	Tel: (01) 855 2222		18.05	21.05
Holyhead	Fast Ferry (Passengers)	2	13.50	14.30
	Tel: (01) 0818 300 400		19.15	08.45*
Holyhead	**Stena Line**	3	02.30	15.15
	Cruise Ferry (Passengers & Freight)		05.45	08.30
	Tel: (01) 204 7722		17.45	21.15
Liverpool	**Norfolkline Irish Sea Ferry Service**			
	Tel: (01) 8192988 (Freight)	2	05:05	10:00
	Tel: (01) 8192999 (Passenger)		17.05	22:00
Liverpool	**P&O Irish Sea**			
	Cruise Ferry (Passengers & Freight)	3	05.00	09.30
	Tel: (01) 876 2345		11.00	14.30
			17.30	22.00
Liverpool	**Celtic Link Ferries**			
	Cruise Ferry (Freight)	2	05.45	09.45
	Tel: (01) 855 8268		17.45	21.45
Douglas	**Isle of Man Steam Packet Company**		Seasonal	Seasonal
	Fast Ferry			
	Tel: 1800 805 055			

*Next Day Sailing

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 675,000 TEU's in 2006. 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)

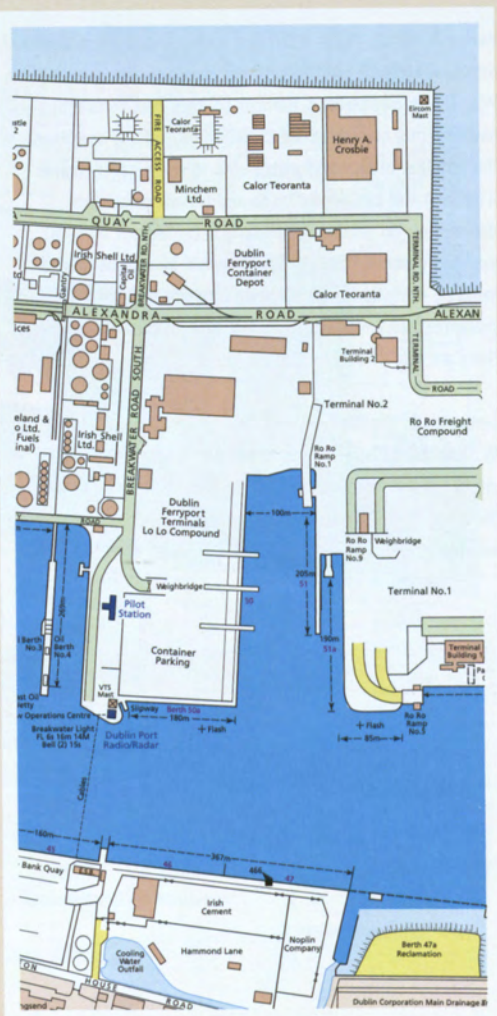
DFT's modern terminal provides container handling services to Eucon, Eurofeeders, MSC Norfolk, Geest, Zim Line, Quality Freight and Celtic Forwarding. These companies primarily service routes to Rotterdam, Antwerp, Tilbury, Le Havre, Southampton, Felixstowe, Thamesport and the East Mediterranean.

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

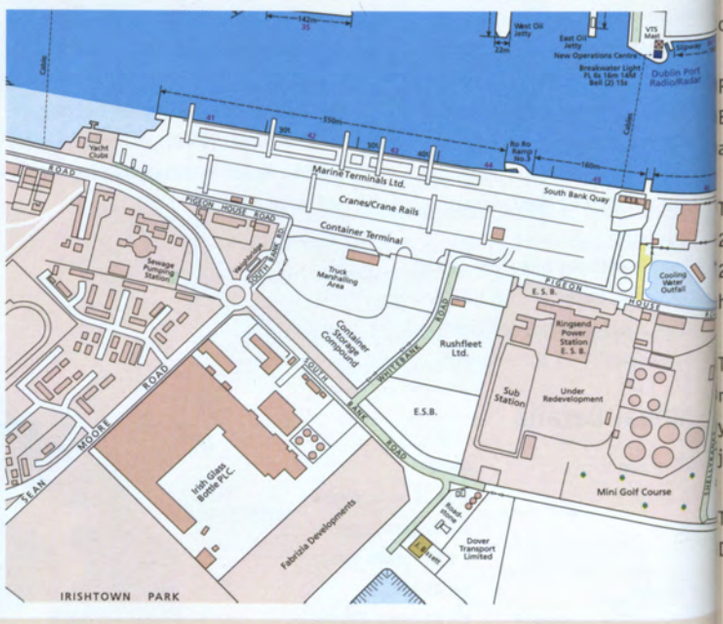




[Lo Lo] - Marine Terminals Ltd. (MTL)

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

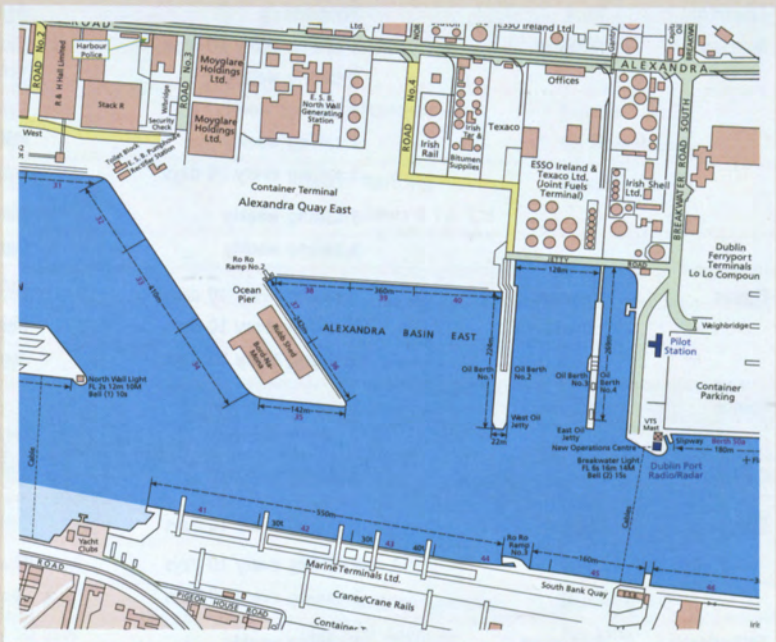
Portroe Stevedores Limited operate the common user terminal on Alexandra Quay East and Ocean pier Areas of the port.

Portroe offer line independent container handling to APL, Evergreen - Hatsu, Gracechurch Line, MacAndrews Line, and X-Press container line.

The Terminal is now equipped with 5 mobile Harbor Cranes, 2 x Liebherr LHM 400's with swl of 104mt, and 3 x Liebherr 250's with swl of 65mt, along with this equipment Portroe have 14 Reachstackers for servicing Transport and the vessels.

The newest Crane arrived earlier this year and brings to €20 million Portroe's investment in Dublin port over the last 5 years, a further investment programme of €30 million has just commenced.

The Terminal is strategically located approx ½ mile from new Dublin Port Tunnel.



Terminal Details

Length of Berths available	900m
Depth at L.A.T.	10m
Cranes	3 x 65mt Liebherr Lhm 250 2 x 104mt Liebherr Lhm 400
Second-handling equipment	12 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
		1 sailing weekly	Dublin Maritime	APL
		1 sailing weekly	Dublin Maritime	Express
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	Gracechurch Container Line
France	Le Havre	1 sailings weekly		Eucon
		1 sailing weekly	CMA CGM Shipping (IRL) Ltd.	CMA CGM
Greece	Piraeus	1 sailing every 10 days	Jenkinson Agencies	Gracechurch Container Line
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	Gracechurch Container Lines
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	Xpress
		4 sailings weekly		Samskip
		4 sailings weekly		BG Freight Line
		1 sailing weekly	Dublin Maritime	Evergreen
Portugal	Leixoes	1 sailing weekly	MacAndrews & Co. Ltd.	
		1 sailing every 10 days	Jenkinson Agencies	Gracechurch Container Lines
		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		Samskip
	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	Gracechurch Container Lines
	Izmir	1 sailing every 10 days	Jenkinson Agencies	Gracechurch Container Lines
	Istanbul	1 sailing every 10 days	Jenkinson Agencies	Gracechurch Container Lines

Lo Lo Scheduled Sailings Dublin Port

Lo Lo - Irish Sea

Port	Frequency	Agent	Line
Cardiff	3 sailings weekly	Coastal	
Felixstowe	1 sailing weekly	Dublin Maritime	Express
	1 sailing weekly		BG Freight Line
Greenock	1 sailing weekly	Dublin Maritime	Express
	1 sailings weekly	Mac Andrews & Co. Ltd	
Liverpool	6 sailings weekly	Coastal	
	2 sailings weekly	Mac Andrews & Co. Ltd	
Portbury	1 sailing weekly	MSC (IRL)	
Southampton	1 sailing weekly	Dublin Maritime	Express

Lo Lo - Non European

Country	Port	Frequency	Agent	Line
Egypt	Alexandria	1 sailing every 10 days	Jenkinson Agencies	Gracechurch Cont. Lines
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	Hamburg Sud
		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
MacAndrews & Co. Ltd	855 2644
BG Freight Line	803 8700
Coastal Line	618 5400
Eucon	607 5555
Eurofeeders	607 5545
CMA-CGM Shipping (Irl) Limited	855 0007
Irish Ferries	855 2222
International Maritime Agencies	832 0709
Jenkinson Agencies	816 3500

Line/Agent	Telephone
MSC (IRL)	294 8704
Norfolkline Irish Sea Ferry Service	819 2999 (Passengers) Liverpool
	819 2988 (Freight) Heysham & Liverpool
P&O Irish Sea	855 7001
Blue Star Agencies	819 2666
Isle of Man Steam Packet Company	1800 805055
Samskip	631 0900
Stena Line	204 7777
Dublin Maritime	672 0500

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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.

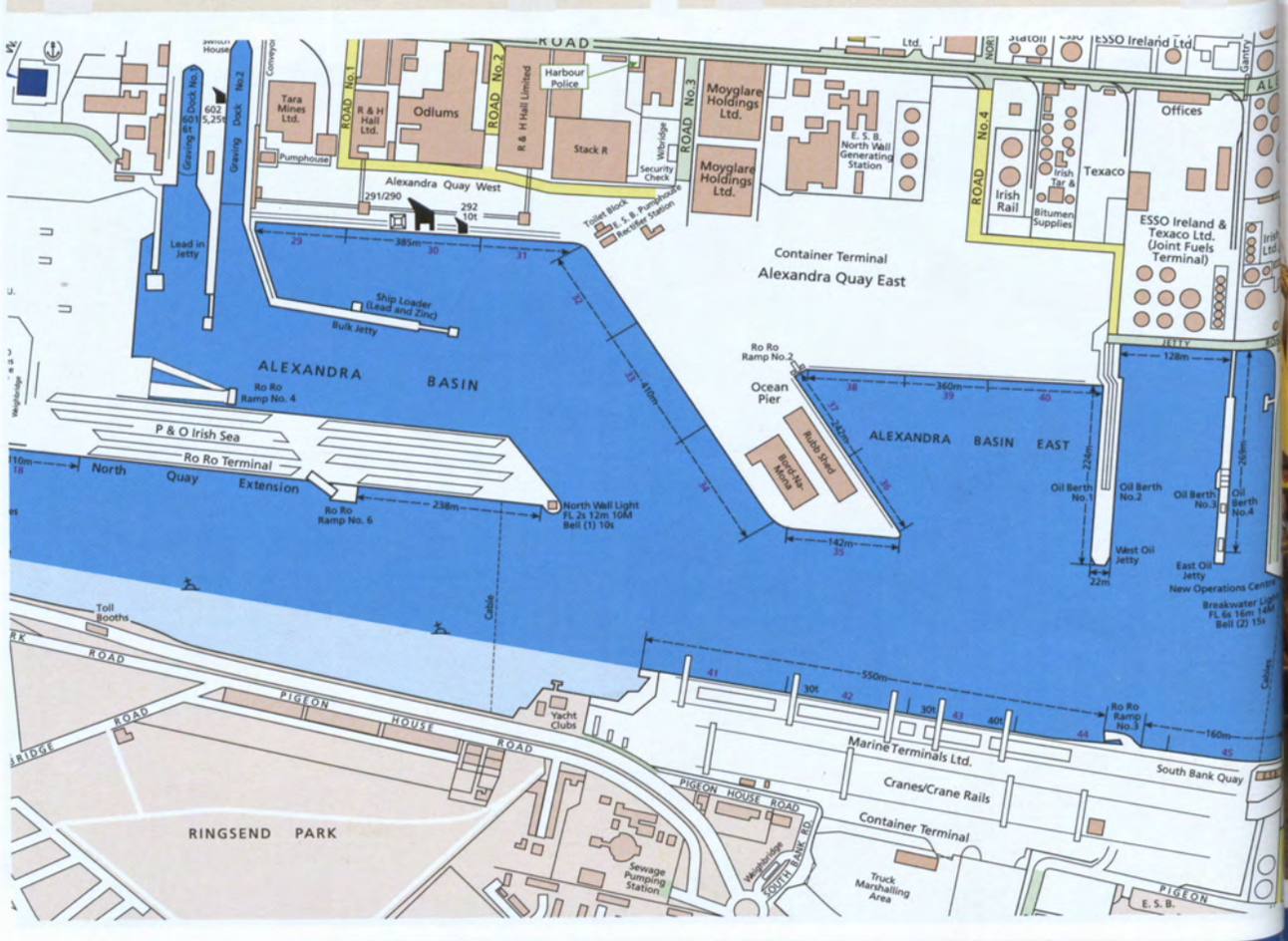
Five mobile cranes 1 x 104 tonnes and 4 x 64 tonnes operate in this area. Cranes are capable of hook, spreader and grab work. Three electric portal grabbing cranes of 2 x 10 tonne and 1 x 20 tonne capacity, conveyors and hoppers are also available for dry bulk cargoes.

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 2 x 104 tonnes mobile crane Cranes are capable of hook, spreader and grab work and operate in the Alexandra Quay/Ocean Pier area.

Bulk Jetty – Alexandra Basin (Dry Bulk)

Length of Jetty	247m
Depth at L.A.T.	9.0m standard – northside 10.0m standard – southside

Alexandra Quay West

Length of berth	385m
Depth at L.A.T.	9.8 – 10.2m standard

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 six ferry companies, between them, operate up to sixteen sailing daily connecting Dublin with Holyhead, Liverpool and Douglas.

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

In 2006 1.184 million passengers travelled by ferry through Dublin Port.

Ferry Operators

Irish Ferries

Isle of Man Steam Packet Company

Norfolkline Ferry Service

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	05.55	08.05	Terminal 1
	Tel: 0818 300 400		17.25	20.55	
Holyhead	Fast Ferry (Passengers)	2	13.50	14.30	Terminal 1
	Tel: 0818 300 400		19.15	08.45*	
Holyhead	**Stena Line**	3	02.30	15.15	
	Cruise Ferry (Passengers & Freight)		05.45	08.30	Terminal 2
	Tel: (01) 204 7777		17.45	21.15	
Liverpool	**Norfolkline Ferries**				
	Cruise Ferry (Passengers & Freight)	2	05.05	10.00	Terminal 1
	Tel: (01) 819 2999		17.05	22.00	
Heysham	Cruise Ferry (Freight)	2	05.50	09.00	
			17.50	21.00	
Liverpool	**P&O Irish Sea**	3	05.00	09.30	Terminal 3
	Cruise Ferry (Passengers & Freight)		11.00	14.30	
	Tel: (01) 407 3434		17.30	22.00	
Douglas	**Isle of Man Steam Packet Company**		Seasonal	Seasonal	Terminal 1
	Fast Ferry				
	Tel: 1800 805055				
Liverpool	**Celtic Link Ferries**				
	Tel: (01) 855 8268	2	05:45	09.45	
			17.45	21.45	

* Next Day Sailing

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. 75 visited Dublin 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 Iri ancestry to enjoy a visit to Dublins Fair City, the home of Sweet Molly Malone.

[Tourism]





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 **2007**

JANUARY

	Time	m		Time	m
1 M	0301	1·09	**16** Tu	0252	1·46
	0940	3·84		0929	3·58
	1525	1·12		1519	1·41
	2201	3·83		2158	3·50
2 Tu	0354	1·04	**17** W	0337	1·30
	1032	3·95		1012	3·75
	1618	0·96		1601	1·17
	2256	3·86		2242	3·65
3 W ○	0441	1·00	**18** Th	0417	1·13
	1119	4·05		1050	3·92
	1706	0·83		1641	0·92
	2342	3·86		2321	3·78
4 Th	0521	0·98	**19** F ●	0453	0·96
	1159	4·10		1128	4·07
	1749	0·74		1719	0·69
5 F	0023	3·82	**20** Sa	0001	3·88
	0559	0·98		0531	0·82
	1237	4·11		1208	4·19
	1830	0·70		1759	0·52
6 Sa	0103	3·76	**21** Su	0041	3·94
	0636	1·01		0612	0·73
	1314	4·08		1250	4·27
	1911	0·72		1841	0·42
7 Su	0141	3·68	**22** M	0124	3·96
	0712	1·07		0654	0·71
	1353	4·02		1335	4·29
	1952	0·79		1928	0·41
8 M	0220	3·58	**23** Tu	0210	3·92
	0753	1·15		0741	0·76
	1434	3·92		1421	4·26
	2035	0·90		2016	0·48
9 Tu	0302	3·49	**24** W	0258	3·85
	0837	1·27		0831	0·86
	1518	3·79		1512	4·17
	2119	1·04		2108	0·64
10 W	0349	3·39	**25** Th ☽	0350	3·74
	0925	1·40		0926	1·01
	1603	3·63		1605	4·02
	2205	1·20		2204	0·85
11 Th ☾	0439	3·30	**26** F	0448	3·61
	1018	1·54		1026	1·18
	1655	3·47		1704	3·83
	2256	1·37		2306	1·10
12 F	0538	3·24	**27** Sa	0556	3·51
	1119	1·67		1135	1·34
	1755	3·33		1816	3·64
	2352	1·51			
13 Sa	0643	3·23	**28** Su	0019	1·31
	1222	1·74		0711	3·48
	1904	3·26		1254	1·42
				1938	3·53
14 Su	0054	1·58	**29** M	0141	1·41
	0746	3·29		0824	3·55
	1326	1·72		1414	1·36
	2010	3·28		2055	3·53
15 M	0156	1·56	**30** Tu	0254	1·36
	0841	3·42		0930	3·69
	1427	1·60		1523	1·18
	2108	3·37		2203	3·60
			31 W	0350	1·24
				1026	3·85
				1617	0·98
				2257	3·67

FEBRUARY

	Time	m		Time	m
1 Th	0435	1·11	**16** F	0400	1·03
	1113	3·97		1029	3·91
	1700	0·80		1622	0·66
	2340	3·71		2303	3·82
2 F ○	0511	1·00	**17** Sa ●	0436	0·76
	1151	4·03		1109	4·12
	1738	0·69		1700	0·37
				2341	3·96
3 Sa	0013	3·70	**18** Su	0513	0·54
	0545	0·92		1147	4·28
	1222	4·05		1738	0·18
	1813	0·64			
4 Su	0041	3·67	**19** M	0018	4·04
	0616	0·88		0551	0·41
	1251	4·03		1227	4·37
	1847	0·65		1819	0·11
5 M	0110	3·65	**20** Tu	0057	4·06
	0647	0·87		0632	0·37
	1324	3·98		1310	4·38
	1921	0·70		1903	0·16
6 Tu	0142	3·62	**21** W	0139	4·02
	0721	0·91		0715	0·44
	1359	3·90		1356	4·31
	1955	0·79		1949	0·33
7 W	0216	3·58	**22** Th	0226	3·92
	0755	1·00		0804	0·59
	1435	3·79		1445	4·15
	2028	0·92		2038	0·59
8 Th	0254	3·51	**23** F	0315	3·77
	0831	1·13		0858	0·80
	1515	3·65		1539	3·93
	2105	1·09		2132	0·90
9 F	0336	3·41	**24** Sa ☽	0411	3·59
	0912	1·30		1000	1·05
	1600	3·46		1642	3·66
	2146	1·29		2234	1·24
10 Sa ☾	0424	3·28	**25** Su	0521	3·42
	1000	1·49		1113	1·28
	1652	3·27		1802	3·42
	2238	1·50		2348	1·51
11 Su	0523	3·15	**26** M	0647	3·35
	1107	1·67		1239	1·39
	1759	3·10		1931	3·31
	2351	1·68			
12 M	0643	3·11	**27** Tu	0126	1·61
	1234	1·73		0807	3·42
	1931	3·08		1410	1·31
				2054	3·36
13 Tu	0112	1·71	**28** W	0248	1·49
	0802	3·21		0919	3·59
	1353	1·60		1516	1·10
	2042	3·20		2200	3·47
14 W	0226	1·56			
	0901	3·41			
	1456	1·33			
	2139	3·41			
15 Th	0319	1·31			
	0949	3·66			
	1543	0·99			
	2224	3·63			

MARCH

	Time	m		Time	m
1 Th	0340	1·30	**16** F	0254	1·24
	1015	3·77		0920	3·62
	1605	0·89		1518	0·76
	2249	3·57		2200	3·65
2 F	0421	1·10	**17** Sa	0336	0·90
	1100	3·90		1004	3·91
	1643	0·72		1558	0·41
	2327	3·62		2239	3·86
3 Sa ○	0455	0·94	**18** Su	0414	0·58
	1135	3·95		1043	4·15
	1717	0·63		1636	0·13
	2355	3·63		2316	4·02
4 Su	0526	0·82	**19** M ●	0450	0·34
	1204	3·95		1123	4·31
	1748	0·60		1716	0·01
				2352	4·10
5 M	0015	3·63	**20** Tu	0528	0·20
	0554	0·75		1204	4·39
	1227	3·93		1755	0·02
	1818	0·61			
6 Tu	0037	3·65	**21** W	0030	4·11
	0622	0·73		0609	0·17
	1256	3·89		1247	4·36
	1846	0·66		1837	0·11
7 W	0105	3·67	**22** Th	0112	4·06
	0649	0·75		0654	0·26
	1326	3·83		1335	4·24
	1914	0·74		1922	0·35
8 Th	0138	3·66	**23** F	0157	3·95
	0718	0·82		0743	0·45
	1402	3·74		1426	4·04
	1945	0·85		2011	0·67
9 F	0214	3·61	**24** Sa	0247	3·78
	0752	0·93		0840	0·69
	1441	3·61		1522	3·77
	2020	1·01		2106	1·02
10 Sa	0255	3·51	**25** Su ☽	0344	3·59
	0831	1·09		0944	0·96
	1525	3·43		1631	3·49
	2059	1·21		2208	1·36
11 Su	0340	3·35	**26** M	0457	3·41
	0918	1·29		1057	1·18
	1614	3·23		1754	3·27
	2149	1·45		2324	1·62
12 M ☾	0435	3·17	**27** Tu	0625	3·33
	1017	1·50		1225	1·27
	1719	3·04		1921	3·21
	2259	1·67			
13 Tu	0547	3·05	**28** W	0104	1·68
	1152	1·60		0746	3·40
	1854	2·99		1352	1·18
				2042	3·29
14 W	0036	1·73	**29** Th	0224	1·53
	0719	3·11		0858	3·56
	1321	1·46		1454	1·00
	2016	3·15		2143	3·42
15 Th	0156	1·55	**30** F	0316	1·31
	0828	3·33		0954	3·72
	1428	1·14		1540	0·83
	2115	3·39		2228	3·52
			31 Sa	0356	1·10
				1036	3·82
				1617	0·71
				2302	3·58

APRIL

	Time	m		Time	m
1 Su	0429	0·92	**16** M	0346	0·54
	1110	3·85		1018	4·14
	1649	0·65		1612	0·12
	2327	3·60		2249	4·02
2 M ○	0500	0·80	**17** Tu ●	0426	0·32
	1138	3·84		1100	4·28
	1720	0·64		1653	0·04
	2347	3·63		2327	4·10
3 Tu	0528	0·74	**18** W	0507	0·20
	1202	3·81		1145	4·31
	1747	0·66		1734	0·10
4 W	0008	3·67	**19** Th	0008	4·11
	0555	0·72		0551	0·19
	1229	3·78		1232	4·25
	1812	0·72		1816	0·27
5 Th	0034	3·71	**20** F	0051	4·06
	0620	0·74		0639	0·29
	1300	3·73		1321	4·11
	1839	0·79		1903	0·52
6 F	0107	3·72	**21** Sa	0138	3·96
	0650	0·80		0731	0·46
	1336	3·66		1414	3·90
	1911	0·89		1952	0·82
7 Sa	0145	3·67	**22** Su	0230	3·82
	0725	0·89		0830	0·66
	1416	3·55		1513	3·66
	1948	1·03		2048	1·13
8 Su	0227	3·57	**23** M	0329	3·65
	0806	1·02		0933	0·87
	1501	3·40		1622	3·42
	2031	1·22		2149	1·40
9 M	0313	3·42	**24** Tu ☽	0439	3·50
	0856	1·18		1042	1·05
	1553	3·24		1738	3·25
	2125	1·43		2259	1·60
10 Tu ☾	0407	3·27	**25** W	0559	3·42
	1001	1·33		1158	1·14
	1657	3·09		1857	3·20
	2235	1·61			
11 W	0514	3·16	**26** Th	0020	1·66
	1127	1·37		0714	3·45
	1822	3·07		1315	1·11
				2009	3·27
12 Th	0002	1·63	**27** F	0141	1·55
	0636	3·20		0821	3·54
	1249	1·22		1417	1·01
	1942	3·21		2108	3·38
13 F	0119	1·45	**28** Sa	0238	1·36
	0749	3·40		0918	3·64
	1355	0·93		1505	0·90
	2041	3·44		2151	3·47
14 Sa	0217	1·16	**29** Su	0322	1·18
	0845	3·67		1001	3·71
	1447	0·60		1543	0·83
	2129	3·68		2225	3·55
15 Su	0305	0·83	**30** M	0358	1·02
	0933	3·93		1038	3·73
	1530	0·31		1618	0·79
	2210	3·88		2252	3·60

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

PROUDMAN OCEANOGRAPHIC LABORATORY, BIDSTON OBSERVATORY, BIRKENHEAD, MERSEYSIDE, UK.

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WHEN SUMMERTIME IS IN FORCE 1 HOUR MUST BE ADDED

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 **2007**

MAY

	Time	m		Time	m
1 Tu	0432	0·92	**16** W	0405	0·49
	1109	3·72		1043	4·16
	1648	0·79		1634	0·32
	2316	3·65	●	2309	4·05
2 W	0502	0·87	**17** Th	0452	0·40
	1137	3·70		1133	4·17
	1716	0·82		1717	0·39
○	2341	3·70		2352	4·08
3 Th	0530	0·86	**18** F	0540	0·38
	1206	3·68		1222	4·10
	1742	0·86		1801	0·54
4 F	0009	3·74	**19** Sa	0037	4·06
	0556	0·87		0629	0·43
	1239	3·65		1312	3·97
	1812	0·91		1847	0·73
5 Sa	0043	3·75	**20** Su	0125	4·00
	0629	0·89		0722	0·53
	1317	3·60		1406	3·80
	1847	0·99		1936	0·95
6 Su	0124	3·73	**21** M	0217	3·90
	0707	0·94		0819	0·66
	1359	3·53		1504	3·61
	1928	1·10		2030	1·16
7 M	0207	3·66	**22** Tu	0313	3·77
	0753	1·01		0918	0·81
	1447	3·44		1604	3·43
	2016	1·23		2126	1·36
8 Tu	0255	3·56	**23** W	0417	3·65
	0848	1·08		1018	0·95
	1540	3·34		1709	3·29
	2111	1·37	☽	2228	1·50
9 W	0350	3·47	**24** Th	0524	3·55
	0953	1·13		1123	1·06
	1641	3·26		1815	3·23
	2217	1·46		2333	1·58
10 Th	0453	3·42	**25** F	0632	3·50
	1104	1·11		1227	1·12
	1751	3·25		1918	3·24
☾	2330	1·45			
11 F	0601	3·45	**26** Sa	0041	1·56
	1215	1·00		0734	3·51
	1901	3·35		1328	1·12
				2014	3·32
12 Sa	0037	1·33	**27** Su	0146	1·47
	0707	3·58		0830	3·54
	1318	0·81		1420	1·09
	2000	3·51		2101	3·41
13 Su	0138	1·12	**28** M	0238	1·34
	0807	3·76		0918	3·57
	1413	0·61		1505	1·06
	2052	3·69		2140	3·51
14 M	0230	0·88	**29** Tu	0323	1·23
	0902	3·94		1000	3·60
	1502	0·44		1543	1·03
	2140	3·85		2215	3·59
15 Tu	0319	0·66	**30** W	0401	1·14
	0953	4·08		1038	3·61
	1549	0·34		1617	1·02
	2225	3·97		2246	3·67
			31 Th	0435	1·08
				1113	3·62
				1648	1·01
				2317	3·73

JUNE

	Time	m		Time	m
1 F	0506	1·03	**16** Sa	0533	0·57
	1147	3·62		1215	3·95
	1719	1·01		1751	0·78
○	2348	3·79			
2 Sa	0537	0·99	**17** Su	0026	4·06
	1222	3·62		0622	0·55
	1751	1·02		1303	3·86
				1834	0·87
3 Su	0025	3·82	**18** M	0112	4·04
	0613	0·96		0711	0·59
	1301	3·62		1352	3·74
	1829	1·04		1918	0·99
4 M	0105	3·83	**19** Tu	0159	3·98
	0656	0·93		0802	0·67
	1345	3·60		1441	3·60
	1912	1·08		2006	1·11
5 Tu	0152	3·82	**20** W	0248	3·88
	0743	0·92		0854	0·78
	1433	3·57		1532	3·46
	2000	1·14		2056	1·25
6 W	0240	3·79	**21** Th	0341	3·76
	0837	0·91		0946	0·91
	1523	3·53		1624	3·34
	2054	1·20		2150	1·37
7 Th	0333	3·76	**22** F	0438	3·63
	0936	0·90		1039	1·05
	1619	3·49		1720	3·26
	2153	1·25	☽	2246	1·48
8 F	0429	3·74	**23** Sa	0538	3·51
	1036	0·89		1134	1·18
	1719	3·47		1819	3·23
☾	2255	1·26		2345	1·55
9 Sa	0530	3·73	**24** Su	0640	3·44
	1140	0·86		1230	1·28
	1820	3·49		1915	3·26
	2358	1·23			
10 Su	0632	3·76	**25** M	0047	1·57
	1241	0·83		0739	3·40
	1922	3·56		1326	1·33
				2009	3·33
11 M	0100	1·15	**26** Tu	0149	1·53
	0735	3·81		0834	3·41
	1342	0·78		1420	1·33
	2021	3·66		2056	3·44
12 Tu	0200	1·04	**27** W	0244	1·45
	0837	3·88		0925	3·45
	1438	0·73		1506	1·30
	2116	3·78		2140	3·56
13 W	0256	0·90	**28** Th	0330	1·34
	0936	3·95		1010	3·51
	1532	0·70		1547	1·23
	2208	3·89		2219	3·67
14 Th	0351	0·76	**29** F	0410	1·22
	1032	3·99		1050	3·57
	1621	0·69		1624	1·16
	2256	3·98		2255	3·77
15 F	0443	0·65	**30** Sa	0446	1·10
	1126	3·99		1128	3·63
	1706	0·72		1659	1·08
●	2341	4·04	○	2330	3·87

JULY

	Time	m		Time	m
1 Su	0521	0·97	**16** M	0015	4·08
	1205	3·68		0612	0·60
	1734	1·01		1249	3·77
				1818	0·90
2 M	0006	3·95	**17** Tu	0053	4·07
	0558	0·85		0654	0·60
	1244	3·72		1326	3·69
	1812	0·95		1856	0·93
3 Tu	0047	4·00	**18** W	0132	4·02
	0640	0·76		0736	0·66
	1326	3·74		1406	3·60
	1854	0·93		1935	1·00
4 W	0132	4·04	**19** Th	0213	3·94
	0725	0·70		0820	0·77
	1411	3·74		1447	3·51
	1939	0·94		2019	1·10
5 Th	0219	4·04	**20** F	0256	3·82
	0816	0·68		0904	0·91
	1459	3·72		1529	3·42
	2028	0·98		2104	1·23
6 F	0308	4·02	**21** Sa	0343	3·67
	0909	0·70		0950	1·08
	1550	3·67		1615	3·33
	2122	1·04		2154	1·38
7 Sa	0401	3·97	**22** Su	0434	3·50
	1005	0·77		1039	1·26
	1645	3·61		1709	3·25
☾	2219	1·12	☽	2250	1·53
8 Su	0457	3·89	**23** M	0535	3·34
	1104	0·87		1133	1·43
	1744	3·56		1813	3·21
	2321	1·20		2354	1·64
9 M	0601	3·79	**24** Tu	0649	3·24
	1208	0·99		1232	1·54
	1850	3·54		1919	3·24
10 Tu	0029	1·25	**25** W	0100	1·68
	0711	3·73		0756	3·24
	1315	1·07		1335	1·57
	1957	3·58		2020	3·34
11 W	0139	1·23	**26** Th	0207	1·60
	0823	3·72		0855	3·31
	1421	1·09		1435	1·50
	2101	3·69		2111	3·49
12 Th	0247	1·12	**27** F	0306	1·44
	0930	3·76		0947	3·43
	1522	1·05		1525	1·36
	2158	3·82		2156	3·66
13 F	0349	0·96	**28** Sa	0350	1·22
	1031	3·81		1031	3·57
	1614	0·99		1604	1·19
	2249	3·95		2235	3·83
14 Sa	0442	0·79	**29** Su	0426	0·99
	1123	3·84		1110	3·70
	1659	0·93		1639	1·01
●	2334	4·04		2310	3·98
15 Su	0528	0·66	**30** M	0502	0·77
	1208	3·83		1145	3·80
	1740	0·90		1714	0·85
			○	2347	4·11
			31 Tu	0538	0·59
				1223	3·87
				1751	0·74

AUGUST

	Time	m		Time	m
1 W	0025	4·21	**16** Th	0101	4·03
	0618	0·47		0704	0·66
	1301	3·91		1328	3·65
	1830	0·68		1903	0·88
2 Th	0105	4·25	**17** F	0136	3·95
	0701	0·43		0739	0·77
	1343	3·91		1402	3·61
	1912	0·68		1938	0·96
3 F	0150	4·25	**18** Sa	0214	3·84
	0748	0·47		0816	0·92
	1428	3·87		1440	3·55
	2000	0·75		2017	1·10
4 Sa	0238	4·18	**19** Su	0255	3·68
	0838	0·59		0855	1·10
	1518	3·79		1520	3·47
	2051	0·88		2059	1·27
5 Su	0330	4·05	**20** M	0340	3·49
	0932	0·78		0940	1·30
	1610	3·68		1605	3·35
☾	2149	1·05	☽	2149	1·48
6 M	0428	3·87	**21** Tu	0434	3·28
	1031	1·01		1035	1·52
	1710	3·55		1703	3·22
	2253	1·24		2257	1·67
7 Tu	0537	3·67	**22** W	0551	3·11
	1140	1·24		1142	1·69
	1825	3·47		1823	3·16
8 W	0009	1·37	**23** Th	0019	1·75
	0700	3·54		0722	3·09
	1257	1·38		1258	1·74
	1943	3·51		1943	3·24
9 Th	0132	1·37	**24** F	0139	1·65
	0821	3·53		0831	3·21
	1416	1·38		1410	1·62
	2054	3·64		2044	3·43
10 F	0249	1·21	**25** Sa	0245	1·40
	0933	3·61		0927	3·41
	1519	1·27		1504	1·40
	2154	3·81		2132	3·66
11 Sa	0350	0·99	**26** Su	0330	1·09
	1032	3·70		1011	3·61
	1608	1·13		1543	1·13
	2245	3·96		2211	3·89
12 Su	0436	0·78	**27** M	0405	0·77
	1120	3·75		1048	3·79
	1649	0·99		1617	0·87
●	2326	4·05		2246	4·10
13 M	0517	0·64	**28** Tu	0439	0·49
	1158	3·75		1123	3·93
	1724	0·90		1652	0·65
	2359	4·09	○	2321	4·27
14 Tu	0554	0·58	**29** W	0514	0·29
	1229	3·72		1156	4·03
	1756	0·85		1727	0·50
				2358	4·38
15 W	0029	4·07	**30** Th	0552	0·20
	0629	0·59		1233	4·07
	1256	3·68		1805	0·43
	1829	0·84			
			31 F	0039	4·41
				0633	0·23
				1314	4·05
				1846	0·47

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

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IRELAND, EAST COAST – DUBLIN (NORTH WALL)

Lat 53°21′N Long 6°13′W

TIME ZONE **GMT** — TIMES AND HEIGHTS OF HIGH AND LOW WATERS — YEAR **2007**

SEPTEMBER

	Time	m		Time	m
1 Sa	0122	4·35	**16** Su	0141	3·82
	0718	0·37		0731	0·95
	1357	3·98		1402	3·68
	1932	0·59		1939	1·04
2 Su	0211	4·21	**17** M	0220	3·67
	0806	0·60		0807	1·12
	1445	3·87		1441	3·59
	2024	0·80		2019	1·22
3 M	0304	4·00	**18** Tu	0305	3·48
	0901	0·90		0848	1·34
	1539	3·71		1526	3·45
	2126	1·05		2105	1·43
4 Tu	0405	3·74	**19** W	0356	3·26
	1004	1·21		0941	1·58
	1643	3·55		1619	3·28
☾	2236	1·28	☽	2210	1·63
5 W	0526	3·49	**20** Th	0506	3·07
	1117	1·48		1059	1·78
	1806	3·45		1730	3·17
	2359	1·41		2342	1·71
6 Th	0700	3·38	**21** F	0649	3·03
	1246	1·61		1225	1·81
	1932	3·50		1901	3·21
7 F	0132	1·36	**22** Sa	0108	1·58
	0824	3·43		0806	3·19
	1410	1·54		1339	1·66
	2045	3·66		2010	3·41
8 Sa	0247	1·14	**23** Su	0214	1·28
	0933	3·57		0902	3·43
	1509	1·36		1434	1·38
	2146	3·85		2101	3·68
9 Su	0340	0·91	**24** M	0301	0·93
	1026	3·68		0944	3·68
	1554	1·16		1515	1·07
	2234	4·00		2141	3·95
10 M	0421	0·73	**25** Tu	0337	0·58
	1107	3·74		1021	3·88
	1631	1·00		1550	0·77
	2311	4·07		2218	4·19
11 Tu	0457	0·62	**26** W	0414	0·31
	1140	3·75		1055	4·04
	1703	0·88		1625	0·52
●	2340	4·07	○	2256	4·37
12 W	0530	0·59	**27** Th	0449	0·14
	1204	3·73		1130	4·15
	1734	0·81		1703	0·36
				2334	4·46
13 Th	0005	4·04	**28** F	0527	0·10
	0601	0·62		1206	4·18
	1226	3·73		1741	0·31
	1804	0·80			
14 F	0033	3·99	**29** Sa	0015	4·45
	0630	0·70		0608	0·20
	1253	3·73		1247	4·16
	1833	0·83		1825	0·37
15 Sa	0105	3·92	**30** Su	0100	4·35
	0700	0·80		0651	0·42
	1325	3·72		1332	4·07
	1904	0·91		1912	0·54

OCTOBER

	Time	m		Time	m
1 M	0152	4·15	**16** Tu	0156	3·63
	0741	0·72		0734	1·20
	1421	3·94		1414	3·69
	2009	0·78		1953	1·22
2 Tu	0248	3·89	**17** W	0241	3·47
	0837	1·07		0816	1·39
	1518	3·77		1501	3·56
	2112	1·03		2041	1·38
3 W	0356	3·61	**18** Th	0333	3·29
	0943	1·39		0911	1·60
	1626	3·61		1553	3·41
☾	2226	1·25		2144	1·52
4 Th	0523	3·39	**19** F	0441	3·14
	1059	1·63		1024	1·77
	1751	3·52		1656	3·31
	2351	1·35	☽	2309	1·56
5 F	0653	3·34	**20** Sa	0608	3·12
	1227	1·71		1148	1·79
	1914	3·57		1813	3·32
6 Sa	0119	1·27	**21** Su	0029	1·44
	0814	3·44		0726	3·26
	1349	1·61		1300	1·64
	2027	3·72		1924	3·48
7 Su	0227	1·08	**22** M	0134	1·17
	0918	3·58		0824	3·48
	1445	1·41		1355	1·38
	2125	3·88		2019	3·73
8 M	0316	0·89	**23** Tu	0224	0·85
	1005	3·70		0909	3·72
	1530	1·21		1441	1·08
	2211	3·99		2106	3·98
9 Tu	0357	0·76	**24** W	0306	0·55
	1043	3·76		0949	3·93
	1607	1·04		1520	0·79
	2249	4·02		2149	4·21
10 W	0431	0·69	**25** Th	0346	0·33
	1114	3·78		1026	4·10
	1641	0·92		1601	0·55
	2317	4·01		2231	4·36
11 Th	0503	0·69	**26** F	0425	0·22
	1137	3·78		1104	4·20
	1711	0·87		1642	0·40
●	2342	3·97	○	2314	4·42
12 F	0533	0·74	**27** Sa	0506	0·23
	1159	3·80		1145	4·25
	1741	0·86		1724	0·35
				2359	4·39
13 Sa	0011	3·92	**28** Su	0548	0·36
	0559	0·81		1227	4·23
	1226	3·82		1811	0·41
	1809	0·90			
14 Su	0041	3·85	**29** M	0049	4·26
	0626	0·91		0633	0·59
	1257	3·82		1315	4·15
	1839	0·98		1901	0·56
15 M	0117	3·76	**30** Tu	0142	4·06
	0657	1·04		0724	0·88
	1334	3·78		1407	4·03
	1912	1·08		1959	0·75
			31 W	0242	3·82
				0820	1·19
				1505	3·89
				2102	0·96

NOVEMBER

	Time	m		Time	m
1 Th	0353	3·58	**16** F	0318	3·42
	0925	1·46		0848	1·53
	1614	3·75		1532	3·62
☾	2212	1·13		2125	1·31
2 F	0510	3·42	**17** Sa	0417	3·33
	1035	1·66		0951	1·63
	1728	3·66		1628	3·56
	2327	1·22	☽	2231	1·32
3 Sa	0630	3·37	**18** Su	0524	3·31
	1154	1·72		1103	1·65
	1843	3·67		1730	3·56
				2341	1·24
4 Su	0046	1·21	**19** M	0633	3·39
	0743	3·44		1211	1·56
	1311	1·65		1833	3·64
	1952	3·73			
5 M	0152	1·11	**20** Tu	0047	1·08
	0844	3·56		0735	3·54
	1411	1·49		1311	1·39
	2051	3·82		1934	3·79
6 Tu	0244	1·01	**21** W	0143	0·89
	0932	3·67		0828	3·73
	1459	1·32		1403	1·16
	2139	3·88		2030	3·96
7 W	0326	0·93	**22** Th	0235	0·70
	1011	3·74		0916	3·91
	1540	1·18		1452	0·93
	2218	3·90		2122	4·12
8 Th	0403	0·90	**23** F	0322	0·56
	1042	3·80		1001	4·07
	1617	1·08		1540	0·72
	2252	3·88		2212	4·23
9 F	0435	0·90	**24** Sa	0407	0·49
	1109	3·83		1046	4·18
	1650	1·03		1626	0·57
●	2321	3·85	○	2303	4·28
10 Sa	0506	0·94	**25** Su	0450	0·51
	1135	3·87		1130	4·25
	1721	1·02		1714	0·50
	2352	3·81		2352	4·25
11 Su	0534	0·99	**26** M	0535	0·61
	1204	3·89		1216	4·26
	1751	1·04		1804	0·50
12 M	0023	3·76	**27** Tu	0043	4·14
	0602	1·06		0620	0·77
	1236	3·89		1304	4·22
	1822	1·08		1856	0·57
13 Tu	0100	3·71	**28** W	0138	3·98
	0633	1·15		0710	0·98
	1312	3·86		1356	4·14
	1857	1·13		1950	0·68
14 W	0139	3·63	**29** Th	0235	3·80
	0711	1·26		0803	1·19
	1355	3·79		1452	4·03
	1938	1·19		2048	0·83
15 Th	0226	3·52	**30** F	0337	3·61
	0756	1·39		0901	1·40
	1441	3·71		1553	3·90
	2027	1·26		2149	0·98

DECEMBER

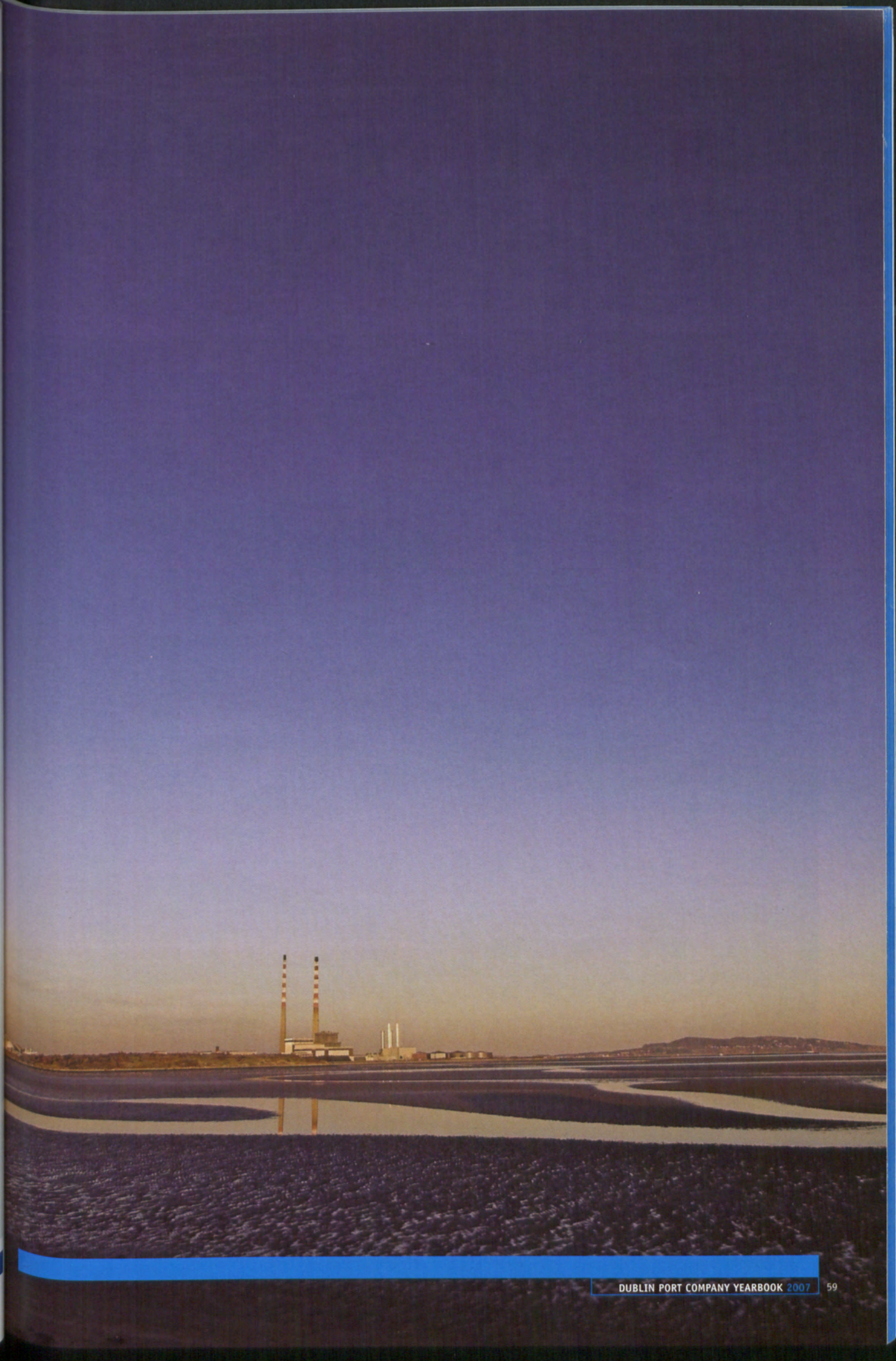
	Time	m		Time	m
1 Sa	0442	3·47	**16** Su	0347	3·55
	1003	1·56		0919	1·37
	1656	3·78		1558	3·83
☾	2252	1·12		2154	1·03
2 Su	0549	3·39	**17** M	0443	3·52
	1109	1·66		1017	1·41
	1802	3·70		1653	3·79
	2358	1·22	☽	2255	1·05
3 M	0654	3·40	**18** Tu	0544	3·51
	1219	1·67		1120	1·42
	1905	3·66		1751	3·78
				2359	1·06
4 Tu	0104	1·25	**19** W	0647	3·56
	0753	3·46		1225	1·38
	1325	1·60		1854	3·79
	2004	3·66			
5 W	0203	1·24	**20** Th	0104	1·03
	0845	3·56		0749	3·66
	1424	1·49		1329	1·27
	2058	3·67		1959	3·85
6 Th	0252	1·21	**21** F	0206	0·97
	0929	3·66		0848	3·80
	1512	1·38		1430	1·12
	2144	3·69		2102	3·93
7 F	0333	1·18	**22** Sa	0304	0·90
	1007	3·75		0943	3·95
	1554	1·28		1527	0·93
	2225	3·70		2203	4·01
8 Sa	0410	1·16	**23** Su	0356	0·83
	1042	3·83		1034	4·09
	1631	1·21		1621	0·75
	2302	3·71		2257	4·07
9 Su	0442	1·15	**24** M	0443	0·79
	1114	3·89		1121	4·20
	1704	1·16		1710	0·60
●	2335	3·71	○	2349	4·07
10 M	0513	1·15	**25** Tu	0528	0·79
	1145	3·92		1208	4·26
	1737	1·13		1759	0·52
11 Tu	0009	3·70	**26** W	0037	4·02
	0542	1·15		0611	0·84
	1218	3·94		1254	4·26
	1808	1·09		1847	0·52
12 W	0044	3·70	**27** Th	0126	3·92
	0616	1·16		0656	0·94
	1254	3·95		1341	4·21
	1843	1·05		1935	0·58
13 Th	0124	3·68	**28** F	0216	3·78
	0654	1·19		0741	1·06
	1336	3·93		1428	4·11
	1924	1·03		2024	0·70
14 F	0207	3·64	**29** Sa	0305	3·63
	0736	1·24		0831	1·21
	1420	3·90		1519	3·97
	2009	1·01		2115	0·87
15 Sa	0255	3·60	**30** Su	0358	3·49
	0824	1·31		0923	1·36
	1508	3·87		1612	3·82
	2059	1·01		2207	1·06
			31 M	0455	3·38
				1021	1·51
				1710	3·65
			☾	2303	1·24

DATUM OF PREDICTIONS = CHART DATUM : 0·20 METRES ABOVE ORDNANCE DATUM (DUBLIN)
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Dublin Port Throughput Figures

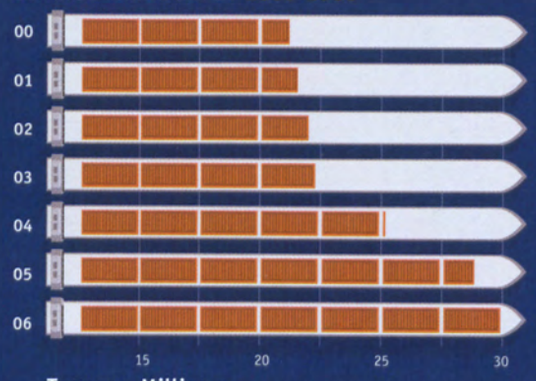
2006 Est.

Total Tonnage	29m tonnes
Imports	19m tonnes
Exports	10m tonnes
Ro Ro	693,000 units
Lo Lo	675,000 TEU's
Liquid Bulk	4.2m tonnes
Dry Bulk	2.3m tonnes
Break Bulk	80,000 tonnes
Trade Cars	120,000
Passenger Nos.	1.1m
Tourist Cars	245,000

2005

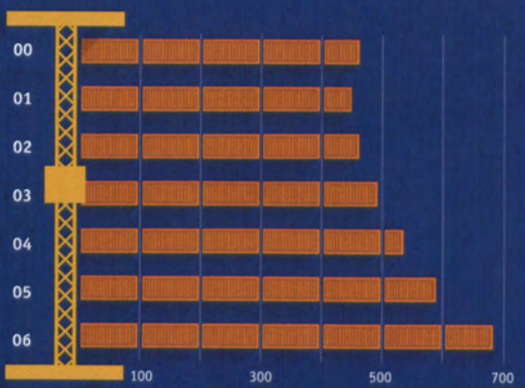
Total Tonnage	27m tonnes
Imports	17.5m tonnes
Exports	9.5m tonnes
Ro Ro	630,000 units
Lo Lo	590,000 TEU's
Liquid Bulk	4.0m tonnes
Dry Bulk	2.1m tonnes
Break Bulk	90,000 tonnes
Trade Cars	137,000
Passenger Nos.	1.2m
Tourist Cars	285,000

TONNAGE THROUGHPUT 2000-2006



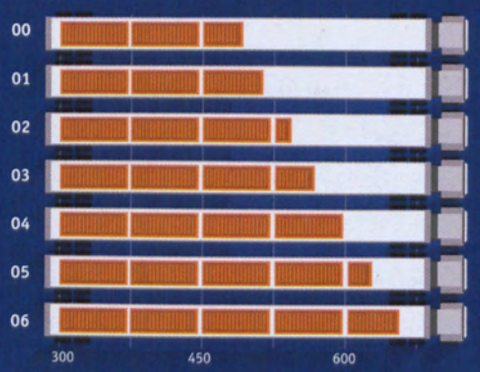
Tonnes - Millions

Lo Lo UNITISED TRADE 2000-2006



'000'S TEU's

Ro Ro UNITISED TRADE 2000-2006



'000'S Units

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.

- Six ferry companies operate up to 18 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.

Opening of the Dublin Port Tunnel

The Dublin Port Tunnel opened with considerable fanfare on December 20th, 2006. The largest single infrastructure project this State has ever undertaken was opened officially by An Taoiseach, Mr. Bertie Ahern, T.D., in the presence of The Lord Mayor, Councillor Vincent Jackson and the Minister for Transport, Martin Cullen, TD.







The tunnel, at 4.5km in length, is the longest urban motorway tunnel in Europe.
It will play a key role in the development of the Irish economy as well as Dublin Port, which is the biggest single distribution centre in the country. 9,000 trucks pass through the port every day and the majority of these will now be able to access the motorway network directly through the tunnel, rather than through the city centre.

Inside the port, Dublin Port Company completed all the necessary new roads, road upgrades and other infrastructural developments on time.

Here are a few key facts about the tunnel:

- The tunnel is a dual carriageway that connects directly to the M50, taking HGV traffic away from the centre of Dublin.
- It links the M1 to Dublin Port in only 6-8 minutes.
- Operational height clearance is 4.65m; the actual height of the tunnel is 4.9 metres.
- Five thousand people worked on the site over the period of the tunnel's construction, putting in eight million working hours.
- Three new bridges were built.
- Two million tonnes of clay and rock were shifted.
- 40,000 trees and shrubs were planted.
- Construction began in June 2001.

The tunnel offers many opportunities for the future and these will be enhanced further as Dublin Port itself is developed in the years ahead.



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Hamburg Sud	To/From	**Direct Dublin Port call for Israel, Cyprus, Tunisia, Italy.**
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IWT is a privately owned Irish company located in Dublin, Belfast, Cork and Rotterdam.

IWT offers a total logistics and freight management solution to exporters and importers. The company was acquired by the current shareholders in 2003, although they have been involved in the IWT Group since its creation in 1981.

IWT has enjoyed significant, steady growth in recent years. "This growth has been largely achieved through our outstanding success in improving and expanding our export business" says Managing Director Frank Finan.

In the 1980s, prior to the growth of pan-European and Global carriers, IWT was, with some justification, described as the pioneer of supply chain management. The company's fearlessly forward thinking approach was a direct example of entrepreneurial vision in its truest sense. This stood the business in good stead for the challenges (and there have been many in the Irish Market) which lay ahead in the ever evolving logistics sector.

The success the company has achieved since those days, can be attributed to a number of factors. According to IWT's Commercial Director Colin Dunne, "In order to achieve competitiveness, we have long realised that the key to maintaining, and improving on our position in the marketplace is driving efficiencies and creative solutions to suit the individual needs of the client." IWT continues to work with major blue chip food and drink companies such as Coca Cola, Diageo and C&C, to name but a few. In recent times, IWT's customer base has diversified, with major new business being done in the construction, pharma, electronics and chemicals sectors.

IWT's performance has continued to grow healthily and during the period 2004 to 2005 export sales grew from €9 million to €15 million respectively, contributing to total of € 30m sales in 2005. This has been achieved by proving complete partnership with clients in order to ensure that every aspect of their requirements are met. Operations Director Paul Scully points out; "We see our strength as being a private, Irish owned company with the depth and scope to compete with the global carriers, by understanding our client's needs and our ability to adapt to their market changes."

IWT offers the following range of services:



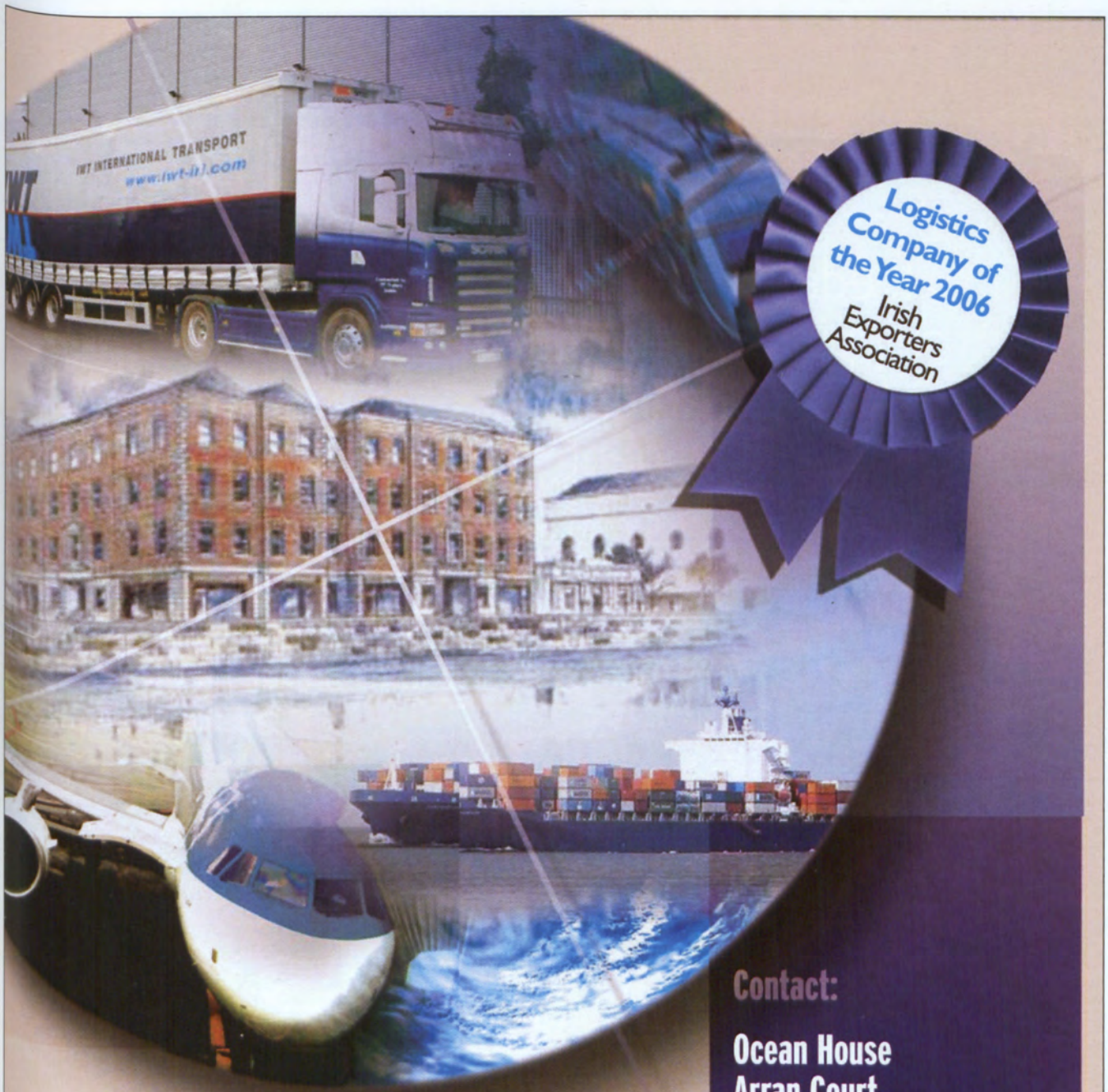
The Logistics Company of the Year Award 2006 was won by International Warehousing and Transport, Dublin. From left: Joe Burke, chairman of Dublin Port Company, sponsor of the award; Frank Finan and Colin Dunne of International Warehousing and Transport; Micheál Martin, TD; and Joe Lynch, IEA.

> **IWT has continued to grow and, during the period 2004 to 2005 export sales grew from €9 million to €15 million respectively, contributing to total sales of €30m in 2005.**

- Ireland - UK trailer service
- Global shipping and transport
- European container and trailer service
- Worldwide groupage service (Air, Sea, Road)
- 4 PL Freight management
- Warehousing & Distrubution
- Bulk Transportation
- Fiscal representation and customs clearance
- Project Management
- On-site Logistics

IWT ensures that Irish exporters get to market in a seamless, efficient, and cost effective manner and is proud of the significant increase in export revenues that it has achieved over the last two years.

The company has now begun operating it's own equipment, a considerable investment, further indication that IWT is gearing up to take it's place amongst the big boys. Expect some feathers to be ruffled in the logistics industry in 2007.



Range of Services

- Ireland - UK trailer service
- Global shipping and transport
- European container and trailer service
- Worldwide groupage service (Air, Sea, Road)
- 4 PL Freight management
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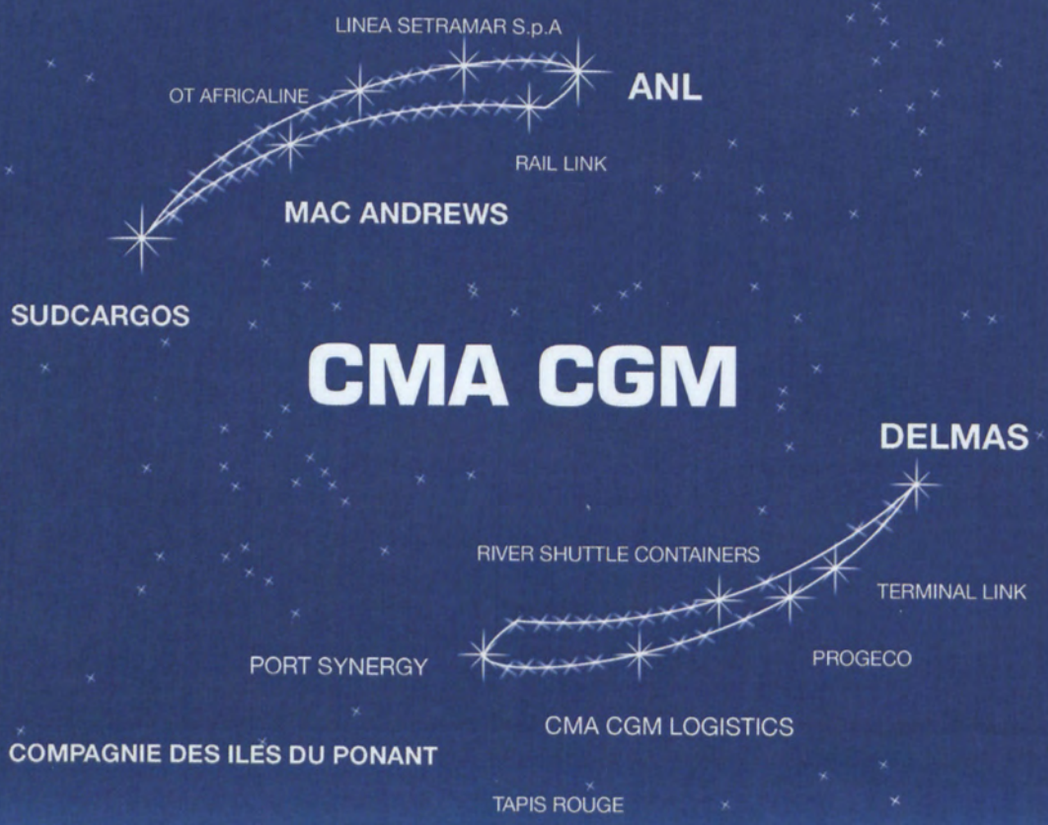
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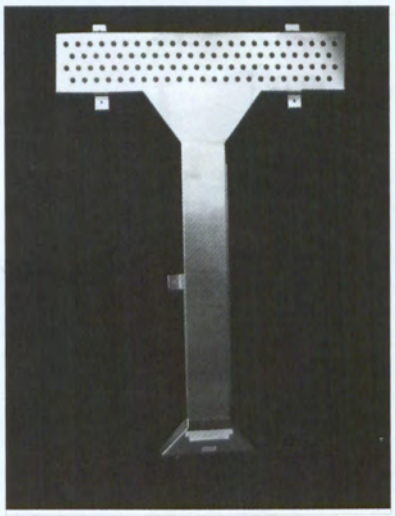
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- Check the Safety on the Water web site links (right) for advice and the full range of safety guidelines



Marine Safety Working Group Links

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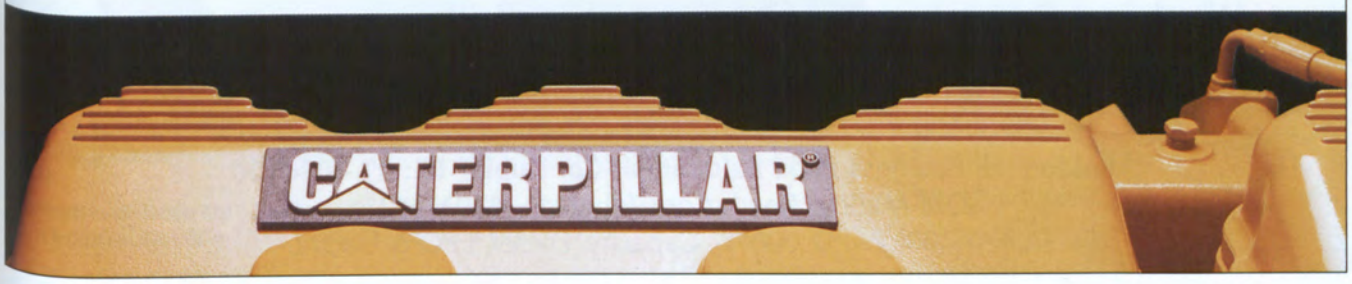
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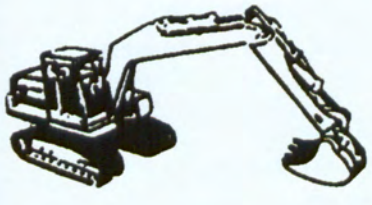
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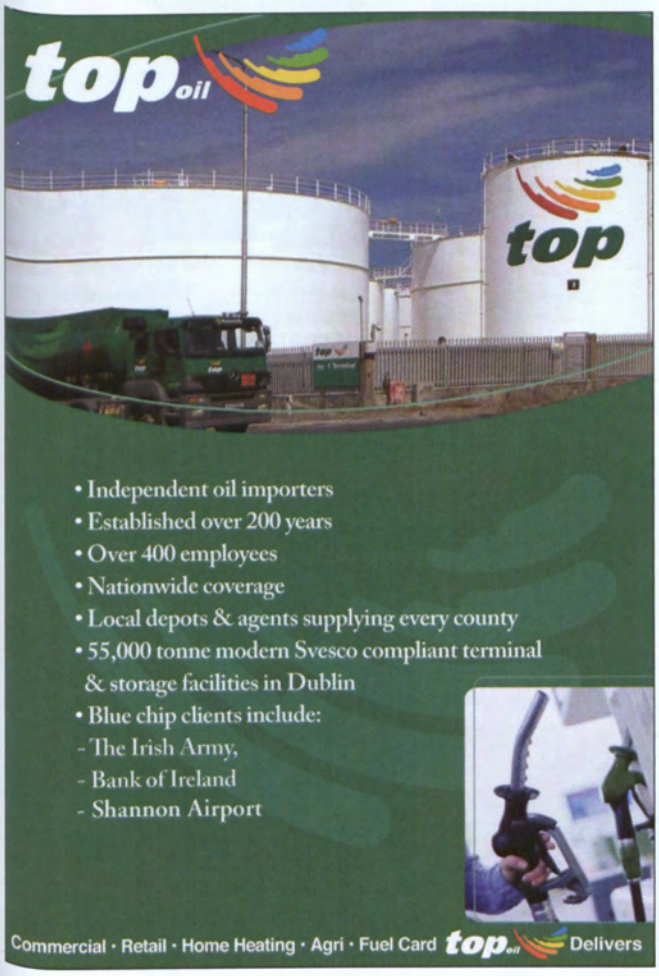
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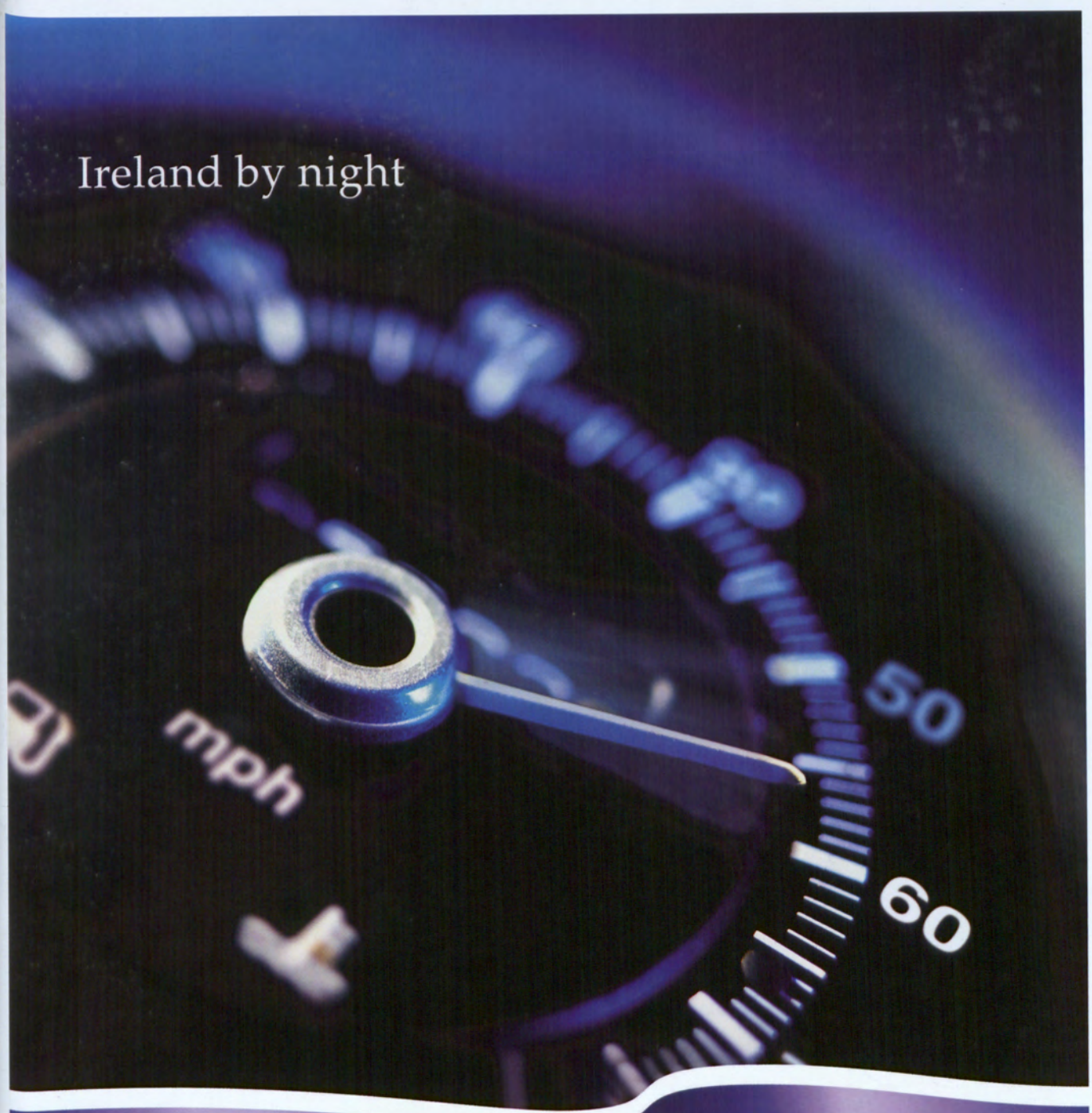
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